



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**Item #4**  
**Date: 4/24/08**

**MEMORANDUM**

**DATE:** April 14, 2008

**TO:** Montgomery County Planning Board and the Board of Appeals

**VIA:** Rose Krasnow, Chief, Development Review Division

Ralph Wilson, Zoning Supervisor, Development Review Division

**FROM:** Elsabett Tesfaye, Planner Coordinator (301) 495-1301

- SUBJECT:**
- I. Adequate Public Facilities Extension requests for:  
Preliminary Plan No. 119820680  
Preliminary Plan No. 119910390  
Preliminary Plan No. 119910380**
  - II Preliminary Forest Conservation Plan for S-2721 Washington Adventist Hospital**
  - III. Special Exception S-2721 Washington Adventist Hospital—Request for approval of special exception to allow establishment of a hospital use on approximately 48.86 acres of land identified as Parcels BB, CC, RR, SS and MMM, on Tax Map KQ342, Silver Spring, MD.**
  - IV. A request for a Waiver from “Distance from Establishment Served” requirement of § 59-E-1.3 for a Parking Garage, in conjunction with Special exception S-2721**

**FILING DATE:** November 30, 2007  
**PLANNING BOARD HEARING:** April 24, 2008  
**PUBLIC HEARING:** May, 5, 2008; May 9, 2008

**Staff Recommendations:**

- I. Adequate Public Facilities Extension requests for Preliminary Plan No. 19820680, Preliminary Plan No. 119910390 and Preliminary Plan No. 119910380 - **APPROVAL****
- II Preliminary Forest Conservation Plan S-2721 Washington Adventist Hospital - **APPROVAL with conditions****
- III. Special Exception S-2721 Washington Adventist Hospital -**APPROVAL with conditions****
- IV. A request for a Waiver from “Distance from establishment Served” requirement of Section 59-E-1.3 for a Parking Garage, in conjunction with Special exception S-2721 - **APPROVAL****

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- I. Transportation Planning Staff Memo
- II. Environmental Planning Memo-Preliminary FCP

### ATTACHMENTS:

- i. Aerial
- ii. Plans and Drawings
- iii. Referral comments

## **OVERVIEW:**

On November 30, 2007, Washington Adventist submitted a special exception application to build a hospital on 48.86 net acres located on the west side of Plum Orchard Drive approximately 360 feet west of its intersection with Cherry Hill Road and approximately 315 feet south of its intersection with Broad Burch Drive. The location is subject to the 1997 Fairland Master Plan. The new hospital is being proposed to replace the Adventist Hospital currently located in Takoma Park. As presented, it will have the same number of patient beds although the rooms will be private rather than semi-private. In addition to the acute care facility and emergency department, the applicant also proposes to build two medical office buildings, two multi-level parking garages, an ambulatory care building, and a helipad on the site.

The chosen location has valid APF approvals that permit the construction of an additional 802,619 square feet of office. However, because these approvals are due to expire over the next year and a half, the applicant needs to obtain extensions in order to be able to move forward with the special exception request. As the Board is aware, APF extensions must be closely scrutinized. However, the importance of a new hospital in the eastern county also must be taken into account. Therefore, staff has decided to bring both the APF extensions and the special exception to you at the same time.

## **ORGANIZATION OF THE REPORT:**

This report is organized into two main parts. Part One contains the Transportation Planning Section's review and recommendation of the Adventist Healthcare, Inc's request for Adequate Public Facility (APF) extensions. Part Two contains the Technical Staff's review and recommendations for approval of the special exception request as well as comments and recommendations for Preliminary Forest Conservation Plan (FCP) and the applicant's request for a waiver from the requirements of Section 59-E-1.3 for a parking garage that exceeds the required maximum distance from the main building.

### **Part One: Adequate Public Facilities Extension requests**

Requests for APF extensions normally are associated with preliminary plan reviews. However, the subject special exception application, which is not subject to Preliminary Plan review, requires a finding of adequate public facilities related to public roads. Complicating matters is the fact that the Adequate Public Validity periods for the parcels associated with the special exception are due to expire over the next year and a half. Therefore, it has become necessary to present the APF extension analysis along with the special exception analysis because a positive recommendation of the special exception cannot be made unless the Planning Board grants the requested APF extensions. It is important to remember that APF extensions cannot be conditioned. However, numerous conditions related to transportation have been included as part of the recommended conditions of approval for the special exception because these are necessary in order to make a finding that adequate public facilities are available to serve the proposed hospital use. The Transportation Planning memorandum dated April, 14, 2008 is attached as Appendix I.

### **Part Two: Special exception S-2721, Preliminary Forest Conservation Plan and Waiver from the Distance requirement for a parking facility**

The applicant's Preliminary Forest Conservation Plan requires a separate action by the Planning Board. A positive recommendation of the special exception is dependent upon approval of the Preliminary

FCP. The Environmental Planning Staff review and recommendation are presented under Section VIII. The conditions of approval of the Preliminary FCP are included in the conditions of approval of the special exception. The Environmental Planning memorandum of April 1, 2008 is attached as Appendix II.

With respect to the applicant's request for a waiver from the distance requirement for the North Parking Garage, the Technical Staff has reviewed the request and the findings are presented under Section XIII of this Report.

## PART ONE

### ADEQUATE PUBLIC FACILITIES EXTENSION REQUESTS

#### Staff Review of Applicant's APF Extension

Adventist Healthcare, Inc. is requesting that the Planning Board approve extensions of APF validity for five parcels associated with Preliminary Plan No. 119820680 (Parcels BB and CC), Preliminary Plan No. 119910390 (Parcels RR and SS), and Preliminary Plan No. 119910380 (Parcel MMM) for up to six years to July 25, 2013, in accordance with Section 50-20(c)(9)(B) of the County Code, Article III Subdivision Regulations. The Applicant's stated purpose for requesting the above APF extension is to relocate Washington Adventist Hospital from Takoma Park to its property in Fairland along Plum Orchard Drive, with a total built density of 803,570 square-feet.

The above Code provision states that "the Planning Board may approve one or more additional extensions of a determination of adequate public facilities" for up to six additional years per Section 50-20(c)(8) of the County Code, beyond any extension allowed under Section 50-20(c)(5) of the County Code "if the applicant will commit to reduce the amount of unbuilt development by at least 10%, and the validity period for the amount to be reduced will expire as scheduled."

#### **ANALYSIS:**

In the early 1980's, West\*Farm was subdivided into two sectors: an I-1 sector and an I-3 sector. The I-1 zoned parcels were approved in 1980 as Preliminary Plan No. 119802000 and all of the I-3 zoned parcels (including Parcels BB, CC, RR, and SS) were approved in 1982 as Preliminary Plan No. 119820680.

In 1991, West\*Farm re-recorded parcels approved under the previous preliminary plans. The I-1 parcels were recorded as Preliminary Plan No. 119910380 and the I-3 parcels were recorded as Preliminary Plan No. 119910390. Parcels RR and SS, among others, at this time were separated from Preliminary Plan No. 119820680, and were made part of new Preliminary Plan No. 119910390 (approved by the Planning Board on August 1, 1991). The above established a new 12-year APF validity period for Parcels RR and SS to July 31, 2003. Parcels BB and CC however remained as part of the original plan, and consistent with the expiration of the loophole closure legislation, the APF validity period for these parcels was established as July 25, 2001. The parcels in the I-1 zone of West\*Farm, including Parcel MMM, were part of Preliminary Plan No. 119910380. The APF approval for Parcel MMM was extended in parallel with that for Parcels RR and SS, and was scheduled to expire on July 31, 2003.

In 1999 and 2001, the APF validity period for Parcels BB, CC, RR, SS, and MMM were extended by previous owners of the parcels for an additional six years. Thus, the new APF validity period for Parcels BB and CC was extended to July 25, 2007, and that for Parcels RR, SS, and MMM was extended to July 31, 2009.

Now, the Applicant is requesting that the Planning Board approve an extension of APF validity for up to six years for Preliminary Plan No. 119820680 (Parcels BB and CC only), Preliminary Plan No. 119910390 (Parcels RR and SS only), and Preliminary Plan No. 119910380 (Parcel MMM only) to

July 25, 2013, in accordance with Section 50-20(c)(9)(B) of the Montgomery County Code, Article III Subdivision Regulations.

The above Code provision states that “the Planning Board may approve one or more additional extensions of a determination of adequate public facilities” for up to six additional years per Section 50-20(c)(8) of the County Code, beyond any extension allowed under Section 50-20(c)(5) of the County Code “if the applicant will commit to reduce the amount of unbuilt development by at least 10%, and the validity period for the amount to be reduced will expire as scheduled.”

With a total approved unbuilt density of 802,619 square-feet of office currently on the subject parcels, the Applicant must commit to reducing the amount of unbuilt density on the subject parcels by 80,262 square-feet of office coinciding with the approval of the APF Extensions, and must limit total approved unbuilt density on the subject parcels to the number of peak-hour trips generated by 722,357 square-feet of office. According to the Code provision, the validity period for the amount to be reduced (80,262 square-feet of office) must expire as scheduled in July 2009.

Staff had many concerns related to the requested APF extension which were discussed internally and with the Applicant. These concerns included:

1. The cumulative effect of multiple APF extensions that have been granted for the parcels must be considered. The prior approvals/extensions granted for the subject preliminary plans originally approved in 1982 were reapproved in 1991, and extended in 1999 and 2001 to the full extent of six years for a total approval of over 25 years. This cumulative period is more than double the maximum 10 year APF validity granted for developments under current regulations. The applicant has submitted traffic analyses to address this concern.
2. The feasibility of private sector participation in effectively addressing US 29 congestion is limited. The impact of through traffic growth along the US 29 corridor (specifically at Fairland Road/Musgrove Road, at Tech Road/Industrial Parkway, and at Stewart Lane intersections) regardless of the use that gets built on the site will ultimately require implementation of master-planned interchanges. Reasonable short-term, at-grade capacity improvement solutions at the existing intersections may therefore have limited value. In addition, there is likely not a nexus between the construction of grade-separated interchanges and the traffic impacts generated by any one single development in the area.
3. Conditional support for the special exception petition must consider transportation system performance, regardless of the APF approval status. The infrastructure and service improvements initially proffered by the Applicant would not fully address the proposed development’s own impact on the local street network, especially along Cherry Hill Road.
4. The Planning Board cannot condition approval of preliminary plan APF extensions that may be granted to require needed transportation improvements.
5. The subject APF extensions could be construed as not limited to only those parcels associated with the hospital replacement project.
6. The Planning Board cannot limit the subject APF extension to the proposed hospital use. The Planning Board is not the final approving authority for the proposed hospital use, and should state and local authorities not approve the hospital use, the underlying office density (that

would be approved by the current APF extension) could be constructed without the public benefit expected from the proposed hospital.

7. The APF extension establishes a peak-hour trip generation cap on the parcels, which will not be fully utilized by the proposed hospital. This could facilitate approval of future additional uses/density on the property through Site Plans without requiring any new APF determination.
8. The staff recommendation to the Planning Board to approve the subject APF extension could be argued as a precedent by applicants on other similar APF extension requests.

With these concerns in mind, staff carefully reviewed the Applicant’s APF extension requests.

Local Area Transportation Review

A traffic study was required in support of the subject APF extension requests and the subject special exception petition per the *2004 Local Area Transportation Review (LATR) Guidelines* since the proposed use was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The traffic study was scoped on August 24, 2007, and reviewed under the *2004 LATR Guidelines* because of the pending APF extension request.

The Applicant submitted a traffic study (initial draft dated November 30, 2007) that determined traffic-related impacts of the proposed hospital on the nearby roadway intersections during weekday morning and evening peak periods. At the request of staff, the Applicant also submitted several additional analysis/reports in support of the initial draft traffic study. The following briefly describes information contained within the traffic study and the subsequent Applicant/staff analyses.

- Site Trip Generation – Proposed Replacement Hospital at West\*Farm

The traffic study estimated that the proposed special exception use, an 803,570 square-foot hospital, will generate approximately 964 total peak-hour vehicle trips during the weekday morning peak-period and 948 total peak-hour vehicle trips during the weekday evening peak-period. These estimates were based on trip generation rates contained in Institute of Transportation Engineers (ITE) Trip Generation (7<sup>th</sup> Edition) report for a Hospital (ITE Land Use Code 610). A summary of the above is provided in Table 1.

**TABLE 1  
SUMMARY OF SITE TRIP GENERATION  
PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM  
WASHINGTON ADVENTIST HOSPITAL**

Trip Generation	In	Out	Total
Morning Peak-Hour	646	318	964
Evening Peak-Hour	313	635	948

Trip Generation based on ITE LUC 610 Hospital. Independent Variable: Trips per 1,000 SF GFA.  
Source: The Traffic Group, Inc. Traffic Report; November 30, 2007.

If the 802,619 square feet of office density approved for the subject five parcels were to be built, the site would generate 1,341 total peak-hour vehicle trips during the weekday morning peak-period and 1,216 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates.

Staff notes that with the reduction in the amount of unbuilt development on the property by 10%, the resulting 722,357 square feet of office density would generate approximately 1,212 total peak-hour vehicle trips during the weekday morning peak-period and 1,080 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates. These trips will become the new trip generation cap for the combined parcels.

The above estimates show that the proposed 803,570 square-foot hospital would generate 20 percent and 12 percent less trips during the morning and evening peak hours respectively compared to traffic that will be generated by the office density that will in effect be approved for the site subsequent to the APF extension approvals (which will be 722,357 square-feet of office).

- Capacity Calculations – Proposed Replacement Hospital at West\*Farm

Staff review of the initial draft traffic study and subsequent analysis by the Applicant (dated March 10, 2008) and by staff focused on analyzing impact of hospital traffic at three critical intersections along Cherry Hill Road and at two intersections along Broad Birch Drive within West\*Farm. These included the Cherry Hill Road intersections with Prosperity Drive, Broad Birch Drive/Calverton Boulevard, and Plum Orchard Drive/Clover Patch Drive, and the Broad Birch Drive intersections with Plum Orchard Drive and Tech Road. Based on the analysis, it was determined that intersection improvements are required at four of the above five intersections.

With the improvements reflected in the special exception approval conditions, which includes installation of several non-auto transportation facilities in the vicinity of the proposed hospital to enhance non-auto accessibility to the hospital, staff finds that the proposed hospital will be adequately served by public facilities and will not reduce safety of vehicular or pedestrian traffic.

A summary of the capacity analysis/Critical Lane Volume (CLV) analysis results for the five intersections listed above for the weekday morning and evening peak hours within the respective peak periods is provided in Table 2.



**TABLE 2**  
**SUMMARY OF CAPACITY CALCULATIONS**  
**PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM**  
**WASHINGTON ADVENTIST HOSPITAL**

Intersections	Traffic Conditions							
	Existing		Background <sup>1</sup>		Total		Total w/ Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM
Cherry Hill Rd/Prosperity Dr	1,019	1,011	1,132	1,138	1,338	1,340	--	--
Cherry Hill Rd/Broad Birch Dr/ Calverton Blvd	1,498	1,462	1,919	1,745	2,247	1,871	1,575	1,540
Cherry Hill Rd/Plum Orchard Dr/ Clover Path Dr	1,135	1,052	1,223	1,149	1,577	1,363	1,195	1,216
Broad Birch Dr/Plum Orchard Dr	629	751	891	1,039	1,045	1,321	873	1,169
Broad Birch Dr/Tech Rd	716	890	1,303	1,309	1,380	1,385	1,145	1,256

Source: The Traffic Group, Inc. Traffic Report; November 30, 2007; Supplemental Analysis, March 10, 2008; Staff Analysis.  
2004 LATR Guidelines Congestion Standard for Fairland/White Oak Policy Area: 1,500.

<sup>1</sup> Includes 1,170 additional employees proposed for study in the 2008 Supplemental EIS at the Consolidated Headquarters Campus for FDA at White Oak.

### Master Plan Roadways and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted *Fairland Master Plan* includes the following nearby roadway and pedestrian/bikeway facilities:

1. Columbia Pike (US 29), a six-lane north-south controlled-major (CM-10) highway within the Master Plan boundary, with a minimum right-of-way width of 100-200 feet. US 29 is currently built as a six-lane divided highway, with shoulders on both sides of the roadway. The Master Plan recommends constructing interchanges at all existing roadway crossings along US 29, and providing a Class I commuter bikeway facility along US 29 between MD 198 in Burtonsville to the north and Industrial Parkway to the south. Bikeways and sidewalks also are recommended in the design of all cross-street bridges over US 29. There are no sidewalks along US 29 within the immediate stud area.
2. Old Columbia Pike, a four-lane north-south arterial (A-99) between East Randolph Road and Tech Road, with a minimum right-of-way width of 80 feet and sidewalks. The section of Old Columbia Pike north of East Randolph Road to Briggs Chaney Road (P-25b), between Tech Road and Industrial Parkway (P-25a), and to the south of Industrial Parkway (P-2) are classified as two-lane primary residential streets with a minimum right-of-way width of 80 feet. Old Columbia Pike has an existing Class I/II bikeway (EB-13) between Stewart Lane and MD 198.

3. Intercounty Connector (ICC), as a limited-access east-west freeway (F-9) with a minimum right-of-way width of 300 feet between I-270 to the west and I-95/US 1 to the east through central/eastern Montgomery and western Prince George's Counties.
4. Fairland Road, a two to four-lane divided east-west arterial (A-75) between Paint Branch and Prince George's County Line, with a minimum right-of-way width of 80-feet and sidewalks. A Class I bikeway (PB-50) is recommended in the master plan for Fairland Road from Old Columbia Pike to Prince George's County Line along the south side of the roadway.
5. East Randolph Road/Cherry Hill Road, a four/five-lane east-west/north-south arterial (A-98) within the Master Plan boundary, with a minimum right-of-way width of 80 feet. A Class II bikeway (PB-20) is recommended for East Randolph Road between US 29 and the White Oak Master Plan boundary. The Master Plan also recommends extending/connecting the sidewalk along East Randolph Road to Cherry Hill Road. It is noted that both East Randolph Road and Cherry Hill Road are currently built to Master Plan standards with a Class I bikeway and sidewalks.
6. Tech Road, a four-lane east-west/north-south commercial business district street (B-6) between Old Columbia Pike and US 29, and designated as a four-lane industrial road (I-11) between US 29 and approximately 1,600 feet southwest of Industrial Parkway, with a minimum right-of-way width of 80 feet. The roadway is currently built to master plan recommendations with sidewalks on both sides.
7. Industrial Parkway, a four-lane east-west industrial road (I-1) between US 29 and into the WSSC site, with a minimum right-of-way width of 80 feet. It is noted that Industrial Parkway is currently built to Master Plan standards with sidewalks on both sides of the roadway.
8. Prosperity Drive, a two to four-lane north-south industrial road/commercial business district street (I-8/B-2) between Industrial Parkway and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-60). Prosperity Drive has a sidewalk to its east side between Tech Road and Whiteham Court and on both sides to the north to Cherry Hill Road.
9. Broad Birch Drive, a four-lane east-west industrial road (I-9) between Tech Road and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-65). The roadway is currently built to Master Plan standards with four travel lanes, and sidewalks and street trees on both sides.
10. Calverton Boulevard, an east-west primary residential roadway (P-46) between Cherry Hill Road to the west and Prince George's County Line to the east, with a minimum right-of-way width of 80 feet. The Master Plan recommends four travel lanes for Calverton Boulevard between Cherry Hill Road and Gracefield Road (P-38). Further to the east, Calverton Boulevard is recommended to have only two through travel lanes. Calverton Boulevard is connected to Fairland Road via Galway Drive (P-35).
11. Plum Orchard Drive, a north-south U-shaped four-lane industrial road (I-12) between Broad Birch Drive and Cherry Hill Road, with a minimum right-of-way width of 80 feet. It is noted that Plum Orchard Drive is currently built to master plan recommendations with sidewalks/tree panels on both sides.

12. FDA Access Road (through Percontee), a two-lane east-west industrial road (I-10) between Cherry Hill Road and the Federal property, with a minimum right-of-way width of 80 feet. GSA is currently pursuing construction of this roadway through the Percontee property as part of the FDA White Oak Headquarters Consolidation project.

#### Nearby Transportation Improvement Projects

The Maryland State Highway Administration's (SHA) FY 2008-2013 Consolidated Transportation Program (CTP) included the following nearby projects:

1. ICC: Design and construction of the ICC is currently underway, with significant increase in construction activity along the corridor expected by summer 2008. The construction of the freeway is split into five contracts, Contracts A through E. Contract A, the western section of the roadway between I-270/I-370 and east of Georgia Avenue (MD 97) is currently under construction. Contract C, the ICC section between US 29 and I-95 currently has a notice to proceed. Contract B, the ICC section between MD 97 and US 29 is currently accepting design and construction proposals.

The state's CTP contains construction funding for the ICC through the year 2013. Since the project is not fully funded in the first four years of the CTP, the full ICC is not an assumed element for LATR studies under the 2005-2007 Growth Policy. The project, however, is fully funded, and staff considered the projected traffic reduction along Cherry Hill Road attributable to the ICC as documented in the ICC Final Environmental Impact Statement in the analysis of Background and Total (Build) Traffic Conditions.

2. US 29/Fairland Road/Musgrove Road Interchange: This project is currently on hold.
3. US 29/Tech Road/Industrial Parkway Interchanges: These projects are currently on hold.
4. US 29/Stewart Lane Interchange: This project is currently on hold.

The current estimate is that the above US 29 CTP improvements could cost approximately \$250-\$400 million to implement.

The Montgomery County DPWT's current Capital Improvement Program (CIP) included the following project as well:

1. Reconstruction of Fairland Road from US 29 to Prince George's County line. This CIP project included widening of Fairland Road to 3 lanes, provision of a sidewalk to the north side and a Class I bikeway to the south side of the roadway. The project is currently under construction and is to be completed by October 2008.

In light of the above analysis, staff recommends that the Planning Board approve extensions of APF validity period for 722,357 square-feet of office use on subject Parcels BB, CC, RR, SS, and MMM only, to July 25, 2013, based on the finding that:

1. The Applicant meets provisions under Montgomery County Code Section 50-20(c)(9)(B).

2. All infrastructure improvements required by the conditions of the original preliminary plan approvals have been constructed (or required payments for its construction have been made).
3. The subject parcels already met the traffic mitigation requirements for the I-3 zone sector of West\*Farm through a 1994 Trip Mitigation Agreement.
4. If no other APF extension requests are filed, much of the background (approved but unbuilt) density that was part of the special exception traffic study could expire in the near future (for example, 350,000 square-feet of office density approved for Seventh Day Adventist World Headquarters site by February 2009, and the remaining West\*Farm density by July 2009).
5. Other planned future developments in the area – such as an additional 1,170 employees at the FDA, the proposed East County Center for Science and Technology on WSSC Site II, and the proposed Percontee Property “Life Science Center” – have no prior APF approvals and will require new transportation assessments. Staff notes that two of these projects (FDA and WSSC Site II) could be submitted for mandatory referral review, which does not give Planning Board authority to make APF findings and require transportation improvements. The Percontee property is proposed for a limited Master Plan Amendment which would include macro-level transportation assessments. Staff analysis of the Background Traffic Conditions included the 1,170 FDA employees that will be the subject of a Supplemental EIS in 2008 (in addition to the 7,720 FDA employees already in the FDA Master Plan).
6. The ICC is forecast to reduce through traffic along Cherry Hill Road by approximately 22 percent, though the ICC cannot be assumed in a current APF finding as it is not fully funded for completion in the next four years.
7. The combination of proposed off-site transit facilities, a main-shift employee shuttle service, intersection improvements, internal/external site access improvements, potential Transportation Management Program (TMP) elements, and proposed inter-property road connections proffered by the Applicant as part of the special exception petition should help mitigate vehicular traffic impact from the proposed hospital.
8. The Cherry Hill Road intersections would operate either below the 1,500 CLV congestion standard or at a CLV better than that determined for Background Traffic Conditions with the intersection improvements that are conditioned on the Applicant.
9. The proposed 803,570 square-foot hospital would generate less traffic than the office density that will in effect be approved for the site subsequent to the APF extension approvals (which will be 722,357 square-feet of office) - by 20 percent for the morning peak hour and by 12 percent for the evening peak hour.
10. There are adverse pedestrian, aesthetic, and compatibility impacts from additional improvements along Cherry Hill Road that may ultimately be required to support contemplated development in the area (such as an additional through travel lane on Cherry Hill Road) on the Calverton community.
11. Improvements along US 29 at the Fairland Road/Musgrove Road, Tech Road/Industrial Parkway, and Stewart Lane intersections would require construction of master-planned grade-

separated interchanges as long-term transportation infrastructure solutions at a cost of approximately \$250-\$400 million.

12. A new APF determination for the hospital under the current Growth Policy and Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines requirements could result in conditions that would make it impossible for the hospital project to go forward.
13. The public value of the proposed hospital use is reflected to some extent in the County Council's 2007 decision to exempt hospitals from the transportation impact tax.
14. The project has considerable community support.

#### **STAFF RECOMMENDATIONS**

1. APF Extension Requests by Adventist Healthcare, Inc. for Parcels BB, CC, RR, SS, and MMM related to Preliminary Plans 119820680, 119910390, and 119910380

Transportation Planning staff recommends that the Planning Board approve extension of APF request for the following specific parcels only, to July 25, 2013:

- a. Parcels BB and CC related to Preliminary Plan No. 119820680
- b. Parcels RR and SS related to Preliminary Plan No. 119910390
- c. Parcel MMM related to Preliminary Plan No. 119910380

Consistent with Section 50-20(c)(9)(B) of the Montgomery County Code, Article III Subdivision Regulations, the applicant must reduce the amount of unbuilt development associated with parcels related to the subject APF extension approvals by the Planning Board by 10 percent for the APF extensions to be effective. Thus, with a total approved unbuilt density of 802,619 square-feet of office currently on the subject parcels, the Applicant must commit to reduce the amount of unbuilt density on the subject parcels by 80,262 square-feet of office. Therefore, with approval of these APF Extensions, the combined total approved unbuilt density on the subject parcels is limited to the number of peak-hour trips generated by 722,357 square-feet of office.

**PART TWO**

**SPECIAL EXCEPTION S-2721, PRELIMINARY FOREST CONSERVATION PLAN  
AND WAIVER FROM THE DISTANCE REQUIREMENT FOR A PARKING  
FACILITY**

**DEVELOPMENT DATA**

<b>Location and Identification</b>	West side of Plum Orchard Drive approximately 360 feet west of its Intersection with Cherry hill Road and approximately 315 feet south of its intersection with Broad Burch Drive.
<b>Site Size</b>	48.86 ac (net)
<b>Current Zone and Use:</b>	I-3 (Technology and Business Park) I-1 (Light Industrial) US 29/Cherry Hill Road Employment Overlay Zone.
<b>Applicant</b>	Adventist healthcare, Incorporated
<b>Master Plan</b>	1997 Fairland Master Plan
<b>Proposed Zone and Use</b>	Special Exception to allow establishment of a hospital use. The Hospital will include: <ul style="list-style-type: none"><li>• an eight-story acute care facility with 294 beds and Emergency Department</li><li>• a helipad</li><li>• a two-story Ambulatory Care Building</li><li>• a four-story Medical-Office Building (MOB 1)</li><li>• two, multi-level Parking Garages</li><li>• a Medical office building (MOB 2) to be constructed on Phase 2-P</li></ul>
<b>Height:</b>	145 Ft (Max)
<b>Floor Area Ratio (FAR)</b>	0.46
<b>Phasing</b>	2-Phase
<b>Green Area Coverage</b>	73.07% (36.82 ac)
<b>Of-street coverage</b>	2.64 ac (5.24%)
<b>Parking spaces:</b>	
Standard (including HC spaces)	2112 Spaces
Motorcycle	20
Bicycle	102

## I. STATEMENT OF THE CASE

The applicant, Washington Adventist Hospital (WAH) requests approval of a special exception to establish and develop a Hospital Campus. The Hospital seeks to relocate its health care facility, currently located in Takoma Park, to the West\*Farm Technology Park on Plum Orchard Drive, west of Cherry Hill Road in Silver Spring. The proposed development of the subject property will include a state of the art Main Building along with supporting physician offices and service facilities. The applicant contends that the new site provides WAH an opportunity to redesign the Hospital into a 21<sup>st</sup> century health care facility.

The Special exception plan depicts the following buildings and service facilities:

- An eight-story acute care facility with 294 beds and Emergency Department
- A helipad
- A two-story Ambulatory Care Building
- A four-story Medical-Office Building (MOB 1)
- Two, multi-level Parking Garages (The North Parking Garage and The South Parking Garage).
- A Medical Office Building (MOB 2) to be constructed in Phase 2

The development will be build out in two phases. All but one of the above listed facilities (MOB 2) will be constructed in the first phase of the build out. The proposal provides for 2,112 parking spaces in the two parking garages and a small parking lot located adjacent the Emergency Department. The applicant's architectural plan provides for ample green area and extensive landscaping throughout the Hospital Campus.

## II. DESCRIPTION PROPERTY



The subject property is located on the west side of Plum Orchard Drive approximately 360 feet west of its Intersection with Cherry Hill Road and approximately 315 feet south of its intersection with Broad Burch Drive. The Hospital's property consists of 48.86 acres of land identified on the plat records as identified as Parcels BB, CC, RR, SS and MMM, on Tax Map KQ342, Silver Spring, MD. The five parcels are subdivided lots and are part of the West\*Farm Technology Park subdivision. All of the property is zoned I-3 except Parcel MMM, which is zoned I-1. The property is also within the US 29/Cherry Hill Road Employment Overlay Zone.

The property is undeveloped and defined with various topographical features including slopes, wetlands, a flood plain environmental buffer area and a lake. The site has approximately 1,705 feet of frontage on Plum Orchard Road from which it is accessed

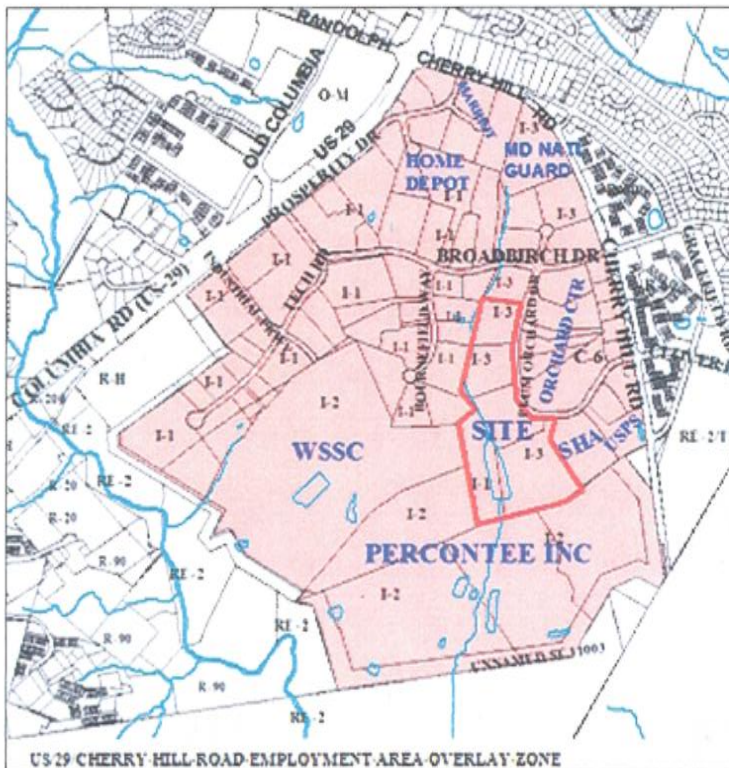
### III. NEIGHBORHOOD DESCRIPTION

The neighborhood in which the subject site is located is generally defined by the following boundaries.

- North: Colesville Road (US 29) and Cherry Hill Road
- East: Cherry Hill Road
- South: The Paint Branch Stream and The Northern Boundary of the Naval Surface Warfare Center/FDA Relocation Site
- West: US 29

This neighborhood includes a 400-acre area identified as US/29/Cherry Hill Employment area in the Fairland Master Plan (page 29).

The neighborhood is developed with light industrial uses and low-density, retail commercial uses including a neighborhood shopping center. The neighborhood includes the 75-acre Montgomery Industrial Park that is classified in the I-1 Zone, the West\*Farm Technology Park that also includes the subject site in the I-1, I-2 and I-3 Zones, the WSSC Site II in the I-2 Zone, and the Percontee sand and gravel and concrete recycling operation, also in the I-2 Zone. The neighborhood also contains a 40-acre, 480,000-square-foot neighborhood shopping center (Orchard Center). The shopping center property is zoned C-6.



As noted, the subject property is also within the area identified as the West\*Farm Technology Park which is classified in the I-3, I-1 and C-6 zones and developed with a mixture of high-tech and light industrial uses as well as the State Highway Administration maintenance facility, a U.S Postal Service distribution facility, and a Marriot Residence Inn Hotel. Some of these uses adjoin the subject property to the north, northwest and west. To the southwest the property abuts the former WSSC-Site #2 and a portion of the Percontee excavation and recycling site which also abuts the subject property to the south. To the east, across Plum Orchard Road, is located the Orchard Center (shopping center). To the southeast, the property abuts the State Highway Maintenance facility.



#### **IV. PLANNING AND ZONING HISTORY:**

The site was placed in the R-A Zone when the zone was enacted and mapped in the 1954 Regional District Zoning. The 1958 County-Wide Comprehensive Zoning confirmed the R-A zoning of the site (The R-A Zone was renamed RE-2 in 1973). The 1982 Sectional Map Amendment (SMA) for the Eastern Montgomery County area: Cloverly, White Oak, and Fairland (G-337) reclassified the subject site to I-1 and I-3. The 1997 Fairland Master Plan and the subsequent Sectional Map Amendment (G-747) confirmed the I-1 and I-3 zoning of the site and also placed it in the US 29/Cherry Hill Road Employment Overlay Zone.

#### **V. MASTER PLAN**

Community Based Planning Staff, in its review of the application, found the proposed development of the site with a Hospital to be consistent with the vision and recommendation of the 1997 Approved and Adopted Fairland Master Plan. Community Based Planning further stated that the proposed use would provide an important public service in an area not currently served and. Additionally, the Community based Planning Staff has offered the following Comments:

- The hospital will employ thousands of highly skilled workers and professionals in an area intended for such employment uses.
- The hospital will provide all aspects of modern medical care for their existing service community as well as the larger community.
- The hospital is designed to provide immediate emergency care in a regional catastrophe. That aspect alone is in the public interest since there are few modern facilities of that type in the county or adjacent counties.
- There is synergy with existing development. Employees could avail themselves of the supermarket and other retail services within walking distance of the hospital. Attending families and visitors can also combine needed visits with errands.
- The project provides circulation to adjacent future development. The proposed layout includes an interior drive that terminates at the Percontee property. The applicant has offered to convert the drive into a public road if needed in the future. This road can only enhance the circulation in the interior of the employment area.
- The project provides passive recreational amenities. The integration of the regional storm water facility into the hospital grounds transforms a necessity into an asset.

Community-Based Planning Staff believes that the proposed use is in conformance with the master plan and implements the vision of the master plan in a way that will solidify and enhance the importance of eastern county to the overall economy and well-being of Montgomery County.

## VI. TRANSPORTATION

The proposal meets the transportation related requirements of Local Area Transportation Review Test (LATR). The Transportation Planning staff reviewed the site plan and the traffic analysis submitted by the applicant and offers the following comments:

### Property Location, Area Land Uses, Proposed Use, Vehicular/Pedestrian Access, Transit Facilities

The special exception petition for the planned Washington Adventist Hospital campus is proposed on property consisting of Parcels BB, CC, RR, SS, and MMM located to the southwest of Cherry Hill Road/Plum Orchard Drive intersection in Fairland. The property is located within the West\*Farm Technology Park, which has a mix of uses including office, retail, hospitality, institutional, industrial, and warehousing, and is in close proximity to residential uses (including a large age-restricted community to the east side of Cherry Hill Road).

The planned Washington Adventist Hospital campus will have a total built density of 803,570 square-feet and will include the main hospital building, an ambulatory care building, a faith center, two medical office buildings, two parking structures, and a helipad.

Vehicular access to and from the planned hospital campus is proposed via three driveways off Plum Orchard Drive. Plum Orchard Drive is a U-shaped roadway between Cherry Hill Road and Broad Birch Drive to the back of Orchard Center. This roadway is currently built to master plan recommendations with a sidewalk and a tree panel on both sides. The hospital campus can also be accessed from US 29 via Industrial Parkway and Tech Road, both connecting to Broad Birch Drive.

Primary access to the hospital building from Plum Orchard Drive is proposed via Private Street A/South Entrance Drive, located to the southeast corner of the property. This driveway will lead patients and visitors to the Main Hospital Building/Ambulatory Care Building, Medical Office Building-1, and the South Parking Garage. The Applicant is proposing to construct Private Street A to public street standards (with a minimum right-of-way width of 60 feet) such that this roadway could be connected to the adjacent Percontee property when that property develops in the future. Further north is a second entrance to the campus, the Service/Ambulance Drive, dedicated for Emergency Department and service vehicles. The proposed on-site helipad will also be accessed via this driveway. Approximately 800 feet north of the South Entrance Drive is the North Entrance Drive, which will serve Medical Office Building-2 and the North Parking Garage. The northern parking garage will be used primarily by employees.

The special exception site plan proposes adequate lead-in sidewalk connections into the campus from Plum Orchard Drive. This plan also proposes adequate internal pedestrian connections between proposed on-site buildings/structures/amenities. Since there is opportunity to further refine pedestrian/bicyclist accessibility as well as safety into and within the proposed campus and to identify locations for bike lockers and bike racks on the campus at the time of Site Plan, staff finds the special exception use site plan pedestrian/bicyclist circulation concept to be adequate.

Several Metrobus C, R, and Z routes and RideOn Route 10 serve this area and have stops along Plum Orchard Drive, Broad Birch Drive and Cherry Hill Road. Staff also finds that the bus shelters (along Plum Orchard Drive, Broad Birch Drive, and Cherry Hill Road), hospital-operated employee shuttle for main shift employees, and the Transportation Benefits Coordinator position at the hospital proffered as part of the special exception petition by the Applicant are significant traffic mitigation commitments by the Applicant to reduce auto travel to and from the hospital.

Several Metrobus C, R, and Z routes and RideOn Route 10 serve this area and have stops along Plum Orchard Drive, Broad Birch Drive and Cherry Hill Road. Staff also finds that the bus shelters (along Plum Orchard Drive, Broad Birch Drive, and Cherry Hill Road), hospital-operated employee shuttle for main shift employees, and the Transportation Benefits Coordinator position at the hospital proffered as part of the special exception petition by the Applicant are significant traffic mitigation commitments by the Applicant to reduce auto travel to and from the hospital.

A traffic study was required in support of the subject APF extension requests and the subject special exception petition per the *2004 Local Area Transportation Review (LATR) Guidelines* since the proposed use was estimated to generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The traffic study was scoped on August 24, 2007, and reviewed under the *2004 LATR Guidelines* because of the pending APF extension request.

The Applicant submitted a traffic study (initial draft dated November 30, 2007) that determined traffic-related impacts of the proposed hospital on the nearby roadway intersections during weekday morning and evening peak periods. At the request of staff, the Applicant also submitted several additional analysis/reports in support of the initial draft traffic study. The following briefly describes information contained within the traffic study and the subsequent Applicant/staff analyses.

- Site Trip Generation – Proposed Replacement Hospital at West\*Farm

The traffic study estimated that the proposed special exception use, an 803,570 square-foot hospital, will generate approximately 964 total peak-hour vehicle trips during the weekday morning peak-period and 948 total peak-hour vehicle trips during the weekday evening peak-period. These estimates were based on trip generation rates contained in Institute of Transportation Engineers (ITE) Trip Generation (7<sup>th</sup> Edition) report for a Hospital (ITE Land Use Code 610). A summary of the above is provided in Table 1.

**TABLE 1**  
**SUMMARY OF SITE TRIP GENERATION**  
**PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM**  
**WASHINGTON ADVENTIST HOSPITAL**

Trip Generation	In	Out	Total
Morning Peak-Hour	646	318	964
Evening Peak-Hour	313	635	948

Trip Generation based on ITE LUC 610 Hospital. Independent Variable: Trips per 1,000 SF GFA.  
 Source: The Traffic Group, Inc. Traffic Report; November 30, 2007.

If the 802,619 square-feet of office density approved for the subject five parcels were to be built, the site would generate 1,341 total peak-hour vehicle trips during the weekday morning peak-period and 1,216 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates.

Staff notes that with the reduction in the amount of unbuilt development on the property by 10%, the resulting 722,357 square-feet of office density would generate approximately 1,212 total peak-hour vehicle trips during the weekday morning peak-period and 1,080 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates. These trips will become the new trip generation cap for the combined parcels.

The above estimates show that the proposed 803,570 square-foot hospital would generate 20 percent and 12 percent less trips during the morning and evening peak hours respectively compared to traffic that will be generated by the office density that will in effect be approved for the site subsequent to the APF extension approvals (which will be 722,357 square-feet of office).

- Capacity Calculations – Proposed Replacement Hospital at West\*Farm

Staff review of the initial draft traffic study and subsequent analysis by the Applicant (dated March 10, 2008) and by staff focused on analyzing impact of hospital traffic at three critical intersections along Cherry Hill Road and at two intersections along Broad Birch Drive within West\*Farm. These included the Cherry Hill Road intersections with Prosperity Drive, Broad Birch Drive/Calverton Boulevard, and Plum Orchard Drive/Clover Patch Drive, and the Broad Birch Drive intersections with Plum Orchard Drive and Tech Road. Based on the analysis, it was determined that intersection improvements are required at four of the above five intersections.

With the improvements reflected in the special exception approval conditions, which includes installation of several non-auto transportation facilities in the vicinity of the proposed hospital to enhance non-auto accessibility to the hospital, staff finds that the proposed hospital will be adequately served by public facilities and will not reduce safety of vehicular or pedestrian traffic.

A summary of the capacity analysis/Critical Lane Volume (CLV) analysis results for the five intersections listed above for the weekday morning and evening peak hours within the respective peak periods is provided in Table 2.

**TABLE 2  
SUMMARY OF CAPACITY CALCULATIONS  
PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM  
WASHINGTON ADVENTIST HOSPITAL**

Intersections	Traffic Conditions							
	Existing		Background <sup>1</sup>		Total		Total w/ Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM
Cherry Hill Rd/Prosperity Dr	1,019	1,011	1,132	1,138	1,338	1,340	--	--
Cherry Hill Rd/Broad Birch Dr/ Calverton Blvd	1,498	1,462	1,919	1,745	2,247	1,871	1,575	1,540
Cherry Hill Rd/Plum Orchard Dr/ Clover Path Dr	1,135	1,052	1,223	1,149	1,577	1,363	1,195	1,216
Broad Birch Dr/Plum Orchard Dr	629	751	891	1,039	1,045	1,321	873	1,169
Broad Birch Dr/Tech Rd	716	890	1,303	1,309	1,380	1,385	1,145	1,256

Source: The Traffic Group, Inc. Traffic Report; November 30, 2007; Supplemental Analysis, March 10, 2008; Staff Analysis.  
2004 LATR Guidelines Congestion Standard for Fairland/White Oak Policy Area: 1,500.

1 Includes 1,170 additional employees proposed for study in the 2008 Supplemental EIS at the Consolidated Headquarters Campus for FDA at White Oak.

## VII. ENVIRONMENT

By a memo dated March 31, 2008, the Environmental Planning staff has offered the following comments:

### Environmental Guidelines

The applicant has submitted and received two separate approvals of Natural Resources Inventories/Forest Stand Delineations (NRI/FSD) numbers 42003071 and 42007302. The former plan was recertified on July 18, 2007, and the latter plan received approval on November 1, 2007. There is a stream, wetlands, 100-year floodplain, steep slopes associated with highly erodible soils, severe slopes and associated environmental buffers. The site has a total of 16.41 acres of environmental buffer, 11.31 acres of floodplain and 0.82 acres of wetlands. A portion of the wetlands are forested and are within a forest stand identified as high priority retention. There is an existing in-stream stormwater management wet pond that was constructed approximately 10 years ago when the West\*Farm Technology Park began to develop.

The initial submission proposed approximately less than one-half an acre of encroachment into an environmental buffer area that includes a forested wetland. After several discussions between staff and the applicant, the applicant has proposed to revise the layout to avoid encroachments into environmental buffers with proposed buildings and associated grading. In addition, although the water line must go through the environmental buffer, its location has been adjusted to avoid disturbance to wetlands.

### **Forest Conservation**

This property is subject to Chapter 22A Montgomery County Forest Conservation Law. Staff's review and findings on the preliminary forest conservation plan for this proposed special exception are provided in a separate memorandum from Environmental Planning staff to the Planning Board dated March 28, 2008. Staff does recommend approval of the preliminary forest conservation with conditions (see Section VIII No.3: Forest Conservation-59-G-23 (d) below).

### **Stormwater Management**

Conceptual stormwater management approval was granted by DPS in a letter dated January 28, 2008. The existing in-stream stormwater management pond will receive most of the site's runoff and provide quantity control for the site. Water quality control structures are required on the site and these are proposed in the form of a series of underground storm filters. Several of DPS' conditions of the concept approval include the following:

- Onsite recharge is not required due to the proximity of the project site to the existing retention pond.
- All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material
- All covered parking areas must drain to the sanitary sewer system. Covered parking areas will not be allowed to drain to the storm drain system.
- Rooftop runoff must be directed to the regional pond, bypassing on-site storm drainage, wherever possible.
- Environmental Planning staff has concerns for the lack of groundwater recharge provisions through infiltration in relation to the wetland area on an upland slope nearby the proposed northern-most parking deck structure. If infiltration is not provided at this location, the natural recharge function of the slope where the wetlands are located may be eliminated and the wetland may dry up.

### **Water Quality**

The site is in the Paint Branch watershed, which is designated by the state as Use III waters (natural trout waters). Because Department of Permitting Services (DPS) is requiring the two proposed covered parking garages must drain the runoff into the sanitary sewer system, this will protect the watershed's water quality so stormwater runoff from the garage structures is not discharged untreated directly into the site's in-stream stormwater management facility.

**Green Building**

This proposal must comply with Montgomery County green building requirements. The applicant’s Architectural Report includes a statement that reads as follows: “The buildings will be designed to comply with applicable Montgomery County green building requirements. Green building design features are compatible with the goals that are inherent in WAH’s holistic approach to community health care, with focuses on the well being of mind, body and spirit.”

The Environmental Planning Staff has recommended the following conditions:

1. Revise all plans for the special exception to avoid disturbance of environmental buffers, including wetlands. Revisions should be consistent with the two revised site plans and waterline alignment plan (entitled “North Parking Garage and MOB2 Plan Revision” and “Main Hospital Entry Site Plan Revision” and the “Alternate Waterline Alignment” plan received March 27, 2008).
  
2. Coordinate with MNCPPC and County DPS to implement measures to maintain water flow to the forested wetland and its buffer near the northern parking garage. Cleaner water discharges from rooftops, green roofs, etc., should be examined to replace surface and groundwater flows lost to upstream development.

**VIII. GENERAL DEVELOPMENT STANDARDS**

1. **Development Standards-59-G-1.23 (a): Special exceptions are subject to the development standards of the applicable zone where the special exception is located, except when the standard is specified in Section G-1.23 or in Section G-2.**

The following table summarizes the relevant development standards for the I-1 and I-3 Zones and the US 29/Cherry Hill Road Employment Overlay Zone that are applicable to the proposed special exception request:

Development Standard	Required (current)				Proposed
	I-1	I-3	Overlay	Hospitals Sec. 59-G-2.31	
<b>Net lot area</b>				5 acres	48.86 acres
<b>Maximum Building Height</b>				145 ft	145 ft
Coverage Limitations (Percent of gross tract area):					
• Minimum Green area			35%		72.91%
• Maximum off-street Parking			45%		4.52%

<b>Maximum density of development*</b>		0.50			.46
<b>Minimum Building Setback</b> <ul style="list-style-type: none"> <li>• From abutting non residential zoning</li> <li>• From another building on the same lot</li> </ul>			30 ft	50 ft	50 ft 30ft
<b>Minimum Parking, Loading and Maneuvering area setbacks</b> <ul style="list-style-type: none"> <li>• From abutting commercial or industrial zoning other than I-3 or R&amp;D zones</li> <li>• From an abutting lot classified in the I-3 or R &amp; D zones</li> <li>• From an arterial road that separate the zone from a commercial or industrial zone</li> </ul>			25 ft 20 ft 35 ft		25 ft 20 ft 35 ft
<b>Minimum frontage</b>				200 ft	1704.66 ft

\*In the I-3 zone, the maximum density may be increased up to a maximum floor area ratio of 0.60 provided that the applicant for development obtains approval of a traffic mitigation agreement at the time of site plan review, that will result in traffic generation equal to or less than a project with a floor area ratio of 0.50.

2. **Parking Requirements—59-G-1.23 (b):** Special exceptions are subject to all relevant requirements of Article 59-E. Moreover, Section 59-G-2.31 (4) specifies the following:

***Off-street parking:*** Off-street parking shall be located so as to achieve a maximum of coordination between the proposed development and the surrounding uses and a maximum of safety, convenience and amenity for the residents of neighboring areas. Parking shall be limited to a minimum in the front yard. Subject to prior board approval, a hospital may charge a reasonable fee for the use of off-street parking. Green area shall be located so as to maximize landscaping features, screening for the residents of neighboring areas and to achieve a general effect of openness.

**Section 59-E-3.7—Parking requirements:**

***Hospital:*** One parking space for each 1,000 square feet of total floor area, plus one space for each resident doctor, plus adequate reserved space for visiting staff doctors, plus one space for each 3 employees on the major shift.

***Professional Office:*** Five parking spaces for each 1,000 square feet or gross floor area used by medical practitioners.

**Section 59-E-2.3—Bicycle and Motor Bicycle Parking:**

- (a) All parking facilities containing more than 50 parking spaces shall provide one bicycle parking space or locker for each 20 automobile parking spaces in the facility. Not more than 20 bicycle parking stalls or lockers shall be required in any one facility.



- (d) All parking facilities containing more than 50 parking spaces shall provide motorcycle stalls equal to at least 2 percent of the number of auto spaces. Not more than 10 motorcycle stalls shall be required on any one lot.

	Required	Proposed
1sp/ 1,000 SF floor area (Hospital)= 570,235sf/1,000	571	
5 sp/ 1,000 SF (Medical office bldg.) 233,335sf X 5/1000	1,170	
1sp/resident doctor=1sp/20 doc	20	
Reserved sp for visiting staff doctor 10% of 310 MOB doctors.	75	
1 sp/3 employees-900 employees/3	300	
<b>Total parking spaces required</b>	<b>2,136</b>	<b>2,112</b>
Minimum Bicycle parking	20	102
Minimum Motorcycle parking	20	20

The applicant's parking report that is prepared by the Traffic Group, Inc. provides an analysis of the proposed hospital's parking demand and supply. The consultant provides figures for "Future Parking Demand" (2045 spaces) and "Recommended Peak Future Parking Supply" (2093 spaces). The analysis was based on a methodology and assumptions developed by the consultant for the proposed hospital and the consultant's interpretation of Section 59-E of the parking requirements. The special exception plan provides for 2,112 Parking spaces (including accessible and van accessible spaces), 20 Motor bicycle spaces and 102 bicycle spaces. Staff is of the opinion that the proposed total number of parking spaces fall slightly (24 spaces) short of the total spaces required by the ordinance. Staff recommends the following:

1. Provide a parking schedule with a break down that would show allocation of spaces under the various requirements.
  2. Provide all of the required 2,136 spaces
  3. Provide computation and breakdown of numbers for regular and van accessible handicapped spaces.
  4. Identify the areas for motor bicycle and bicycle parking
  5. Identify the loading and unloading area and provide evidence of adequate screening of the loading area.
3. **Forest Conservation-59-G-23 (d):** If a special exception is subject to Chapter 22A, the Board must consider the preliminary forest conservation plan required by that Chapter when approving the special exception application and must not approve a special exception that conflicts with the preliminary forest conservation plan.

## **Preliminary Forest Conservation Plan**

In response to preliminary analysis and comments from Environmental Planning Staff regarding the Preliminary Forest Conservation plan, the applicant has amended the plan. The amended plan addresses many of the major issues and concerns of Environmental Planning. The Environmental Planning staff has offered the following comments and recommendations (See EP memo dated April 1, 2008-Appendix 2):

...There are 31.22 acres of existing forest on-site including various large and specimen trees. There is a stream, wetlands, 100-year floodplain, steep slopes associated with highly erodible soils, severe slopes and associated environmental buffers.

A tributary of Paint Branch (Use III waters) flows through the property. An existing, regional stormwater management (SWM) facility, constructed as a wet pond, is located in the stream and provides stormwater management controls for a large portion of development in the West\*Farm Technology Park.

The Planning Board's action on the Preliminary Forest Conservation Plan is regulatory and binding. The Planning Board must act on the Forest Conservation Plan before it finalizes its recommendations on the special exception application.

### **Environmental Guidelines**

The applicant has submitted and received two separate approvals of Natural Resources Inventories/Forest Stand Delineations (NRI/FSD) numbers 42003071 and 42007302. The former plan was recertified on July 18, 2007 and the latter plan received approval on November 1, 2007. The site has a combined total of 16.41 acres of environmental buffer, 11.31 acres of floodplain and 0.82 acres of wetlands. A portion of the wetlands are forested and are within a forest stand identified as high priority retention. The site is not within a Special Protection Area.

The south portion of the site has an existing in-stream regional stormwater management pond that will be a focal point of the hospital facility. The pond facility was built approximately 10 years ago as other parcels in the West\*Farm Technology Park developed. As a result of several meetings with the applicant and their representatives, they are in general agreement to work with DPS staff to enhance the existing pond facility with native plants to county standards.

On March 27, 2008 a revised site plan was received that avoids and minimizes direct encroachments to wetlands and environmental buffers shown on the initial plan submittal. The revised plan is supported by staff for several reasons. First, it represents relocation of two proposed

buildings to completely avoid direct encroachments to a wetland and environmental buffer (the north parking garage and medical office building 2 [MOB2]). Secondly, it adjusts infrastructure alignments (i.e., a proposed 8-inch water line around wetlands) to avoid encroachments to wetlands. Finally, the plan adjusts the limits of disturbance (LOD) to be more realistic in relation to building edges and environmental buffers. Initially the plan showed some areas of the LOD with a minimum of 15 feet between the edge of the northern-most six-story parking garage and a forested wetland. At this same location, staff raised concerns for the loss of a groundwater source for the wetland due to the extensive impervious surfaces proposed adjacent to and uphill of the wetland. Therefore, staff recommends that the plan is amended to include at least one structure to provide for the groundwater recharge of surface stormwater runoff on the uphill side of the forested wetland.

### **Forest Conservation**

This property is subject to Chapter 22A Montgomery County Forest Conservation Law. A Preliminary Forest Conservation Plan (PFCP) has been submitted for approval.

Because the two revised site plans and alternate waterline location plan were recently submitted the PFCP is also being revised. However, staff has not received the revised PFCP as of this writing. There are 31.22 acres of existing forest on-site including various large and specimen trees. One forest stand in the NRI/FSD was identified as high priority retention because of its overall structure and location in relation to nearby natural resources and environmental buffers.

The initial PFCP has a total reforestation requirement of 2.70 acres. The revised PFCP will have a slightly smaller reforestation requirement. The initial PFCP proposed to preserve 9.95 acres of forest. The revised PFCP will have a slightly larger forest preservation area of approximately 10 acres. The revised PFCP will show this adjusted amount based on the three revised plans submitted on March 27, 2008. Areas of existing forest in the environmental buffers will be preserved in Category I Conservation Easements, the details of which will be further reviewed during the Final Forest Conservation Plan and Site Plan (FFCP) review. Details and specific measures of large, specimen tree and forest preservation and protection will be required on the FFCP.

Environmental Planning staff recommends approval of the Preliminary Forest Conservation Plan with the following conditions.

1. Revise the PFCP to include the following:
  - a. Avoid disturbance of environmental buffers, including wetlands. Revisions must be consistent with the two revised site plans (entitled "North Parking Garage and

MOB2 Plan Revision” and “Main Hospital Entry Site Plan Revision”) and alternate waterline plan (entitled “Alternate Waterline Location Plan”).

- b. Show proposed limits of disturbance that avoid environmental buffers and that are realistically located with respect to proposed structures.
2. Category I conservation easement must be placed over forest retention areas, forest planting areas, and that portion of the environmental buffer that does not include a County stormwater management easement.
3. Category I conservation easement must be shown on record plats.
4. **Signs—59-G-23(f): The display of a sign must comply with Article 59-F.**

Several signs, including freestanding, building, and directional signs are proposed. Any sign, including, temporary construction signs must comply with all applicable requirements of Article 59-F. All signs placed on the property must meet the requirements of Section 59-F-4.2 (a) in terms of number, location and area and Section 59-F-4.1 (e) regarding illumination.

## **IX. COMMUNITY CONCERNS:**

The record indicates overwhelming support to the proposed special exception use and operation of the subject Hospital facility among residents of the surrounding area. The applicant has conducted extensive community outreach on this project beginning in 2005. The Community Outreach Chronology section of the applicant’s statement indicates that the proposed Hospital Campus development and management team met with various community groups and local government representatives to inform them the Hospital’s development plan and to address potential issues regarding the proposed development. The Community Outreach Chronology submitted by the applicant indicates that 36 such meetings were held between October 6, 2005 and November 15, 2007. As of this writing, over 700 letters, in support of this application have been received by the planning office. The vast majority of the letters are form letters with some additional notes from the individuals signed the letters and some are letters that are individually written.

## **X. INHERENT AND NON-INHERENT ADVERSE EFFECTS**

**Standard for Evaluation: Section 59-G-1.2.1 of the Zoning Ordinance specifies that a special exception must not be granted without the findings required by this Article. In making these findings, the Board of Appeals, Hearing Examiner, or District Council, as the case may be, must consider the inherent and non-inherent adverse effects of the use on nearby properties and the general neighborhood at the proposed location, irrespective of adverse effects the use might have if established elsewhere in the zone. Inherent adverse effects are the physical and operational characteristics necessarily associated with the particular use, regardless of its physical size or scale of operations. Inherent adverse effects alone are not a sufficient basis for denial of a special exception. Non-inherent**

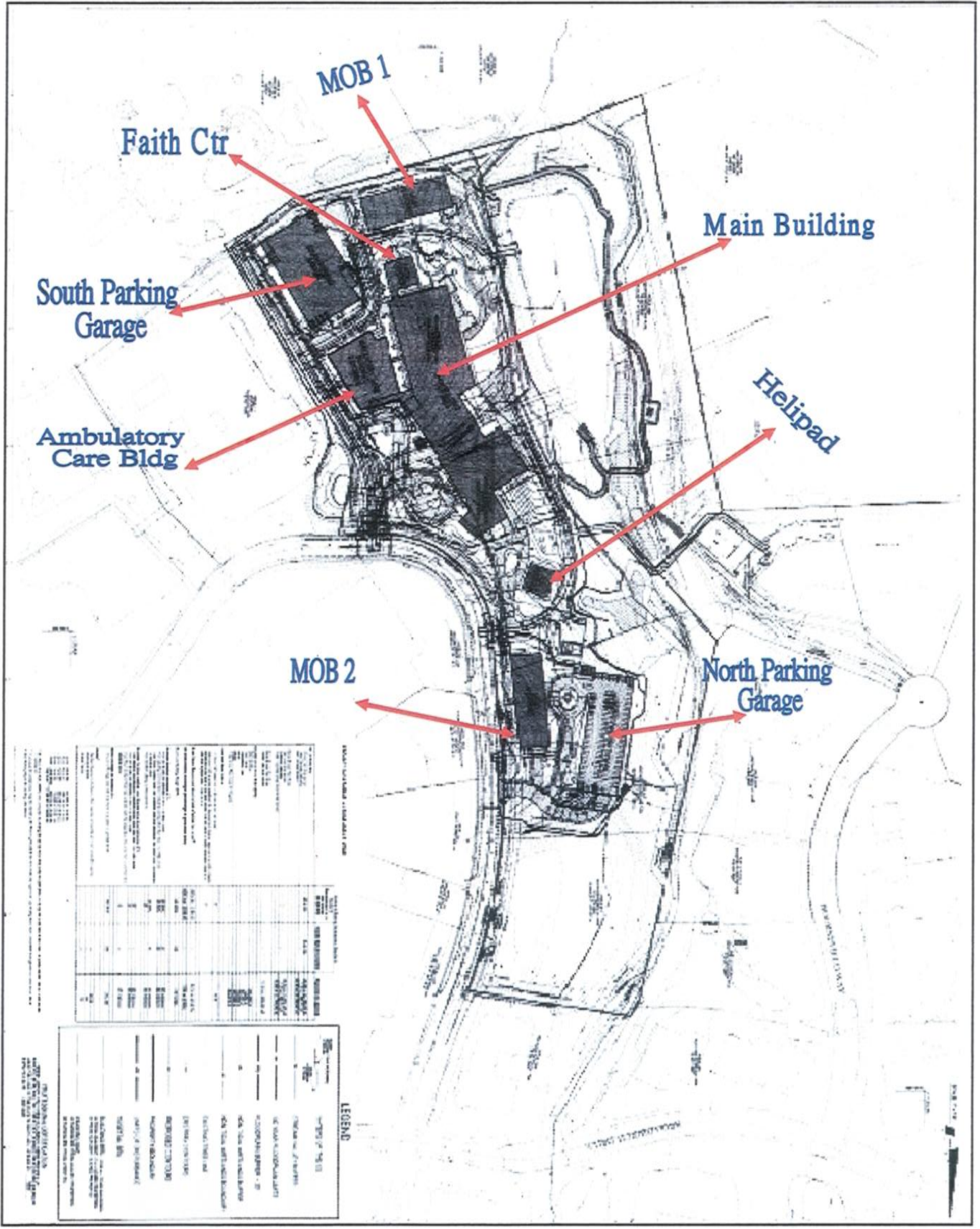
**adverse effects are physical and operational characteristics not necessarily associated with the particular use, or adverse effects created by unusual characteristics of the site. Non-inherent adverse effects, alone or in conjunction with inherent adverse effects, are a sufficient basis to deny a special exception.**

As established in previous special exception cases, seven criteria are used to identify the physical and operational characteristics of a use. Those criteria are size, scale, scope, lighting, noise, traffic, and the environment. For the instant case, analysis of inherent and non-inherent adverse effects must establish what physical and operational characteristics are necessarily associated with a Hospital use.

In recent report and recommendation of the Hearing examiner, the following are identified as inherent characteristics of a hospital: A large, high-bulk physical plant, with some visual impact on its surroundings; hospital operations running round the clock, seven days per week; a large staff; a large number of patients and visitors; a significant amount of traffic and parking commensurate with the size of staff and patient body; a certain amount of operational noise from e.g. air conditioning systems; a large amount of bio and other waste which must be carefully disposed-of; a significant amount of external lighting needed for safety; and an Emergency helipad. Staff is of the opinion that these descriptions appropriately denote the inherent characteristics of a modern-day Hospital Campus.

With the approval of the applicant request for APF extension and provided that all the conditions of approvals of the APF for transportation are complied with, and given the location of the proposed hospital in an area developed with commercial and industrial uses. The inherent and non-inherent adverse impacts associated with this application are not sufficient to warrant a denial of the special exception petition.

# SITE PLAN



**XI. § 59-G-2.31: SPECIFIC SPECIAL EXCEPTION REQUIREMENTS:**

Pursuant to § 59-G-2.31 A hospital or sanitarium building may be allowed, upon a finding by the board that such use will not constitute a nuisance because of traffic, noise or number of patients or persons being cared for; that such use will not affect adversely the present character or future development of the surrounding residential community; and if the lot, parcel or tract of land on which the buildings to be used by such institution are located conforms to the following minimum requirements; except, that in the C-2 and C-O zones, the minimum area and frontage requirements shall not apply:

- (1) **Minimum area. Total area, 5 acres.**

The site comprises 48.86 acres, thus exceeding the minimum area requirements.

- (2) **Minimum frontage. Frontage, 200 feet.**

The proposal complies with this requirement. The property has 1,700 feet of frontage along Plum Orchard Drive,

- (3) **Setback: No portion of a building shall be nearer to the lot line than a distance equal to the height of that portion of the building, where the adjoining or nearest adjacent land is zoned single-family detached residential or is used solely for single-family detached residences, and in all other cases not less than 50 feet from a lot line.**

The proposal satisfies this requirement. The property does not adjoin any land that is zoned for single-family detached residential or used solely for single-family detached residences. The Hospital Campus will be surrounded by properties that are zoned I-1, I-2, I-3 and C-6 zones and all of the adjoining properties are currently developed. The site plan shows that the buildings in the proposed Hospital Campus are set back at least 50 feet from each lot line.

- (4) **Off-street parking: Off-street parking shall be located so as to achieve a maximum of coordination between the proposed development and the surrounding uses and a maximum of safety, convenience and amenity for the residents of neighboring areas. Parking shall be limited to a minimum in the front yard. Subject to prior board approval, a hospital may charge a reasonable fee for the use of off-street parking. Green area shall be located so as to maximize landscaping features, screening for the residents of neighboring areas and to achieve a general effect of openness**

Off-street parking is provided in two garages — the South Parking Garage and the North Parking Garage. The plan also provides a small surface parking area for short term convenience parking near the Emergency Department walk-in entrance. The North Parking Garage is located north of the main building behind MOB 2 to accommodate hospital staff and provide parking for MOB 2. The special exception site plan indicates that a total of 2,112 parking spaces, 20 motor bicycle spaces and 102 bicycle spaces are provided. The number of

parking spaces in each of the two parking garages and the short-term parking lot should be provided and the location of bicycle and motor bicycle should be identified.

The proposal generally provides for sufficient parking spaces for the hospital use and meets the parking requirements. There is a minor inconsistency between staff's and the applicant's figures for the total number of parking spaces. Staff believes that the applicants figure falls short of the required numbers by 24 spaces. The discrepancy occurred due to the traffic consultant's use of a methodology in calculating the supply and demand for parking spaces that is different from the method dictated by the Ordinance. Staff is of the opinion that the requirements be met as stated in the Ordinance. As noted earlier, staff recommends (see Section VIII (2)-Parking Requirements) conditions to ensure that minor discrepancies and inconsistencies related to the parking facility are clarified and addressed.

The applicant intends to submit application to the appropriate agency requesting authorization for the WAH to impose reasonable charges for parking.

As noted, the various plans submitted with the application have been revised to address environmental and design issues and concerns raised by staff. The revisions included the relocation of two structures, the proposed North Parking Garage and MOB2, to avoid encroachments into a wetland and environmental buffers. The relocation of the parking garage from its original proposed location resulted in extending the maximum distance requirement (from 500 feet to 560 feet) of Section 59-E-1.3(a). Therefore, the applicant is requesting a waiver from the requirements of **Section 59-E-1.3(a)-Distance from establishment served**. Staff is in support of the waiver request. Staff review and recommendation is presented in Section XIII of this report.

- (5) **Commission recommendation: The board or the applicant shall request a recommendation from the commission with respect to a site plan, submitted by the applicant, achieving and conforming to the objectives and requirements of this subsection for off-street parking and green area.**

The Planning Board will hear the proposed special exception and will make a recommendation to the Board of Appeals. In addition, due to the location of the portion of the property within the I-3 Zone, the proposed development is subject to a site plan review with a final decision by the Planning Board.

The Site Plan staff has offered the following comments (See memo dated April 3, 2008);

...the Development Review Division retain the discretion at time of Site Plan Review to address location and design issues, including entrance location and building height, for several areas, including, but not limited to:

1. the applicability of the 50' hospital building restriction line to the



- medical office buildings;
- 2. the employee walkway from the parking garage to the hospital;
- 3. the main entry court;
- 4. the chapel;
- 5. the southeast portion of the campus, including the parking garage, private drive, and ambulatory care entrance;
- 6. vehicular and pedestrian connections to adjacent properties.

**(6) Building height limit: Building height limit, 145 feet.**

The tallest building on site will be eight stories tall (seven above grade) and will not exceed 145 feet in height.

**(7) Prerequisite: A resolution by the health services planning board approving the establishment of the hospital shall be filed with the petition for a special exception.**

The applicant indicated that because the special exception is for a replacement of an already established hospital this requirement is not applicable. The applicant further indicated that the hospital will comply with all applicable health planning requirement.

**XII. SECTION 59-G-1.21: GENERAL CONDITIONS**

**(a) A special exception may be granted when the Board, the Hearing Examiner, or the District Council, as the case may be, finds from a preponderance of the evidence of record that the proposed use:**

**(1) Is a permissible special exception in the Zone.**

The subject property is located in the I-1 and I-3 Zones, which permit the proposed special exception. Moreover, the overlying US 29/Cherry Hill Road Employment Overlay Zone allows all special exception uses allowed in the underlying zones.

**(2) Complies with the standards and requirements set forth for the use in Division 59-G-2. The fact that a proposed use complies with all specific standards and requirements to grant a special exception does not create a presumption that the use is compatible with nearby properties and, in itself, is not sufficient to require a special exception to be granted.**

The proposal is in compliance with the specific special exception requirements of Section 59-G-2.31 in accordance with Section 59-G-1-21(a) (2) of the Zoning Ordinance.

**(3) Will be consistent with the general plan for the physical development of the District, including any master plan adopted by the Commission. Any decision to grant or deny a special exception must be consistent with any recommendation in a master plan regarding the appropriateness of a special exception at a particular location. If the Planning Board or the Board's technical staff in its report on a special exception concludes that**

**granting a particular special exception at a particular location would be inconsistent with the land use objectives of the applicable master plan, a decision to grant the special exception must include specific findings as to master plan consistency.**

There are no master plan issues associated with this application. As noted, the Community based Planning found that “ the proposed use is in conformance with the Master Plan and implements the vision of the Master Plan in a way that will solidify and enhance the importance of eastern county to the overall economy and well-being of Montgomery County”.

- (4) Will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any proposed new structures, intensity and character of activity, traffic and parking conditions and number of similar uses.**

With the recommended conditions, the proposed use will be in harmony with the general character of the neighborhood given its location within the U S 29/Cherry Hill Road Employment area that included the Montgomery Industrial Park and The West\*Farm Technology Park. Properties that are located adjacent to the site are developed with one, two and three story buildings, housing a variety of light industrial, office, retail, small restaurants and other service uses. The applicant’s land planning report provides the following justification to satisfy this requirement

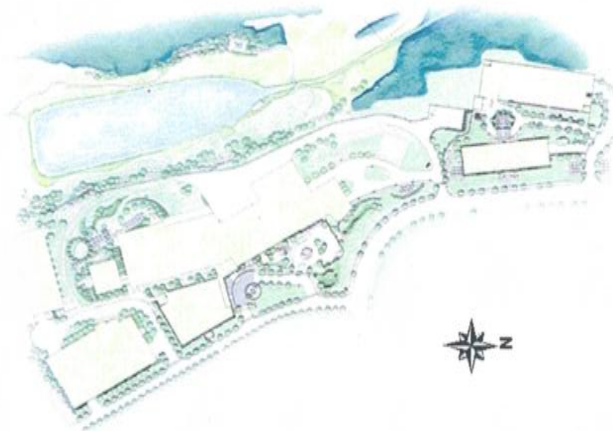
“ The Hospital is designed as a set of separate buildings and structures, including separate building elements for the Main Building. By creating a Campus of individual buildings and dividing the Main Building into separate architectural elements, the proposed buildings are of a mass and scale generally comparable to other buildings within the West\*Farm Technology Park. The traffic and physical activity associated with the Hospital is of a similar nature to traffic and activity associated with other surrounding uses. Many surrounding uses have truck and service vehicular traffic as well as traffic due to patronage by the general public. Buildings within the West\*Farm Technology Park range from one to four stories in height, and a water tower located approximately 500 feet from the Hospital appears well in excess of the height of an eight-story building. While the Main Building will be taller than many surrounding buildings, it is less than the maximum allowable height and it is located well within the boundaries of the business/industrial park. Most importantly, it will be located over one-quarter mile from the nearest residence. Given its setting, the Hospital will, therefore, be in harmony with the general character of the surrounding area.”

The applicant’s description and assessment of the proposal’s compatibility with the general characteristics of the surrounding area, in terms of building and site design, density, scale and bulk, is fairly accurate and is consistent with the depiction of the various buildings and other facilities on the proposed special exception site plan, architectural drawings and renderings. In terms of traffic

related impacts on nearby roadway intersections, the Transportation Planning Section is in agreement with applicant's traffic study estimation that the proposed special exception use, an 803,570 square-foot hospital, will generate approximately 964 total peak-hour vehicle trips during the weekday morning peak-period and 948 total peak-hour vehicle trips during the weekday evening peak-period. The Transportation Planning staff finds that if the total office density approved for the subject five parcels were to be built, the site would generate 1,341 total peak-hour vehicle trips during the weekday morning peak-period and 1,216 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates. These estimates show that the hospital use will represent a reduction of approximately 28 to 22 percent trips on surrounding roadways during the morning and evening peak hours, respectively.

Transportation planning staff has also found that the proposed pedestrian/bicyclist circulation concept to be adequate and noted that there is an opportunity to further refine accessibility and safety measures and to identify locations for bike, lockers and bike racks at the time of site plan. On-site parking is also adequate provided that conditions recommended by staff are met.

The site and landscape plans provide for extensive landscaping, generous size of green space (73 %) and sufficient building setbacks. The setting of the hospital in the area, adequately distanced from the residential properties with the presence of stream, wetlands, 100-year floodplain, and steep slopes, effectuated an environmentally sensitive and aesthetically appealing design of the Hospital Campus. This, coupled with roads and circulation improvements recommended as part of the extensions of APF approvals, and the services that will be provided by the hospital would contribute greatly in maintaining and enhancing the quality of life for the neighborhood and the surrounding communities.



- (5) **Will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

Given the commercial and industrial nature of existing and future developments in the neighborhood the proposed Hospital Campus development, will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone. With the various innovative measures employed in the design of the

campus and compliance with recommended conditions of approvals, the proposed Hospital Campus would be a positive and productive presence in the neighborhood and would provide a needed service for the residents of surrounding area and the County.

- (6) **Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

The hospital buildings are substantially distanced and separated by other non residential uses from the nearest residential uses. Moreover, screening and buffering is proposed in the form of landscaping and forest conservation easements. Given the prevailing characteristics of the development and uses surrounding the site, it is not anticipated that the use would cause objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone

As noted in the Environmental Planning Comments, emergency vehicles (ambulance and medivac helicopters) will frequent this location on an as-needed basis at any time day or night. The occurrence or frequency of loud sirens, illumination and glare from emergency vehicle lights, dust, vibration and loud noise from medivac helicopters are inherent to a hospital use during emergency episodes. Dust, loud noise and vibration from medivac helicopters are anticipated during landing and take-off procedures, in addition to loud noise including sirens, illumination and glare from emergency vehicle lights, with related physical activity from emergency personnel at a hospital facility with emergency room and medivac services. The adjacent developed and planned land uses are similarly industrial zoned and no existing or planned residential uses are in the surrounding West\*Farm Technology Park neighborhood of the Fairland Planning Area.

- (7) **Will not, when evaluated in conjunction with existing and approved special exceptions in any neighboring one-family residential area, increase the number, intensity, or scope of special exception uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area. Special exception uses that are consistent with the recommendations of a master or sector plan do not alter the nature of an area.**

The proposed modifications will not increase the number, intensity and scope of approved special exceptions in the area. Staff has identified the following approved special exception uses within the area the identified as US-29/ Cherry Hill Road employment area (I-1, I-2 and I-3 and C-6 Zoned) in the Master Plan:

BAS-1274: A hotel (courtyard Marriot)

BAS-2316: Drive in restaurant (McDonalds), within the Orchard Center compound.

BAS-2321: A gas station, within the Orchard Center compound.

BAS-2563- Eating and drinking establishment (Starbucks), within the Orchard Center compound

BAS-2656 Proposed Hilton Garden Hill Hotel

The subject property and the surrounding area are zoned commercial and industrial. The proposed special exception will have no adverse effect on any neighboring one-family residential area, the closest of which is about a quarter of a mile away.

- (8) Will not adversely affect the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.**

With the recommended conditions, the proposed use will not adversely affect the health, safety, security, morals or welfare of residents, visitors or workers in the area. The applicant maintains that the proposed hospital will directly serve the health, safety, and general welfare of the area population which it serves. The applicant further indicated that the Hospital, with its mission to provide a safe setting for healing in a spiritually uplifting environment, will bring a greater sense of safety and security to the area. As noted, over 700 letters, in support of the proposed hospital, were received from area residents, civic association and churches of nearby residential communities.

- (9) Will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities.**

**(i) If the special exception use requires approval of a preliminary plan of subdivision the adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. In that case, subdivision approval must be included as a condition of the special exception. If the special exception does not require approval of a preliminary plan of subdivision, the adequacy of public facilities must be determined by the Board of Appeals when the special exception is considered. The adequacy of public facilities review must include the Local Area Transportation Review and the Policy Area Transportation Review, as required in the applicable Annual Growth Policy.**

**(ii) With regard to findings relating to public roads, the Board, the Hearing Examiner, or the District Council, as the case may be, must further determine that the proposal will not reduce the safety of vehicular or pedestrian traffic.**

The applicant's Land Planning Report indicates that the property is currently served by adequate sewer and water services, public roads, and storm drainage facilities, all of which are located near the property. The property is located within two miles of the Hillandale Fire Station located at 10617 New Hampshire Avenue.

Transportation Planning staff has recommended that the Planning Board approve the applicant's request for the extension of the Adequate Public Facilities approval period to July 25, 2013. The request, if approved, would allow a 72 month extension for Parcels BB and CC, a 48-month extension for Parcels RR and SS, and a 48-month extension for Parcel MMM. Previous APF extensions were granted for the five parcels at various time and under separate Preliminary Plan applications and expiration due dates (see transportation Staff Memo of April 14, 2008). To ensure adequacy of public facilities, Transportation Planning staff, has recommended a range of conditions —Section XVI, Condition of Approval No. 5 of this report, pages 43-47 (also, see Appendix I, TP staff memo of April 14, 2008).

In recommending approval of the applicant's request for the APF extensions, The Transportation Planning staff has made a request to the Hearing Examiner to keep the record open to receive comments from State and County agencies for the following reason:

Staff notes that materials submitted in support of the subject APF extension request and/or special exception petition are not yet assembled in final form and have not been transmitted to Maryland State Highway Administration (SHA), Montgomery County Department of Public Works and Transportation (DPWT), Prince George's County Department of Public Works and Transportation, and Prince George's County M-NCPPC Transportation Planning staff for their review and/or comment. Therefore, the conditions of approval for the special exception (since APF extension cannot be conditioned) enumerated below reflect staff recommendations based on our review alone. Staff therefore requests the Hearing Examiner to keep the record open on the special exception case as long as comments from agencies listed above are received within a reasonable timeframe (proposed as submission of comments to the Hearing Examiner within 45 days from the date the final traffic report is transmitted by staff to the agencies above).

- (b) Nothing in this Article relieves an applicant from complying with all requirements to obtain a building permit or any other approval required by law. The Board's finding of any facts regarding public facilities does not bind any other agency or department, which approves or licenses the project.**

The applicant will so note.

- (c) The applicant for a special exception has the burden of proof to show that the proposed use satisfies all applicable general and specific standards under this Article. This burden includes the burden of going forward with the evidence, and the burden of persuasion on all questions of fact.**



The applicant has provided the following justification addressing each of the four objectives in **Section 59-E-4.2** and demonstrating that the objectives are accomplished per required provisions of **Section 59-E-4.3**.

**Section 59-E-4.2: Objectives of Parking Facility Plan**

- (b) **The protection of the health, safety and welfare of those who use any adjoining land or public road that abuts a parking facility. Such protection shall include, but not be limited to, the reasonable control of noise, glare or reflection from automobiles, automobile lights, parking lot lighting and automobile fumes by use of perimeter landscaping, planting, walls, fences or other natural features or improvements.**

The North Parking Garage is situated such that to the west is a forested stream valley buffer in excess of 190 feet in width; to the south is the proposed Hospital Emergency Department, ambulance arrival area, and helipad; to the east is the proposed MOB 2 (situated between the North Parking Garage and Plum Orchard Drive); and to the north is undeveloped land (contemplated to be developed in the future with a wellness center). Thus, the only users of adjoining land potentially affected by the North Parking Garage (with or without its relocation) are future users of the wellness center. Landscaping is proposed along the north edge of the garage, which would screen the wellness center from the North Parking Garage. In addition, most of the parking spaces in the North Parking Garage are located below grade with only one level of surface parking, thereby reducing the impact of the facility on any users of the property to the north. This arrangement, with respect to adjacent users, does not change because of the relocation of the North Parking Garage. Thus, the objectives of Section 59-E-4.2(a) are met even though the maximum distance from the North Parking Garage to the Main Building is exceeded.

- (a) **The safety of pedestrians and motorists within a parking facility.**

Staff driving to the North Parking Garage will access the lower levels of the structure on the north side and visitors to MOB 2 will arrive on the surface level via a driveway and utilize the garage's upper levels. This physical separation is designed for safety and to provide easy access to the garage users' final destinations.

The North Parking Garage is arranged for staff, such that, after parking their cars, staff makes their way to the south exit of the facility closest to the Main Building. A pedestrian pathway then leads pedestrians toward Plum Orchard Drive, across the Emergency/Service entrance drive, and then directly to the Main Building. The pathway is visually obvious and clearly delineated-providing a very straightforward path to the Main Building with only one driveway crossing. As previously stated, the pathway will be utilized by Hospital staff, who will be informed of the pathway system and will become very familiar with its route. Staff utilizing the pathway will be quite removed from the vehicular access to the garage, thereby providing for their safety. This objective continues to be met notwithstanding that the walking distance is in excess of 500-foot maximum.



- (b) **The optimum safe circulation of traffic within the parking facility and the proper location of entrances and exits to public roads so as to reduce or prevent traffic congestion.**

The North Parking Garage is designed to provide a safe circulation system with visitors to MOB 2 arriving at the surface and upper levels and the staff arriving directly to the lower levels via a driveway on the north side of the structure. This access system has not changed with the shifting of the location of the North Parking Garage to the north. The entrance/exit driveway to Plum Orchard Drive will shift approximately 40 feet to the north from the present Plan location. This new driveway point of access still will be located midway between, and approximately 300 feet from, two driveways on the opposite side of Plum Orchard Drive, thereby reducing and preventing traffic congestion. The additional walking distance still permits this objective to be met.

- (c) **The provision of appropriate lighting, if the parking is to be used after dark.**

Lights are provided because the North Parking Garage will be utilized after dark; shifting this garage further to the north will not affect the lighting. The pedestrian pathway also will be lighted, as previously proposed, and located close to Plum Orchard Drive in a safe location. This objective is met even though the walking distance exceeds the 500-foot maximum.

#### **Section 59-E-4.3: Requirements of Parking Facility Plan**

**Section 59-E-4.3** of the Zoning Ordinance lists five provisions that must be satisfied in order to accomplish the Parking Facility Plan objectives of **Section 59-E-4.2**. The following justification addresses each of these provisions and indicates the manner in which they are satisfied even though a waiver is requested to the 500-foot maximum walking distance provided in **Section 59-E-1.3(a)**.

- (a) **Effective landscaping of parking lots contiguous to or adjacent to any public road shall be provided in accordance with the landscaping requirements of section 59-E-2.7.**

The North Parking Garage is set back 250 feet from Plum Orchard Drive behind MOB 2 and does not abut a public road. As such, no street landscaping is required. However, the Plan provides for the supplementation of street trees along Plum Orchard Drive with proposed extensive planting of shade trees and deciduous shrubs along the sides of MOB 2 and between the parking area and MOB 2. None of the proposed landscaping is affected by the increase in walking distance due to the northward shift of the North Parking Garage. This landscaping provision, therefore, remains satisfied.

- (b) **Safe sight distances free of any obstruction shall be provided at all entrances and exits to public roads. Ample safe sight distances clear of any building or other artificial or natural obstructions shall be provided at the corner of intersecting public roads.**

The increase in walking distance to 560 feet is due to the relocation of the North Parking Garage, which in turn shifts the entrance/exit serving the garage to the north

approximately 40 feet. The new entrance/exit location is in excess of 280 feet from the driveway across Plum Orchard Drive to the north, which provides sufficient sight distance. The shift in the entrance/exit centers the driveway midway between the two driveways on the opposite side of Plum Orchard Drive. This sight distance provision continues to be satisfied.

- (c) Effective channelization and division of parking areas within the interior of a parking facility shall be provided for both pedestrian and vehicular traffic. This may be accomplished by use of landscaped areas with trees, walls, fences, other natural growths or artificial features, raised curbs, marked directional lanes and controls, change of grade or other devices to mark points of turn, to separate parking areas and to control traffic movement.

The shift in the location of the North Parking Garage has no impact on the channelization and division of the parking areas included within this garage. Thus, this provision will continue to be satisfied.

- (d) **Parking facilities containing 500 or more parking spaces shall be divided into several smaller parking areas and shall be separated from each other by landscaping, change of grades, buildings or other natural or artificial means.**

The North Parking Garage includes in excess of 500 parking spaces. These parking spaces are divided into six separate parking levels, which will not be affected by a shift in the location of the garage. The provision continues to be satisfied.

- (e) **Each parking facility shall be designed individually with reference to the size, street pattern, adjacent properties, buildings and other improvements in the general neighborhood, number of cars to be accommodated, hours of operation and kinds of use.**

The North Parking Garage has been designed and located to respect the Site topography and wetland features, as well as adjacent proposed uses and the street that provides access for the garage. The entrance/exit along the north side of the garage will continue to serve the lower level staff parking area, while the drive to the rear of MOB 2 will serve tenants and visitors, and provide a turn-around for emergency vehicles. Shifting the building northward and extending the walking distance to 560 feet will not affect the satisfaction of this provision.

Staff is in agreement with the findings of the applicant and supports the granting of the proposed waiver. The revised location of the North Garage renders the overall design of the Hospital Campus more functional, attractive, and in keeping with the environmental guidelines of the county. The approximately 60 feet shifting of the location of the garage is minor and would not contradict the objectives of Section 59-E-4.2.

#### **XIV. CONCLUSION & CONDITIONS**

The proposed Special exception satisfies all applicable requirements for approval of a special exception as specified in the Montgomery County Zoning Ordinance. Moreover, the proposed

development is consistent with the recommendations of the 1997 Fairland Master Plan. There are no unacceptable traffic, circulation, noise or environmental impacts associated with the application provided that the recommended conditions are satisfied. The proposed replacement hospital provides a much needed healthcare service to the residents of the immediate neighborhood as well as the surrounding communities and the County. As evidence by the numerous letters submitted into the record of the case, the proposed Hospital Campus development has the residents of the immediate neighborhood and nearby communities overwhelming support.

Based on the foregoing analysis, staff recommends Approval of Special Exception S-2721 with the associated Preliminary Forest Conservation Plan and the request for a waiver from the maximum distance requirement for a parking facility, subject to the conditions found below:

### **Conditions of Approval for Special Exception S-2721**

1. Comply with the conditions of the Preliminary Forest Conservation Plan
2. Revise the special exception site plan to
  - a. Provide a parking schedule with a break down showing allocation of spaces applying the various computation methods, as required.
  - b. Provide the required 2,136 spaces
  - c. Provide computation and breakdown of numbers for regular and van accessible handicapped spaces.
  - d. Identify the areas for motor bicycle and bicycle parking
  - e. Identify the loading and unloading area and provide evidence of adequate screening of the loading area from the street.
3. Revise all plans for the special exception to avoid disturbance of environmental buffers, including wetlands. Revisions should be consistent with the two revised site plans and waterline alignment plan (entitled "North Parking Garage and MOB2 Plan Revision" and "Main Hospital Entry Site Plan Revision" and the "Alternate Waterline Alignment" plan received March 27, 2008).
4. Coordinate with MNCPPC and County DPS to implement measures to maintain water flow to the forested wetland and its buffer near the northern parking garage. Cleaner water discharges from rooftops, green roofs, etc., should be examined to replace surface and groundwater flows lost to upstream development.
5. To ensure adequacy of public facilities, the applicant must satisfy the following conditions:
  - a. Limit development on the property as part of this Special Exception and future Site Plan for the property to a total built density of 803,570 square-feet, including a main hospital building, an ambulatory care building, a faith center, two medical office buildings, two parking structures, and a helipad. No additional uses may be permitted on the property unless the special exception is modified within the APF validity period.

- b. Construct, prior to the release of building permits for the proposed hospital, with approval from Montgomery County Department of Public Works and Transportation (DPWT), required intersection capacity improvements listed below. In general, intersection improvement design details must be coordinated with DPWT and finalized prior to the certification of Site Plan. Additionally, if any of the road improvements identified in this condition either are now, or in the future become, obligations of other development projects, applicants of other development projects may participate on a pro-rata basis in the joint funding of such improvements. Basis of participation on a pro-rata basis is the sum of total peak hour trips generated by the subject development relevant to the particular improvement over the sum of total peak hour trips generated by all developments required by the Planning Board to participate in the construction of the particular improvement. The improvements must include:
- ii. At the Cherry Hill Road/Broad Birch Drive/Calverton Boulevard intersection:
    - 1. Provide, along Cherry Hill Road, a southbound right-turn lane to westbound Broad Birch Drive.
    - 2. Provide, along Cherry Hill Road, a second northbound left-turn lane to westbound Broad Birch Drive.
    - 3. Provide, along Broad Birch Drive, improvements that result in two eastbound left turn lanes to northbound Cherry Hill Road, a through lane to eastbound Calverton Boulevard, and a right-turn lane to southbound Cherry Hill Road.
    - 4. Upgrade existing traffic signal system at the intersection as necessary.
  - iii. At the Cherry Hill Road/Plum Orchard Drive/Clover Patch Drive intersection:
    - 1. Provide, along Cherry Hill Road, a southbound right-turn lane to westbound Plum Orchard Drive.
    - 2. Provide, along Cherry Hill Road, a second northbound left-turn lane to westbound Plum Orchard Drive.
    - 3. Upgrade existing traffic signal system at the intersection as necessary.
  - iv. At the Broad Birch Drive/Plum Orchard Drive intersection:
    - 1. Provide a new traffic signal when warranted.
    - 2. Provide, along Broad Birch Drive, a separate eastbound right-turn lane to southbound Plum Orchard Drive.
    - 3. Provide, along Broad Birch Drive, a separate westbound left-turn lane to southbound Plum Orchard Drive.
  - v. At the Tech Road/Broad Birch Drive intersection:
    - 1. Provide a new traffic signal when warranted.

2. Reconfigure southbound Tech Road approach to Broad Birch Drive – from a through lane and a through-left lane to provide a through-left lane (to southbound Tech Road and eastbound Broad Birch Drive) and a left-turn lane (to eastbound Broad Birch Drive).
  3. Reconfigure northbound Tech Road approach to Broad Birch Drive – from a through-right lane and a through lane to provide a right-turn lane (to eastbound Broad Birch Drive) and a through lane (to northbound Tech Road).
  4. Reconfigure westbound Broad Birch Drive approach to Tech Road – from a right-turn lane and a left-turn lane to provide a right-turn lane (to northbound Tech Road) and a left-right lane (to southbound Tech Road and northbound Tech Road).
- vi. At the Plum Orchard Drive/Proposed Southern (Main) Hospital Entrance Driveway/Private Street A:
1. Provide a new traffic signal when warranted.
  2. Provide, along Plum Orchard Drive, a separate northbound left-turn lane into the proposed hospital driveway.
  3. Provide along Plum Orchard Drive, a separate southbound right-turn lane into the proposed hospital driveway.
  4. Provide, along the proposed hospital driveway, separate outbound right-turn and left-turn lanes (to southbound and northbound Plum Orchard Drive respectively).
- vii. At the Plum Orchard Drive/Proposed Northern Hospital Entrance Driveway:
1. Provide, along Plum Orchard Drive, a separate northbound left-turn lane into the proposed hospital driveway.
  2. Provide, along Plum Orchard Drive, a separate southbound right-turn lane into the proposed hospital driveway.
  3. Provide, along the proposed hospital driveway, separate outbound right-turn and left-turn lanes (to southbound and northbound Plum Orchard Drive respectively).
- c. Provide hospital-operated employee shuttle(s) for main shift employees to and from the Silver Spring Metro Station (Red Line) and Greenbelt Metro Station (Green Line) for a total of 10 years. A statement of operation for the proposed shuttle(s) must be submitted to staff at the time of Site Plan and finalized prior to the certification of the Site Plan. Logistics related to the operation of the employee shuttle(s) must be in place prior to the release of the first occupancy permit for the hospital. The employee shuttle service must start operation at least a week prior to formal opening of the proposed hospital.
- d. Submit a Memorandum of Understanding (MOU) between the Applicant and M-NCPPC to implement a Transportation Management Program (TMP) for the proposed hospital at the time of the Site Plan. The MOU and the TMP must be

finalized and entered into prior to the release of building permits for the proposed hospital.

The TMP must designate a Transportation Coordinator at the hospital. The TMP must also include a periodic reporting mechanism such as a semi-annual performance review of the program by a Community Liaison Committee that may include members of the local community, area businesses and institutions, and Citizen Advisory Committees. In addition, the program must consider transit subsidies to employees, establishment of creative transportation accessibility options for employees, patients and visitors, installation of transportation/transit information display areas or kiosks in prominent locations throughout the hospital for employees, patients and visitors, and joint operation of local non-employee circulator shuttles in the area with other businesses/uses.

- e. Provide adequate internal connecting roadways, sidewalks, handicapped ramps and crosswalks to ensure safe and efficient vehicular/pedestrian connections. The Applicant must submit a vehicular/non-vehicular circulation plan for the campus at the time of Site Plan for review and approval by Transportation Planning staff, DPWT, and Montgomery County Department of Permitting Services (DPS) prior to the release of building permits for the proposed hospital.
- f. Provide, with approval from DPWT, two (2) super bus shelters along Plum Orchard Drive at the proposed Southern Hospital Entrance Driveway/Private Street A (main hospital entrance). The super bus shelters must be installed along Plum Orchard Drive at the proposed locations prior to the release of building permits for the proposed hospital. In addition, real-time transit information signs, with approval from DPWT, may be installed at these bus shelters. In the event the super bus shelters and the real-time transit information signs are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater value.
- g. Provide, with approval from DPWT, two (2) bus shelters along Plum Orchard Drive at the proposed Northern Hospital Entrance Driveway (Medical Office Building Two entrance). The bus shelters must be installed along Plum Orchard Drive at the proposed locations prior to the release of building permits for the proposed hospital. In the event the bus shelters are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- h. Provide, with approval from DPWT, two (2) bus shelters along Cherry Hill Road at its intersection with Broad Birch Drive. The bus shelters must be installed along Cherry Hill Road at the proposed locations prior to the release of building permits for the proposed hospital. In the event the bus shelters are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- i. Provide, with approval from DPWT, two (2) bus shelters along Cherry Hill Road at its intersection with Plum Orchard Drive. The bus shelters must be installed along Cherry Hill Road at the proposed locations prior to the release of

# **APPENDICES**

- I. Transportation Planning Staff Memorandum**
- II Environmental Planning Staff Memorandum**



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 14, 2008

**MEMORANDUM**

TO: Rose Krasnow, Chief  
 Development Review Division

VIA: Gwen Wright, Chief *GWN*  
 Countywide Planning

Dan Hardy, Acting Chief *DKH*  
 Shahriar Etemadi, Supervisor  
 Transportation Planning

FROM: Cherian Eapen, Planner/Coordinator *CE*  
 Transportation Planning  
 301-495-4525

SUBJECT: Adventist Healthcare, Inc. ("Applicant")

1. Adequate Public Facilities extension requests for:  
 Preliminary Plan No. 119820680  
 Preliminary Plan No. 119910390  
 Preliminary Plan No. 119910380
2. Adequate Public Facilities review for:  
 Special Exception Case No. S-2721

Washington Adventist Hospital – Hospital Replacement Project  
 Proposed 803,570 SF Hospital including Ambulatory Care Building, Faith Center,  
 Medical Office Buildings, and Parking Structures  
 Parcels BB, CC, RR, SS, and MMM  
 West\*Farm Technology Park  
 Plum Orchard Drive

Fairland Master Plan  
 Fairland/White Oak Policy Area



This memorandum presents Transportation Planning staff review of the request by Adventist Healthcare, Inc. to:

1. Extend Adequate Public Facilities (APF) approval for Parcels BB, CC, RR, SS, and MMM related to Preliminary Plans 119820680, 119910390, and 119910380, and
2. Approve special exception petition S-2721 to construct an 803,570 square-foot hospital on Parcels BB, CC, RR, SS, and MMM of West\*Farm Technology Park along Plum Orchard Drive.

### **STAFF RECOMMENDATIONS**

1. APF Extension Requests by Adventist Healthcare, Inc. for Parcels BB, CC, RR, SS, and MMM related to Preliminary Plans 119820680, 119910390, and 119910380

Transportation Planning staff recommends that the Planning Board approve extension of APF request for the following specific parcels only, to July 25, 2013:

- a. Parcels BB and CC related to Preliminary Plan No. 119820680
- b. Parcels RR and SS related to Preliminary Plan No. 119910390
- c. Parcel MMM related to Preliminary Plan No. 119910380

Consistent with Section 50-20(c)(9)(B) of the Montgomery County Code, Article III Subdivision Regulations, the applicant must reduce the amount of unbuilt development associated with parcels related to the subject APF extension approvals by the Planning Board by 10 percent for the APF extensions to be effective. Thus, with a total approved unbuilt density of 802,619 square-feet of office currently on the subject parcels, the Applicant must commit to reduce the amount of unbuilt density on the subject parcels by 80,262 square-feet of office. Therefore, with approval of these APF Extensions, the combined total approved unbuilt density on the subject parcels is limited to the number of peak-hour trips generated by 722,357 square-feet of office.

2. Special Exception Case S-2721; Washington Adventist Hospital – Hospital Replacement Project by Adventist Healthcare, Inc.

Staff notes that materials submitted in support of the subject APF extension request and/or special exception petition are not yet assembled in final form and have not been transmitted to Maryland State Highway Administration (SHA), Montgomery County Department of Public Works and Transportation (DPWT), Prince George’s County Department of Public Works and Transportation, and Prince George’s County M-NCPPC Transportation Planning staff for their review and/or comment. Therefore, the conditions of approval for the special exception (since APF extension cannot be conditioned) enumerated below reflect staff recommendations based on our review alone. Staff therefore requests the Hearing Examiner to keep the record open on the special exception case as long as comments from agencies listed above are received within a reasonable timeframe (proposed as submission of

comments to the Hearing Examiner within 45 days from the date the final traffic report is transmitted by staff to the agencies above).

To help ensure adequacy of public facilities within the APF approval period and for this special exception request, Transportation Planning staff recommends that the Applicant satisfy the following conditions:

- a. Limit development on the property as part of this Special Exception and future Site Plan for the property to a total built density of 803,570 square-feet, including a main hospital building, an ambulatory care building, a faith center, two medical office buildings, two parking structures, and a helipad. No additional uses may be permitted on the property unless the special exception is modified within the APF validity period.
- b. Construct, prior to the release of building permits for the proposed hospital, with approval from Montgomery County Department of Public Works and Transportation (DPWT), required intersection capacity improvements listed below. In general, intersection improvement design details must be coordinated with DPWT and finalized prior to the certification of Site Plan. Additionally, if any of the road improvements identified in this condition either are now, or in the future become, obligations of other development projects, applicants of other development projects may participate on a pro-rata basis in the joint funding of such improvements. Basis of participation on a pro-rata basis is the sum of total peak hour trips generated by the subject development relevant to the particular improvement over the sum of total peak hour trips generated by all developments required by the Planning Board to participate in the construction of the particular improvement. The improvements must include:
  - i. At the Cherry Hill Road/Broad Birch Drive/Calverton Boulevard intersection:
    1. Provide, along Cherry Hill Road, a southbound right-turn lane to westbound Broad Birch Drive.
    2. Provide, along Cherry Hill Road, a second northbound left-turn lane to westbound Broad Birch Drive.
    3. Provide, along Broad Birch Drive, improvements that result in two eastbound left turn lanes to northbound Cherry Hill Road, a through lane to eastbound Calverton Boulevard, and a right-turn lane to southbound Cherry Hill Road.
    4. Upgrade existing traffic signal system at the intersection as necessary.
  - ii. At the Cherry Hill Road/Plum Orchard Drive/Clover Patch Drive intersection:
    1. Provide, along Cherry Hill Road, a southbound right-turn lane to westbound Plum Orchard Drive.
    2. Provide, along Cherry Hill Road, a second northbound left-turn lane to westbound Plum Orchard Drive.

3. Upgrade existing traffic signal system at the intersection as necessary.
- iii. At the Broad Birch Drive/Plum Orchard Drive intersection:
1. Provide a new traffic signal when warranted.
  2. Provide, along Broad Birch Drive, a separate eastbound right-turn lane to southbound Plum Orchard Drive.
  3. Provide, along Broad Birch Drive, a separate westbound left-turn lane to southbound Plum Orchard Drive.
- iv. At the Tech Road/Broad Birch Drive intersection:
1. Provide a new traffic signal when warranted.
  2. Reconfigure southbound Tech Road approach to Broad Birch Drive – from a through lane and a through-left lane to provide a through-left lane (to southbound Tech Road and eastbound Broad Birch Drive) and a left-turn lane (to eastbound Broad Birch Drive).
  3. Reconfigure northbound Tech Road approach to Broad Birch Drive – from a through-right lane and a through lane to provide a right-turn lane (to eastbound Broad Birch Drive and a through lane (to northbound Tech Road).
  4. Reconfigure westbound Broad Birch Drive approach to Tech Road – from a right-turn lane and a left-turn lane to provide a right-turn lane (to northbound Tech Road) and a left-right lane (to southbound Tech Road and northbound Tech Road).
- v. At the Plum Orchard Drive/Proposed Southern (Main) Hospital Entrance Driveway/Private Street A:
1. Provide a new traffic signal when warranted.
  2. Provide, along Plum Orchard Drive, a separate northbound left-turn lane into the proposed hospital driveway.
  3. Provide along Plum Orchard Drive, a separate southbound right-turn lane into the proposed hospital driveway.
  4. Provide, along the proposed hospital driveway, separate outbound right-turn and left-turn lanes (to southbound and northbound Plum Orchard Drive respectively).
- vi. At the Plum Orchard Drive/Proposed Northern Hospital Entrance Driveway:
1. Provide, along Plum Orchard Drive, a separate northbound left-turn lane into the proposed hospital driveway.
  2. Provide, along Plum Orchard Drive, a separate southbound right-turn lane into the proposed hospital driveway.

3. Provide, along the proposed hospital driveway, separate outbound right-turn and left-turn lanes (to southbound and northbound Plum Orchard Drive respectively).
- c. Provide hospital-operated employee shuttle(s) for main shift employees to and from the Silver Spring Metro Station (Red Line) and Greenbelt Metro Station (Green Line) for a total of 10 years. A statement of operation for the proposed shuttle(s) must be submitted to staff at the time of Site Plan and finalized prior to the certification of the Site Plan. Logistics related to the operation of the employee shuttle(s) must be in place prior to the release of the first occupancy permit for the hospital. The employee shuttle service must start operation at least a week prior to formal opening of the proposed hospital.
  - d. Submit a Memorandum of Understanding (MOU) between the Applicant and M-NCPPC to implement a Transportation Management Program (TMP) for the proposed hospital at the time of the Site Plan. The MOU and the TMP must be finalized and entered into prior to the release of building permits for the proposed hospital.

The TMP must designate a Transportation Coordinator at the hospital. The TMP must also include a periodic reporting mechanism such as a semi-annual performance review of the program by a Community Liaison Committee that may include members of the local community, area businesses and institutions, and Citizen Advisory Committees. In addition, the program must consider transit subsidies to employees, establishment of creative transportation accessibility options for employees, patients and visitors, installation of transportation/transit information display areas or kiosks in prominent locations throughout the hospital for employees, patients and visitors, and joint operation of local non-employee circulator shuttles in the area with other businesses/uses.

- e. Provide adequate internal connecting roadways, sidewalks, handicapped ramps and crosswalks to ensure safe and efficient vehicular/pedestrian connections. The Applicant must submit a vehicular/non-vehicular circulation plan for the campus at the time of Site Plan for review and approval by Transportation Planning staff, DPWT, and Montgomery County Department of Permitting Services (DPS) prior to the release of building permits for the proposed hospital.
- f. Provide, with approval from DPWT, two (2) super bus shelters along Plum Orchard Drive at the proposed Southern Hospital Entrance Driveway/Private Street A (main hospital entrance). The super bus shelters must be installed along Plum Orchard Drive at the proposed locations prior to the release of building permits for the proposed hospital. In addition, real-time transit information signs, with approval from DPWT, may be installed at these bus shelters. In the event the super bus shelters and the real-time transit information signs are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater

mitigation value.

- g. Provide, with approval from DPWT, two (2) bus shelters along Plum Orchard Drive at the proposed Northern Hospital Entrance Driveway (Medical Office Building Two entrance). The bus shelters must be installed along Plum Orchard Drive at the proposed locations prior to the release of building permits for the proposed hospital. In the event the bus shelters are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- h. Provide, with approval from DPWT, two (2) bus shelters along Cherry Hill Road at its intersection with Broad Birch Drive. The bus shelters must be installed along Cherry Hill Road at the proposed locations prior to the release of building permits for the proposed hospital. In the event the bus shelters are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- i. Provide, with approval from DPWT, two (2) bus shelters along Cherry Hill Road at its intersection with Plum Orchard Drive. The bus shelters must be installed along Cherry Hill Road at the proposed locations prior to the release of building permits for the proposed hospital. In the event the bus shelters are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- j. Provide, with approval from DPWT, pedestrian countdown/APS signals at the Cherry Hill Road intersections with Broad Birch Drive/Calverton Boulevard and Plum Orchard Drive/Clover Patch Drive. The pedestrian countdown/APS signals must be installed at these intersections prior to the release of building permits for the proposed hospital. In the event the pedestrian countdown/APS signals are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- k. Provide, with approval from DPWT, pedestrian countdown/APS signals at the Plum Orchard Drive intersection with proposed Southern Hospital Entrance Driveway/Private Street A (main hospital entrance). The pedestrian countdown/APS signals must be installed at this intersection prior to the release of building permits for the proposed hospital. In the event the pedestrian countdown/APS signals are not approved by DPWT, the Applicant may substitute these with other available non-auto facilities of equivalent or greater mitigation value.
- l. Provide bike lockers and bike racks on the hospital campus as required by the Montgomery County Code. The bike locker and bike rack locations must be determined and finalized at the time of Site Plan.

## DISCUSSION

### Staff Review of Applicant's APF Extension Request and Proposed Special Exception Petition

Adventist Healthcare, Inc. is requesting that the Planning Board approve an extension of APF validity for five parcels associated with Preliminary Plan No. 119820680 (Parcels BB and CC), Preliminary Plan No. 119910390 (Parcels RR and SS), and Preliminary Plan No. 119910380 (Parcel MMM) for up to six years to July 25, 2013, in accordance with Section 50-20(c)(9)(B) of the County Code, Article III Subdivision Regulations. The Applicant's stated purpose for requesting the above APF extension is to relocate Washington Adventist Hospital from Takoma Park to its property in Fairland along Plum Orchard Drive, with a total built density of 803,570 square-feet.

The above Code provision states that "the Planning Board may approve one or more additional extensions of a determination of adequate public facilities" for up to six additional years per Section 50-20(c)(8) of the County Code, beyond any extension allowed under Section 50-20(c)(5) of the County Code "if the applicant will commit to reduce the amount of unbuilt development by at least 10%, and the validity period for the amount to be reduced will expire as scheduled."

With a total approved unbuilt density of 802,619 square-feet of office currently on the subject parcels, the Applicant must therefore commit to reducing the amount of unbuilt density on the subject parcels by 80,262 square-feet of office coinciding with the approval of the APF Extension, and must limit total approved unbuilt density on the subject parcels to the number of peak-hour trips generated by 722,357 square-feet of office. According to the Code provision, the validity period for the amount to be reduced (80,262 square-feet of office) must expire as scheduled in July 2009.

Staff had many concerns related to the requested APF extension and discussed these among staff, and with the Applicant. These concerns included:

1. The cumulative effect of multiple APF extensions that have been granted for the parcels must be considered. The prior approvals/extensions granted for the subject preliminary plans originally approved in 1982 were reapproved in 1991, and extended in 1999 and 2001 to the full extent of six years for a total approval of over 25 years. This cumulative period is more than double the maximum 10 year APF validity granted for developments under current regulations. The applicant has submitted traffic analyses to address this concern.
2. Private sector participation to effectively address US 29 congestion is limited. The impact of through traffic growth along the US 29 corridor (specifically at Fairland Road/Musgrove Road, at Tech Road/Industrial Parkway, and at Stewart Lane intersections) regardless of the use that gets built on the site will ultimately require implementation of master-planned interchanges. Reasonable short-term, at-grade capacity improvement solutions at the existing intersections may therefore have limited value. In addition, there is likely not a nexus between the construction of grade-separated interchanges and the traffic impacts generated by any one single development in the area.

3. Conditional support for the special exception petition must consider transportation system performance, regardless of the APF approval status. The infrastructure and service improvements initially proffered by the Applicant would not fully address the proposed development's own impact on the local street network, especially along Cherry Hill Road.
4. The Planning Board cannot condition approval of preliminary plan APF extensions that may be granted to require needed transportation improvements.
5. The subject APF extensions could be construed as not limited to only those parcels associated with the hospital replacement project.
6. The Planning Board cannot condition the subject APF extension to the proposed hospital use. The Planning Board is not the final approving authority for the proposed hospital use, and should state and local authorities not approve the hospital use, the underlying office density (that would be approved by the current APF extension) could be constructed without the public benefit expected from the proposed hospital.
7. The APF extension establishes a peak-hour trip generation cap on the parcels, which will not be fully utilized by the proposed hospital. This could facilitate approval of future additional uses/density on the property through Site Plans without requiring any new APF determination.
8. The staff recommendation to the Planning Board to approve the subject APF extension could be argued as a precedent by applicants on other similar APF extension requests.

With these concerns in mind, staff carefully reviewed the Applicant's APF extension requests, and recommend that the Planning Board approve extension of APF validity period for 722,357 square-feet of office use on subject Parcels BB, CC, RR, SS, and MMM only, to July 25, 2013, based on the finding that:

1. The Applicant meets provisions under Montgomery County Code Section 50-20(c)(9)(B).
2. All infrastructure improvements required by the conditions of the original preliminary plan approvals have been constructed (or required payments for its construction have been made).
3. The subject parcels already met the traffic mitigation requirements for the I-3 zone sector of West\*Farm through a 1994 Trip Mitigation Agreement.
4. If no other APF extension requests are filed, much of the background (approved but unbuilt) density that was part of the special exception traffic study could expire in the near future (for example, 350,000 square-feet of office density approved for Seventh Day Adventist World Headquarters site by February 2009, and the remaining West\*Farm density by July 2009).
5. Other planned future developments in the area – such as an additional 1,170 employees at the FDA, the proposed East County Center for Science and Technology on WSSC Site II, and

the proposed Percontee Property “Life Science Center” – have no prior APF approvals and will require new transportation assessments. Staff notes that two of these projects (FDA and WSSC Site II) could be submitted for mandatory referral review, which does not give Planning Board authority to make APF findings and require transportation improvements. The Percontee property is proposed for a limited Master Plan Amendment which would include macro-level transportation assessments. Staff analysis of the Background Traffic Conditions included the 1,170 FDA employees that will be the subject of a Supplemental EIS in 2008 (in addition to the 7,720 FDA employees already in the FDA Master Plan).

6. The ICC is forecast to reduce through traffic along Cherry Hill Road by approximately 22 percent, though the ICC cannot be assumed in a current APF finding as it is not fully funded for completion in the next four years.
7. The combination of proposed off-site transit facilities, a main-shift employee shuttle service, intersection improvements, internal/external site access improvements, potential Transportation Management Program (TMP) elements, and proposed inter-property road connections proffered by the Applicant as part of the special exception petition should help mitigate vehicular traffic impact from the proposed hospital.
8. The Cherry Hill Road intersections would operate either below the 1,500 CLV congestion standard or at a CLV better than that determined for Background Traffic Conditions with the intersection improvements that are conditioned on the Applicant.
9. The proposed 803,570 square-foot hospital would generate less traffic than the office density that will in effect be approved for the site subsequent to the APF extension approvals (which will be 722,357 square-feet of office) - by 20 percent for the morning peak hour and by 12 percent for the evening peak hour.
10. There are adverse pedestrian, aesthetic, and compatibility impacts from additional improvements along Cherry Hill Road that may ultimately be required to support contemplated development in the area (such as an additional through travel lane on Cherry Hill Road) on the Calverton community.
11. Improvements along US 29 at the Fairland Road/Musgrove Road, Tech Road/Industrial Parkway, and Stewart Lane intersections would require construction of master-planned grade-separated interchanges as long-term transportation infrastructure solutions at a cost of approximately \$250-\$400 million.
12. A new APF determination for the hospital under the current Growth Policy and Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines requirements could result in conditions that would make it impossible for the hospital project to go forward.
13. The public value of the proposed hospital use is reflected to some extent in the County Council’s 2007 decision to exempt hospitals from the transportation impact tax.



14. The project has considerable community support.

#### Property Location, Area Land Uses, Proposed Use, Vehicular/Pedestrian Access, Transit Facilities

The special exception petition for the planned Washington Adventist Hospital campus is proposed on property consisting of Parcels BB, CC, RR, SS, and MMM located to the southwest of Cherry Hill Road/Plum Orchard Drive intersection in Fairland. The property is located within the West\*Farm Technology Park, which has a mix of uses including office, retail, hospitality, institutional, industrial, and warehousing, and is in close proximity to residential uses (including a large age-restricted community to the east side of Cherry Hill Road).

The planned Washington Adventist Hospital campus will have a total built density of 803,570 square-feet and will include the main hospital building, an ambulatory care building, a faith center, two medical office buildings, two parking structures, and a helipad.

Vehicular access to and from the planned hospital campus is proposed via three driveways off Plum Orchard Drive. Plum Orchard Drive is a U-shaped roadway between Cherry Hill Road and Broad Birch Drive to the back of Orchard Center. This roadway is currently built to master plan recommendations with a sidewalk and a tree panel on both sides. The hospital campus can also be accessed from US 29 via Industrial Parkway and Tech Road, both connecting to Broad Birch Drive.

Primary access to the hospital building from Plum Orchard Drive is proposed via Private Street A/South Entrance Drive, located to the southeast corner of the property. This driveway will lead patients and visitors to the Main Hospital Building/Ambulatory Care Building, Medical Office Building-1, and the South Parking Garage. The Applicant is proposing to construct Private Street A to public street standards (with a minimum right-of-way width of 60 feet) such that this roadway could be connected to the adjacent Percontee property when that property develops in the future. Further north is a second entrance to the campus, the Service/Ambulance Drive, dedicated for Emergency Department and service vehicles. The proposed on-site helipad will also be accessed via this driveway. Approximately 800 feet north of the South Entrance Drive is the North Entrance Drive, which will serve Medical Office Building-2 and the North Parking Garage. The northern parking garage will be used primarily by employees.

The special exception site plan proposes adequate lead-in sidewalk connections into the campus from Plum Orchard Drive. This plan also proposes adequate internal pedestrian connections between proposed on-site buildings/structures/amenities. Since there is opportunity to further refine pedestrian/bicyclist accessibility as well as safety into and within the proposed campus and to identify locations for bike lockers and bike racks on the campus at the time of Site Plan, staff finds the special exception use site plan pedestrian/bicyclist circulation concept to be adequate.

Several Metrobus C, R, and Z routes and RideOn Route 10 serve this area and have stops along Plum Orchard Drive, Broad Birch Drive and Cherry Hill Road. Staff also finds that the bus shelters (along Plum Orchard Drive, Broad Birch Drive, and Cherry Hill Road), hospital-operated employee shuttle for main shift employees, and the Transportation Benefits Coordinator position at

the hospital proffered as part of the special exception petition by the Applicant are significant traffic mitigation commitments by the Applicant to reduce auto travel to and from the hospital.

### Master Plan Roadways and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted *Fairland Master Plan* includes the following nearby roadway and pedestrian/bikeway facilities:

1. Columbia Pike (US 29), a six-lane north-south controlled-major (CM-10) highway within the Master Plan boundary, with a minimum right-of-way width of 100-200 feet. US 29 is currently built as a six-lane divided highway, with shoulders on both sides of the roadway. The Master Plan recommends constructing interchanges at all existing roadway crossings along US 29, and providing a Class I commuter bikeway facility along US 29 between MD 198 in Burtonsville to the north and Industrial Parkway to the south. Bikeways and sidewalks also are recommended in the design of all cross-street bridges over US 29. There are no sidewalks along US 29 within the immediate stud area.
2. Old Columbia Pike, a four-lane north-south arterial (A-99) between East Randolph Road and Tech Road, with a minimum right-of-way width of 80 feet and sidewalks. The section of Old Columbia Pike north of East Randolph Road to Briggs Chaney Road (P-25b), between Tech Road and Industrial Parkway (P-25a), and to the south of Industrial Parkway (P-2) are classified as two-lane primary residential streets with a minimum right-of-way width of 80 feet. Old Columbia Pike has an existing Class I/II bikeway (EB-13) between Stewart Lane and MD 198.
3. Intercounty Connector (ICC), as a limited-access east-west freeway (F-9) with a minimum right-of-way width of 300 feet between I-270 to the west and I-95/US 1 to the east through central/eastern Montgomery and western Prince George's Counties.
4. Fairland Road, a two to four-lane divided east-west arterial (A-75) between Paint Branch and Prince George's County Line, with a minimum right-of-way width of 80-feet and sidewalks. A Class I bikeway (PB-50) is recommended in the master plan for Fairland Road from Old Columbia Pike to Prince George's County Line along the south side of the roadway.
5. East Randolph Road/Cherry Hill Road, a four/five-lane east-west/north-south arterial (A-98) within the Master Plan boundary, with a minimum right-of-way width of 80 feet. A Class II bikeway (PB-20) is recommended for East Randolph Road between US 29 and the White Oak Master Plan boundary. The Master Plan also recommends extending/connecting the sidewalk along East Randolph Road to Cherry Hill Road. It is noted that both East Randolph Road and Cherry Hill Road are currently built to Master Plan standards with a Class I bikeway and sidewalks.
6. Tech Road, a four-lane east-west/north-south commercial business district street (B-6) between Old Columbia Pike and US 29, and designated as a four-lane industrial road (I-11) between US 29 and approximately 1,600 feet southwest of Industrial Parkway, with a

minimum right-of-way width of 80 feet. The roadway is currently built to master plan recommendations with sidewalks on both sides.

7. Industrial Parkway, a four-lane east-west industrial road (I-1) between US 29 and into the WSSC site, with a minimum right-of-way width of 80 feet. It is noted that Industrial Parkway is currently built to Master Plan standards with sidewalks on both sides of the roadway.
8. Prosperity Drive, a two to four-lane north-south industrial road/commercial business district street (I-8/B-2) between Industrial Parkway and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-60). Prosperity Drive has a sidewalk to its east side between Tech Road and Whiteham Court and on both sides to the north to Cherry Hill Road.
9. Broad Birch Drive, a four-lane east-west industrial road (I-9) between Tech Road and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-65). The roadway is currently built to Master Plan standards with four travel lanes, and sidewalks and street trees on both sides.
10. Calverton Boulevard, an east-west primary residential roadway (P-46) between Cherry Hill Road to the west and Prince George's County Line to the east, with a minimum right-of-way width of 80 feet. The Master Plan recommends four travel lanes for Calverton Boulevard between Cherry Hill Road and Gracefield Road (P-38). Further to the east, Calverton Boulevard is recommended to have only two through travel lanes. Calverton Boulevard is connected to Fairland Road via Galway Drive (P-35).
11. Plum Orchard Drive, a north-south U-shaped four-lane industrial road (I-12) between Broad Birch Drive and Cherry Hill Road, with a minimum right-of-way width of 80 feet. It is noted that Plum Orchard Drive is currently built to master plan recommendations with sidewalks/tree panels on both sides.
12. FDA Access Road (through Percontee), a two-lane east-west industrial road (I-10) between Cherry Hill Road and the Federal property, with a minimum right-of-way width of 80 feet. GSA is currently pursuing construction of this roadway through the Percontee property as part of the FDA White Oak Headquarters Consolidation project.

#### Nearby Transportation Improvement Projects

The Maryland State Highway Administration's (SHA) FY 2008-2013 Consolidated Transportation Program (CTP) included the following nearby projects:

1. ICC: Design and construction of the ICC is currently underway, with significant increases in construction activity along the corridor expected by summer 2008. The construction of the freeway is split into five contracts, Contracts A through E. Contract A, the western section of the roadway between I-270/I-370 and east of Georgia Avenue (MD 97), is currently under construction. Contract C, the ICC section between US 29 and I-95, currently has a notice to

proceed. Contract B, the ICC section between MD 97 and US 29, is currently accepting design and construction proposals.

The state's CTP contains construction funding for the ICC through the year 2013. Since the project is not fully funded in the first four years of the CTP, the full ICC is not an assumed element for LATR studies under the 2005-2007 Growth Policy. The project, however, is fully funded, and staff considered the projected traffic reduction along Cherry Hill Road attributable to the ICC as documented in the ICC Final Environmental Impact Statement in the analysis of Background and Total (Build) Traffic Conditions.

2. US 29/Fairland Road/Musgrove Road Interchange: This project is currently on hold.
3. US 29/Tech Road/Industrial Parkway Interchange: These projects are currently on hold.
4. US 29/Stewart Lane Interchange: This project is currently on hold.

The current estimate is that the above US 29 CTP improvements could cost approximately \$250-\$400 million to implement.

The Montgomery County DPWT's current Capital Improvement Program (CIP) included the following project as well:

1. Reconstruction of Fairland Road from US 29 to Prince George's County line. This CIP project included widening Fairland Road to 3 lanes, provision of a sidewalk on the north side and a Class I bikeway on the south side of the roadway. The project is currently under construction and is to be completed by October 2008.

#### Adequate Public Facilities Extension Request

In the early 1980's, West\*Farm was subdivided into two sectors: an I-1 sector and an I-3 sector. The I-1 zoned parcels were approved in 1980 as Preliminary Plan No. 119802000 and all of the I-3 zoned parcels (including Parcels BB, CC, RR, and SS) were approved in 1982 as Preliminary Plan No. 119820680.

In 1991, West\*Farm re-recorded parcels approved under the previous preliminary plans. The I-1 parcels were recorded as Preliminary Plan No. 119910380 and the I-3 parcels were recorded as Preliminary Plan No. 119910390. Parcels RR and SS, among others, at this time were separated from Preliminary Plan No. 119820680, and were made part of new Preliminary Plan No. 119910390 (approved by the Planning Board on August 1, 1991). The above established a new 12-year APF validity period for Parcels RR and SS to July 31, 2003. Parcels BB and CC however remained as part of the original plan, and consistent with the expiration of the loophole closure legislation, the APF validity period for these parcels was established as July 25, 2001. The parcels in the I-1 zone of West\*Farm, including Parcel MMM, were part of Preliminary Plan No. 119910380. The APF approval for Parcel MMM was extended in parallel with that for Parcels RR and SS, and was scheduled to expire on July 31, 2003.

In 1999 and 2001, the APF validity period for Parcels BB, CC, RR, SS, and MMM were extended by previous owners of the parcels for an additional six years. Thus, the new APF validity period for Parcels BB and CC was extended to July 25, 2007, and that for Parcels RR, SS, and MMM was extended to July 31, 2009.

Now, the Applicant is requesting that the Planning Board approve an extension of APF validity for up to six years for Preliminary Plan No. 119820680 (Parcels BB and CC only), Preliminary Plan No. 119910390 (Parcels RR and SS only), and Preliminary Plan No. 119910380 (Parcel MMM only) to July 25, 2013, in accordance with Section 50-20(c)(9)(B) of the Montgomery County Code, Article III Subdivision Regulations.

The above Code provision states that “the Planning Board may approve one or more additional extensions of a determination of adequate public facilities” for up to six additional years per Section 50-20(c)(8) of the County Code, beyond any extension allowed under Section 50-20(c)(5) of the County Code “if the applicant will commit to reduce the amount of unbuilt development by at least 10%, and the validity period for the amount to be reduced will expire as scheduled.”

Thus, with a total approved unbuilt density of 802,619 square-feet of office currently on the subject parcels, the Applicant must commit to reduce the amount of unbuilt density on the subject parcels by 80,262 square-feet of office. With approval of these APF Extensions, total approved unbuilt density on the combined parcels must therefore be limited to the number of peak-hour trips generated by 722,357 square-feet of office.

#### Local Area Transportation Review

A traffic study was required in support of the subject APF extension requests and the subject special exception petition per the *2004 Local Area Transportation Review (LATR) Guidelines* since the proposed use was estimated to generate **30** or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The traffic study was scoped on August 24, 2007, and reviewed under the *2004 LATR Guidelines* because of the pending APF extension request.

The Applicant submitted a traffic study (initial draft dated November 30, 2007) that determined traffic-related impacts of the proposed hospital on the nearby roadway intersections during weekday morning and evening peak periods. At the request of staff, the Applicant also submitted several additional analysis/reports in support of the initial draft traffic study. The following briefly describes information contained within the traffic study and subsequent Applicant/staff analyses.

- Site Trip Generation – Proposed Replacement Hospital at West\*Farm

The traffic study estimated that the proposed special exception use, an 803,570 square-foot hospital, will generate approximately 964 total peak-hour vehicle trips during the weekday morning

peak-period and 948 total peak-hour vehicle trips during the weekday evening peak-period. These estimates were based on trip generation rates contained in Institute of Transportation Engineers (ITE) Trip Generation (7<sup>th</sup> Edition) report for a Hospital (ITE Land Use Code 610). A summary of the above is provided in Table 1.

**TABLE 1  
SUMMARY OF SITE TRIP GENERATION  
PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM  
WASHINGTON ADVENTIST HOSPITAL**

Trip Generation	In	Out	Total
Morning Peak-Hour	646	318	964
Evening Peak-Hour	313	635	948

Trip Generation based on ITE LUC 610 Hospital. Independent Variable: Trips per 1,000 SF GFA.  
Source: The Traffic Group, Inc. Traffic Report; November 30, 2007.

If the 802,619 square-feet of office density approved for the subject five parcels were to be built, the site would generate 1,341 total peak-hour vehicle trips during the weekday morning peak-period and 1,216 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates.

Staff notes that with the reduction in the amount of unbuilt development on the property by 10%, the resulting 722,357 square-feet of office density would generate approximately 1,212 total peak-hour vehicle trips during the weekday morning peak-period and 1,080 total peak-hour vehicle trips during the weekday evening peak-period using *LATR Guidelines* trip generation rates. These trips will become the new trip generation cap for the combined parcels.

The above estimates show that the proposed 803,570 square-foot hospital would generate 20 percent and 12 percent less trips during the morning and evening peak hours respectively compared to traffic that will be generated by the office density that will in effect be approved for the site subsequent to the APF extension approvals (which will be 722,357 square-feet of office).

- Capacity Calculations – Proposed Replacement Hospital at West\*Farm

Staff review of the initial draft traffic study and subsequent analysis by the Applicant (dated March 10, 2008) and by staff, focused on analyzing impact of hospital traffic at three critical intersections along Cherry Hill Road and at two intersections along Broad Birch Drive within West\*Farm. These included the Cherry Hill Road intersections with Prosperity Drive, Broad Birch Drive/Calverton Boulevard, and Plum Orchard Drive/Clover Patch Drive, and the Broad Birch Drive intersections with Plum Orchard Drive and Tech Road. Based on the analysis, it was determined that intersection improvements are required at four of the above five intersections.

With the improvements reflected in the special exception approval conditions, which includes

installation of several non-auto transportation facilities in the vicinity of the proposed hospital to enhance non-auto accessibility to the hospital, staff finds that the proposed hospital will be adequately served by public facilities and will not reduce vehicular or pedestrian safety.

A summary of the capacity analysis/Critical Lane Volume (CLV) analysis results for the five intersections listed above for the weekday morning and evening peak hours within the respective peak periods is provided in Table 2.

**TABLE 2  
SUMMARY OF CAPACITY CALCULATIONS  
PROPOSED 803,570 SF REPLACEMENT HOSPITAL AT WEST\*FARM  
WASHINGTON ADVENTIST HOSPITAL**

Intersections	Traffic Conditions							
	Existing		Background <sup>1</sup>		Total		Total w/ Improvements	
	AM	PM	AM	PM	AM	PM	AM	PM
Cherry Hill Rd/Prosperity Dr	1,019	1,011	1,132	1,138	1,338	1,340	--	--
Cherry Hill Rd/Broad Birch Dr/ Calverton Blvd	1,498	1,462	1,919	1,745	2,247	1,871	1,575	1,540
Cherry Hill Rd/Plum Orchard Dr/ Clover Path Dr	1,135	1,052	1,223	1,149	1,577	1,363	1,195	1,216
Broad Birch Dr/Plum Orchard Dr	629	751	891	1,039	1,045	1,321	873	1,169
Broad Birch Dr/Tech Rd	716	890	1,303	1,309	1,380	1,385	1,145	1,256

Source: The Traffic Group, Inc. Traffic Report; November 30, 2007; Supplemental Analysis, March 10, 2008; Staff Analysis.

2004 LATR Guidelines Congestion Standard for Fairland/White Oak Policy Area: 1,500 CLV.

<sup>1</sup> Includes 1,170 additional employees proposed for study in the 2008 Supplemental EIS at the Consolidated Headquarters Campus for FDA at White Oak.

CE:tc

CC: Barbara Kearney  
 Chuck Kines  
 Piera Weiss  
 Karl Moritz  
 Greg Leck  
 Bob Simpson  
 Sande Brecher  
 John Borkowski  
 William Kominers  
 Robert G. Brewer, Jr.

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**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



**MCPB**  
**Item #**  
**April 24, 2008**

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Gwen Wright, Chief  
 Countywide Planning Division

Stephen D. Federline, Supervisor   
 Environmental Planning, Countywide Planning Division

**FROM:** Lori Shirley, Planner Coordinator and   
 Candy Bunnag, Planner Coordinator   
 Environmental Planning, Countywide Planning Division

**DATE:** March 28, 2008

**REVIEW TYPE:** Preliminary Forest Conservation Plan No. S-2721- hospital relocation

**LOCATION:** 12030-12110 Plum Orchard Drive, Silver Spring

**APPLICANT:** Adventist Healthcare, Incorporated

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Staff recommends **approval** of the preliminary forest conservation plan (PFCP) for the above referenced special exception subject to conditions which include, but are not limited to, the following:

1. Revise the PFCP to include the following:
  - a. Avoid disturbance of environmental buffers, including wetlands. Revisions must be consistent with the two revised site plans (entitled "North Parking Garage and MOB2 Plan Revision" and "Main Hospital Entry Site Plan Revision") and alternate waterline plan (entitled "Alternate Waterline Location Plan").
  - b. Show proposed limits of disturbance that avoid environmental buffers and that are realistically located with respect to proposed structures.
2. Category I conservation easement must be placed over forest retention areas, forest planting areas, and that portion of the environmental buffer that does not include a County stormwater management easement.
3. Category I conservation easement must be shown on record plats.



## **DISCUSSION**

This special exception proposal relocates the Washington Adventist Hospital from its Takoma Park site to the Westfarm Technology Park for construction of a new facility. The proposed site is on the east side of Plum Orchard Drive at 48.86 acres in the Fairland Planning Area. There are 31.22 acres of existing forest on-site including various large and specimen trees. There is a stream, wetlands, 100-year floodplain, steep slopes associated with highly erodible soils, severe slopes and associated environmental buffers.

A tributary of Paint Branch (Use III waters) flows through the property. An existing, regional stormwater management (SWM) facility, constructed as a wet pond, is located in the stream and provides stormwater management controls for a large portion of development in the Westfarm Technology Park.

The Planning Board's action on the Preliminary Forest Conservation Plan is regulatory and binding. The Planning Board must act on the Forest Conservation Plan before it finalizes its recommendations on the special exception application.

### **Environmental Guidelines**

The applicant has submitted and received two separate approvals of Natural Resources Inventories/Forest Stand Delineations (NRI/FSD) numbers 42003071 and 42007302. The former plan was recertified on July 18, 2007 and the latter plan received approval on November 1, 2007. The site has a combined total of 16.41 acres of environmental buffer, 11.31 acres of floodplain and 0.82 acres of wetlands. A portion of the wetlands are forested and are within a forest stand identified as high priority retention. The site is not within a Special Protection Area.

The south portion of the site has an existing in-stream regional stormwater management pond that will be a focal point of the hospital facility. The pond facility was built approximately 10 years ago as other parcels in the Westfarm Technology Park developed. As a result of several meetings with the applicant and their representatives, they are in general agreement to work with DPS staff to enhance the existing pond facility with native plants to county standards.

On March 27, 2008 a revised site plan was received that avoids and minimizes direct encroachments to wetlands and environmental buffers shown on the initial plan submittal. The revised plan is supported by staff for several reasons. First, it represents relocation of two proposed buildings to completely avoid direct encroachments to a wetland and environmental buffer (the north parking garage and medical office building 2 [MOB2]). Secondly, it adjusts infrastructure alignments (i.e., a proposed 8-inch water line around wetlands) to avoid encroachments to wetlands. Finally, the plan adjusts the limits of disturbance (LOD) to be more realistic in relation to building edges and environmental buffers. Initially the plan showed some areas of the LOD with a minimum of 15 feet between the edge of the northern-most six-story parking garage and a forested wetland. At this same location, staff raised concerns for the loss of a groundwater source for the wetland due to the extensive impervious surfaces proposed adjacent to and uphill of the wetland. Therefore, staff recommends that the plan is amended to include at least one structure to provide for the groundwater recharge of surface stormwater runoff on the uphill side of the forested wetland.

**Forest Conservation**

This property is subject to Chapter 22A Montgomery County Forest Conservation Law. A Preliminary Forest Conservation Plan (PFCP) has been submitted for approval.

Because the two revised site plans and alternate waterline location plan were recently submitted the PFCP is also being revised. However, staff has not received the revised PFCP as of this writing. There are 31.22 acres of existing forest on-site including various large and specimen trees. One forest stand in the NRI/FSD was identified as high priority retention because of its overall structure and location in relation to nearby natural resources and environmental buffers.

The initial PFCP has a total reforestation requirement of 2.70 areas. The revised PFCP will have a slightly smaller reforestation requirement. The initial PFCP proposed to preserve 9.95 acres of forest. The revised PFCP will have a slightly larger forest preservation area of approximately 10 acres. The revised PFCP will show this adjusted amount based on the three revised plans submitted on March 27, 2008. Areas of existing forest in the environmental buffers will be preserved in Category I Conservation Easements, the details of which will be further reviewed during the Final Forest Conservation Plan and Site Plan (FFCP) review. Details and specific measures of large, specimen tree and forest preservation and protection will be required on the FFCP.

**RECOMMENDATION**

Environmental Planning staff recommends approval of the Preliminary Forest Conservation Plan with conditions.

SDF:LS/CB

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# **ATTACHMENTS**

**i. Aerial**

**ii. Plans and Drawings**

**iii. Referral comments**

# S-2721 WASHINGTON ADVENTIST HOSPITAL







WASHINGTON ADVENTIST HOSPITAL

# HOSPITAL DESIGN NORTHEAST VIEW

**RTKL**



mind • body • spirit • health  
Washington Adventist Hospital  
CELEBRATING 100 YEARS



WASHINGTON ADVENTIST HOSPITAL

# HOSPITAL EAST ELEVATION

**RTKL**





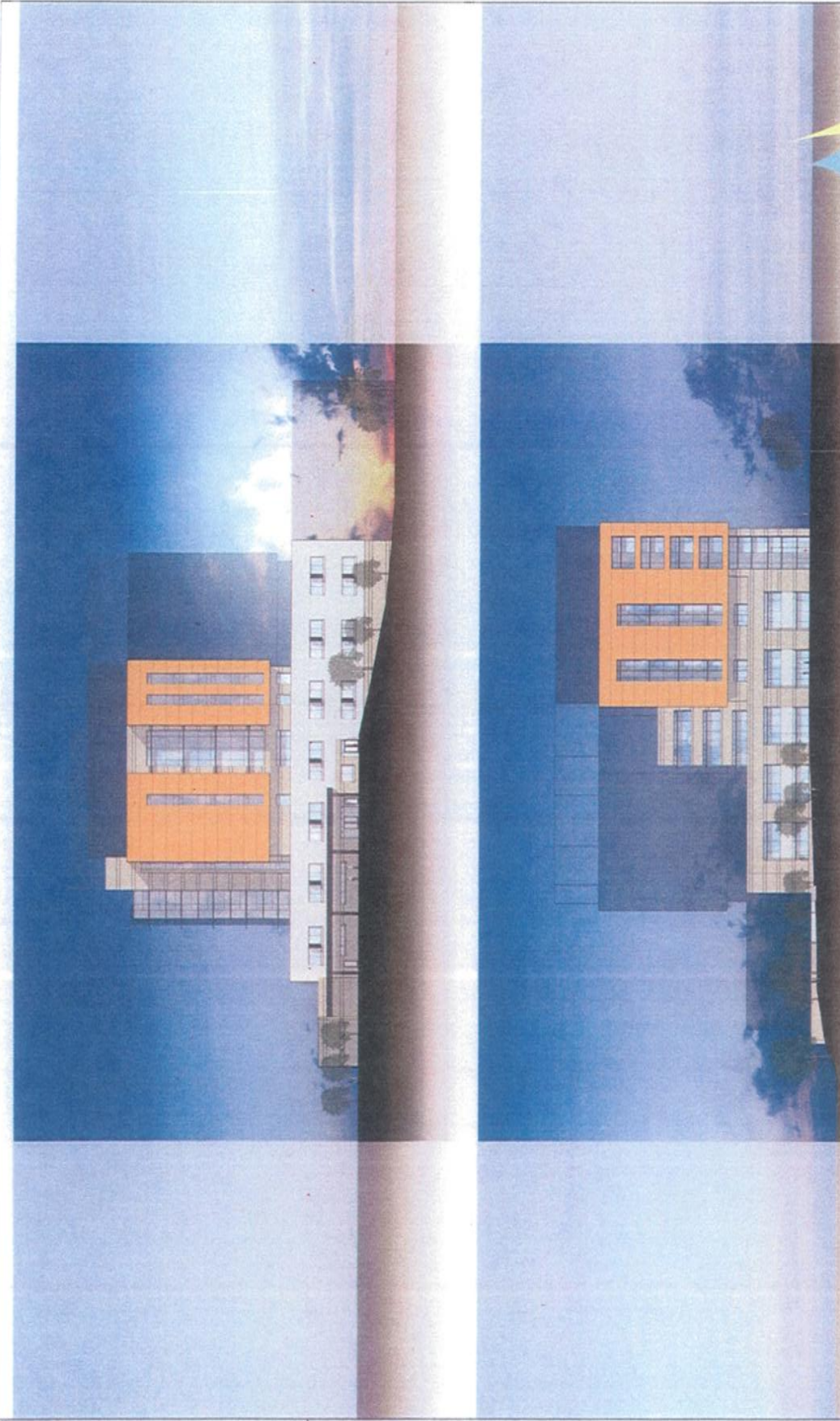
WASHINGTON ADVENTIST HOSPITAL

# HOSPITAL WEST ELEVATION

**RTKL**





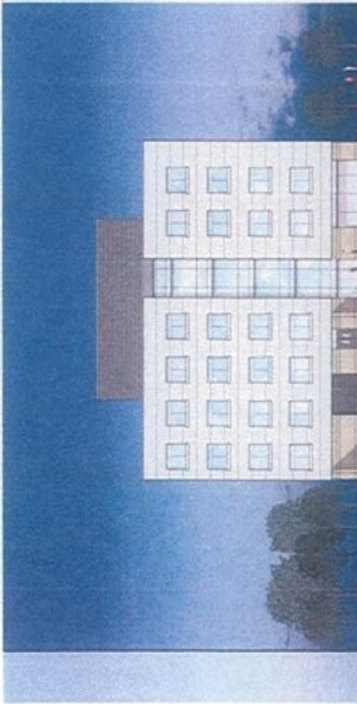


WASHINGTON ADVENTIST HOSPITAL

# HOSPITAL NORTH & SOUTH ELEVATIONS

**RTKL**

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Washington Adventist Hospital  
CELEBRATING 100 YEARS



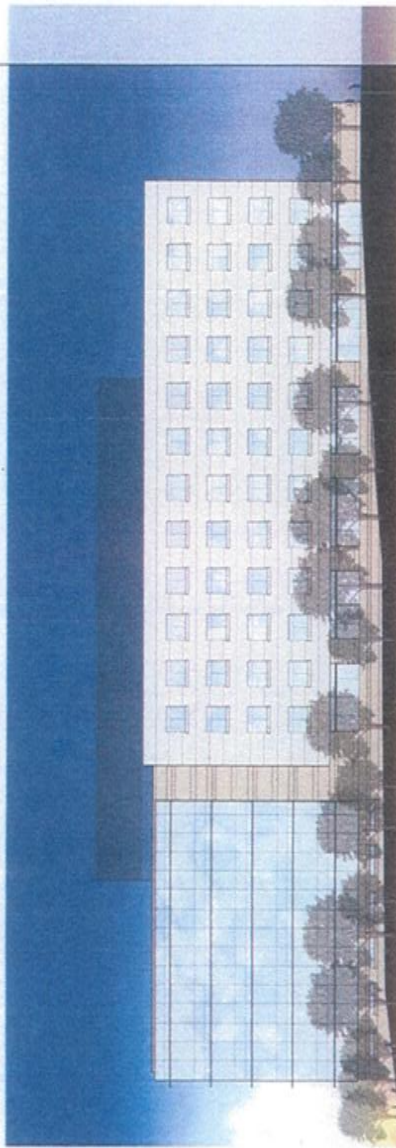
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

WASHINGTON ADVENTIST HOSPITAL

# MOB 1 ELEVATIONS



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Washington Adventist Hospital  
CELEBRATING 100 YEARS



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

TO: Elsabett Tesfaye, Planner Coordinator, Development Review Division

VIA: Stephen D. Federline, Supervisor, Environmental Planning *SD*

FROM: Lori Shirley, Planner Coordinator, Environmental Planning *LS*  
Candy Bunnag, Planner Coordinator, Environmental Planning *CB*

DATE: March 31, 2008

SUBJECT: Special Exception S-2721 Adventist Healthcare, Incorporated  
12030-12110 Plum Orchard Drive, Silver Spring

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**RECOMMENDATION**

Environmental Planning staff has reviewed the above special exception application and recommends **approval** with the following conditions:

1. Revise all plans for the special exception to avoid disturbance of environmental buffers, including wetlands. Revisions should be consistent with the two revised site plans and waterline alignment plan (entitled "North Parking Garage and MOB2 Plan Revision" and "Main Hospital Entry Site Plan Revision" and the "Alternate Waterline Alignment" plan received March 27, 2008).
2. Coordinate with MNCPPC and County DPS to implement measures to maintain water flow to the forested wetland and its buffer near the northern parking garage. Cleaner water discharges from rooftops, green roofs, etc., should be examined to replace surface and groundwater flows lost to upstream development.

**BACKGROUND**

Representatives from the Washington Adventist Hospital in Takoma Park propose to relocate the existing hospital use and construct a new hospital/medical campus facility in the Westfarm Technology Park. The 48.86-acre site is located on the east side of Plum Orchard Drive, is zoned I-1 and I-3 and is currently known as Parcels BB, CC, RR, SS and MMM.

A Preliminary Forest Conservation Plan, special exception plan and supporting material were stamped as received in the Environmental Planning Section on December 11, 2007.

The 48.86-acre site includes 31.22 acres of existing forest, and 16.41 acres of environmental buffers. A tributary of the Paint Branch (Use III waters) flows through the property. An existing, regional stormwater management (SWM) facility, constructed as a wet pond, is located in the stream and provides stormwater management controls for a large portion of development in the Westfarm Technology Park. The site lies outside of a Special Protection Area.

## **DISCUSSION**

### **Environmental Guidelines**

The applicant has submitted and received two separate approvals of Natural Resources Inventories/Forest Stand Delineations (NRI/FSD) numbers 42003071 and 42007302. The former plan was recertified on July 18, 2007, and the latter plan received approval on November 1, 2007. There is a stream, wetlands, 100-year floodplain, steep slopes associated with highly erodible soils, severe slopes and associated environmental buffers. The site has a total of 16.41 acres of environmental buffer, 11.31 acres of floodplain and 0.82 acres of wetlands. A portion of the wetlands are forested and are within a forest stand identified as high priority retention. There is an existing in-stream stormwater management wet pond that was constructed approximately 10 years ago when the Westfarm Technology Park began to develop.

The initial submission proposed approximately less than one-half an acre of encroachment into an environmental buffer area that includes a forested wetland. After several discussions between staff and the applicant, the applicant has proposed to revise the layout to avoid encroachments into environmental buffers with proposed buildings and associated grading. In addition, although the water line must go through the environmental buffer, its location has been adjusted to avoid disturbance to wetlands.

### **Forest Conservation**

This property is subject to Chapter 22A Montgomery County Forest Conservation Law. Staff's review, findings, and recommendations on the preliminary forest conservation plan for this proposed special exception is provided in a separate memorandum from Environmental Planning staff to the Planning Board dated March 28, 2008.

### **Special Exception Required Findings**

Section 59-G-1.21 (a) (6) of the Montgomery County Zoning Ordinance reads as follows:

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.*

Staff has reviewed all information in support of the proposed hospital/medical campus facility in relation to the required finding. Emergency vehicles (ambulance and medivac helicopters) will frequent this location on an as-needed basis at any time day or night. The occurrence or frequency of loud sirens, illumination and glare from emergency vehicle lights, dust, vibration and loud noise from medivac helicopters are inherent to a hospital use during emergency episodes. Dust, loud noise and vibration from medivac helicopters are anticipated during landing and take-off procedures, in addition to loud noise including sirens, illumination and glare from emergency vehicle lights, with related physical activity from emergency personnel at a hospital facility with emergency room and medivac services. The adjacent developed and planned land uses are similarly industrial zoned and no existing or planned residential uses are in the surrounding Westfarm Technology Park neighborhood of the Fairland Planning Area. The proposed hospital/medical campus facility use at this location is supported based on the inherent aspects, the existing zoning and land uses as these relate to finding 6.

### **Stormwater Management**

Conceptual stormwater management approval was granted by DPS in a letter dated January 28, 2008. The existing in-stream stormwater management pond will receive most of the site's runoff and provide quantity control for the site. Water quality control structures are required on the site and these are proposed in the form of a series of underground storm filters. Several of DPS' conditions of the concept approval include the following:

- Onsite recharge is not required due to the proximity of the project site to the existing retention pond.
- All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
- All covered parking areas must drain to the sanitary sewer system. Covered parking areas will not be allowed to drain to the storm drain system.
- Rooftop runoff must be directed to the regional pond, bypassing on-site storm drainage, wherever possible.

Environmental Planning staff has concerns for the lack of groundwater recharge provisions through infiltration in relation to the wetland area on an upland slope nearby the proposed northern-most parking deck structure. If infiltration is not provided at this location, the natural recharge function of the slope where the wetlands are located may be eliminated and the wetland may dry up.

### **Water Quality**

The site is in the Paint Branch watershed, which is designated by the state as Use III waters (natural trout waters). Because Department of Permitting Services (DPS) is requiring the two proposed covered parking garages must drain the runoff into the sanitary sewer system, this will protect the watershed's water quality so stormwater runoff from the garage structures is not discharged untreated directly into the site's in-stream stormwater management facility.

### **Green Building**

This proposal must comply with Montgomery County green building requirements. The applicant's Architectural Report includes a statement that reads as follows: "The buildings will be designed to comply with applicable Montgomery County green building requirements. Green building design features are compatible with the goals that are inherent in WAH's holistic approach to community health care, with focuses on the well being of mind, body and spirit."

SDF:LS/CB

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**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 1, 2008

**MEMORANDUM**

**To:** Elsabett Tesfaye, Zoning Analyst, Development Review  
**From:** Piera Weiss, Community-Based Planning, Eastern County  
**Subject:** Special Exception S-2721, Washington Adventist Hospital

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**Staff Recommendation:** **Approval.** The proposed hospital is consistent with the vision and recommendations of the *1997 Approved and Adopted Fairland Master Plan*. The proposed hospital site is located within the US 29/Cherry Hill Road Employment Overlay Zone, the major employment area designated in the master plan area. The use will provide an important public service in an area not currently served. The site is served by a local industrial road network and accessed by a major highway and an arterial road. This use will not have direct impacts on any residential community since it is entirely within a non-residential area.

**General Background**

The 48 acre site is located within the US 29/ Cherry Hill Road Employment Area, a major concentration (500 acres) of industrial and commercial zoning located at the southeast intersection of the US 29/ Cherry Hill Road interchange. The subject site has three zones: I-3, I-1 and the US 29 Cherry Hill Road Employment Area Overlay Zones.

First identified as an industrial area in the 1960s, this employment area has slowly redeveloped from a sand and gravel mining site and agricultural experiment station into office and industrial park with commercial uses. The area is completely served by public infrastructure. Property owners built the internal system of industrially sized streets consistent with the earlier master plans (1968 Fairland Beltsville Plan, 1981 Eastern Montgomery County Master Plan). The local roads are wide and can accommodate vehicular and truck traffic easily. Community water and sewer system and a regional storm water facility are in place. More recently, the State Highway Administration built the grade-separated interchange at US 29/Cherry Hill Road, which has improved traffic flow on both roads. US 29 is classified as a major highway and Cherry Hill Road is an arterial road.

**Master Plan**

In 1993, Community-Based Planning Staff began master plans for eastern county, Cloverly, White Oak and Fairland, which had last been updated in 1981. Fairland and White Oak master plan areas shared two issues: interchange improvements along US 29

and the BRAC closure of the Naval Surface Warfare Center/relocation of FDA.

There was a road capacity issue with all east-west crossings of US 29 between New Hampshire Avenue and MD 198. In 1993, the State Highway Administration embarked on a feasibility plan to consider grade-separated interchanges along US 29. That feasibility study was concurrent with the master plan processes for the Fairland and White Oak Master plans. The White Oak and Fairland Master Plans incorporated the proposed grade-separated interchanges for all intersections between New Hampshire Avenue and the Howard County line and included the State Highway Administration proposed alignments for each interchange as approved by the Federal Highway Administration.

The FDA site is adjacent to the southern boundary of the employment area. During the master plan process for the eastern county master plans, the Federal Government determined that the Naval Surface Warfare Center would be closed as part of the 1995 Defense Base Closure Realignment Commission and Congress approved funding that would relocate FDA to the site. The White Oak Master plan estimated that 3,000 jobs would be added to the site by 1999.

Staff, in analyzing existing conditions for the Fairland Master Plan and the future SHA projects and FDA relocation, concluded the employment area had the enormous potential as a job generator but that changes were necessary to the zoning in order to encourage redevelopment and diversity of uses.

The area contained four distinct sections: Montgomery Industrial Park, West\*Farm Technology Park, WSSC Site 2 and Percontee sand and gravel facility. These four sections had different zoning and had developed in different time periods. The Percontee property is the last sand and gravel operation in eastern county and one of the few properties in the county zoned heavy industrial, I-2. The Montgomery Industrial Park (I-1 Zone) was subdivided in the 1950s and some of the buildings need major updating. Site 2 (I-2 Zone), built in the early 1980s, was Montgomery County's contribution to bio-solids management for the regional Blue Plains Facility. West\*Farm Technology Park was built on the University of Maryland Agriculture Experimental Farm that had been sold in the late 1970s. The zoning for West\*Farm was I-1 and I-3. The I-3 zone is the only underlying zone that requires site plan review and has more use limitations than the I-1 or I-2 zones. The area, because of the zoning pattern and standards, could not redevelop coherently.

Staff economic analysis determined that comparison and regional shopping needs were not well-served and the plan recommended a new zone, the C-6 zone for a 40 acre piece along Cherry Hill Road. The new zone would focus on larger retail uses, 10,000 SF or greater, that would not compete with existing neighborhood commercial centers and smaller commercial businesses. Second, the master plan recommended an overlay zone that would establish setbacks at the perimeter of the area, allow other compatible uses, such as restaurants and other services and eliminate some of the more noxious heavy

industrial uses permitted in the underlying I-2 Zone. The overlay zone envisioned that redevelopment would occur over time and that allowing existing uses, such as car sales, to continue, but not expand, would allow for market changes. Finally, the master plan recommended the closure of Site 2, the WSSC biocomposting site, the source of odors that appeared to be the major deterrent for development in this otherwise well-located employment center. The County Council approved the Fairland Master Plan in 1997 as well as two text amendments for the C-6 Zone and the US 29 Cherry Hill Employment Overlay Zone, thereby implementing the zoning recommendations of the plan (Sectional Map Amendment G-747).

### **Development since the Approval of the Master Plan**

Once the zoning was in place, the owners of the 40-acre commercial parcel pursued a regional commercial development and within two years, Orchard Center, a 480,000 SF retail development containing Target, Kohl's, Pet Smart and other large scale retail businesses opened. Within two years of the master plan adoption, the County Executive approved the closure of Site 2, which would eventually result in a transfer of the WSSC land to the county in 2007. The county intends to pursue a Tech Center and incubator use for the 100-acre site in part because of potential spin-off from FDA.

Since 1997, the properties in the older sections have rebuilt with hotels and restaurants and old office buildings are being torn down and replaced. A few years ago, the Motor Vehicle Administration opened a full service facility adjacent to the Emissions Testing Center.

In 2000, the State Highway Administration began building interchanges on the three east west roads that intersect US 29 and provide access to the rest of Montgomery County, Randolph /Cherry Hill Road, Briggs Chaney Road and MD 198. The three interchanges are now complete. The SHA has begun construction of the Inter-County Connector, the major limited access highway that will provide access between I-270 and I-95 and crosses eastern county south of Briggs Chaney Road. The FDA site has absorbed the projected 3,000 workers and is anticipated to add up to 7,000 workers and possibly more by 2012.

### **Proposed Project**

The proposed hospital, from a master plan perspective is exactly the kind of regional employment generator that was envisioned in the master plan. The acute care and full service hospital will house approximately 294 beds. Other buildings in the complex include an ambulatory care building, a medical office building and two parking structures. The hospital will employ approximately 2,000 personnel and there will another 500 employees in the two medical buildings. The proposed entrance drive is wide enough (60 feet) and extends to the Percontee site. The applicant has agreed to convert the road to a public road if needed so that the public road system can be further extended into the underdeveloped portions of the employment area. The layout uses the storm water facility as a landscape feature with walkways and paths around the lake.



There are a number of landscaped areas with water features throughout the site that can provide exercise and fresh air for employees and visitors. Most of the parking is provided in garages and the surface parking is kept to a minimum.

### **Community Outreach**

The Applicant has conducted extensive community outreach on this project beginning in 2005. Numerous meetings have been held with the local civic groups, the master plan advisory committee, the East County Service Advisory Committee, and clergy and business organizations.

### **Conclusion**

In summary:

- The hospital will employ thousands of highly skilled workers and professionals in an area intended for such employment uses.
- The hospital will provide all aspects of modern medical care for their existing service community as well as the larger community.
- The hospital is designed to provide immediate emergency care in a regional catastrophe. That aspect alone is in the public interest since there are few modern facilities of that type in the county or adjacent counties.
- There is synergy with existing development. Employees could avail themselves of the supermarket and other retail services within walking distance of the hospital. Attending families and visitors can also combine needed visits with errands.
- The project provides circulation to adjacent future development. The proposed layout includes an interior drive that terminates at the Percontee property. The applicant has offered to convert the drive into a public road if needed in the future. This road can only enhance the circulation in the interior of the employment area.
- The project provides passive recreational amenities. The integration of the regional storm water facility into the hospital grounds transforms a necessity into an asset.

Community-Based Planning Staff believes that the proposed use is in conformance with master plan and implements the vision of the master plan in a way that will solidify and enhance the importance of eastern county to the overall economy and well-being of Montgomery County.



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Date: April 3, 2008  
To: Elsabett Tesfaye  
Development Review Division  
From: Michelle Oaks  
Elza Hisel-McCoy, Assoc. AIA, LEED-AP *CH*  
Development Review Division  
Project Name: Washington Adventist Hospital

Having reviewed the documentation provided by the Applicant for the proposed Special Exception for the Washington Adventist Hospital project, Development Review conditionally recommends approval. Our recommendation is based on the understanding that the Medical Office Building 2 and attendant garage will be reconfigured and relocated out of the wetland and stream valley buffer. Should this relocation result in an increase of the distance between the employee parking garage and the hospital employee entrance beyond the 500 feet required in the Zoning Code, staff recommends waiving this requirement as part of the Special Exception, as allowed by the Code.

Further, the Development Review Division retain the discretion at time of Site Plan Review to address location and design issues, including entrance location and building height, for several areas, including, but not limited to:

1. the applicability of the 50' hospital building restriction line to the medical office buildings;
2. the employee walkway from the parking garage to the hospital;
3. the main entry court;
4. the chapel;
5. the southeast portion of the campus, including the parking garage, private drive, and ambulatory care entrance;
6. vehicular and pedestrian connections to adjacent properties.