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Office of the Director

FURTHER INFORMATION

TO: District of Columbia Zoning Commission

FROM: *JLS for*
Ellen McCarthy, Director
Office of Planning

DATE: September 29, 2006

SUBJECT: Zoning Commission Case No. 05-42; Final Report
Consolidated PUD and Map Amendment - Sibley Memorial Hospital.

RECOMMENDATION

OP cannot make a recommendation at this time due to the need for additional information regarding the DDOT issues. OP has also asked the applicant to consider an option that would stay within the SP-1 PUD limitations and lower the building by two floors.

An SP-1 option could be designed to address the community's issues of height and density which in turn would reduce the traffic impact on the neighborhood. Such an option may require additional review by DDOT.

OP supports the provision of the following mitigation measures and amenities:

- Design and construction of the Dalecarlia intersection into Sibley's MOB as stipulated by DDOT and according to DDOT's schedule (to be determined by DDOT);
- Green roof on the parking structure to reduce runoff and heat island effect; and
- Contribution of \$140 K to Iona Senior Services for the purchase of two vans (handicap and wheelchair accessible) to support IONA's programming and transportation initiatives.

ZONING COMMISSION
District of Columbia

CASE NO. 05-42

EXHIBIT NO. 89

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BACKGROUND and PROPOSAL

At the Zoning Commission's meeting on April 20, 2006, the Office of Planning recommended that the application be advertised with a related map amendment to the SP-2 zone rather than the SP-1 as submitted by the applicant to accommodate the requested height only. OP was concerned about using the matter of right provision of Section 400.9 to supersede the height limits of the PUD regulations.

At the April 20th meeting, both OP and the Zoning Commission raised issues that needed to be addressed.

- OP's Request:
 - a. A completed amenities package;
 - b. A completed Traffic Study with DDOT's analysis to be provided.
 - c. Proposed stormwater management controls.
 - d. Calculation of the percentage of pervious to impervious areas of the campus.

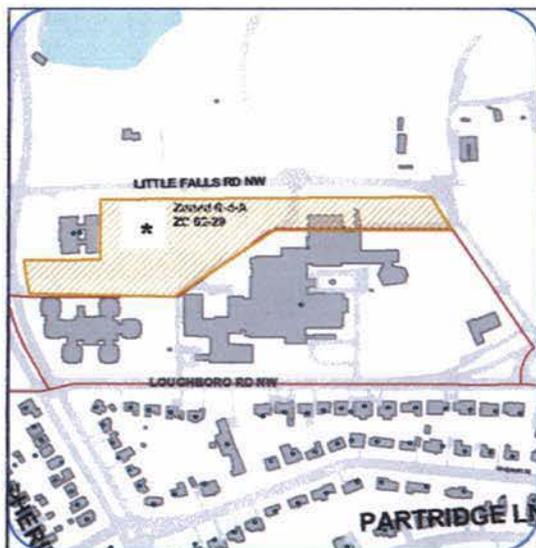
- Commission's request:
 1. A grading plan for the general campus with comments from the Corps of Engineers.
 2. A Landscape Plan.
 3. A stormwater management plan.
 4. A list of hospitals with/without medical office buildings.
 5. A detailed roof plan with elevations.

The additional information was provided in the prehearing statement, of June 9, 2006 and in the applicant's September 21, 2006 submission to the Commission.

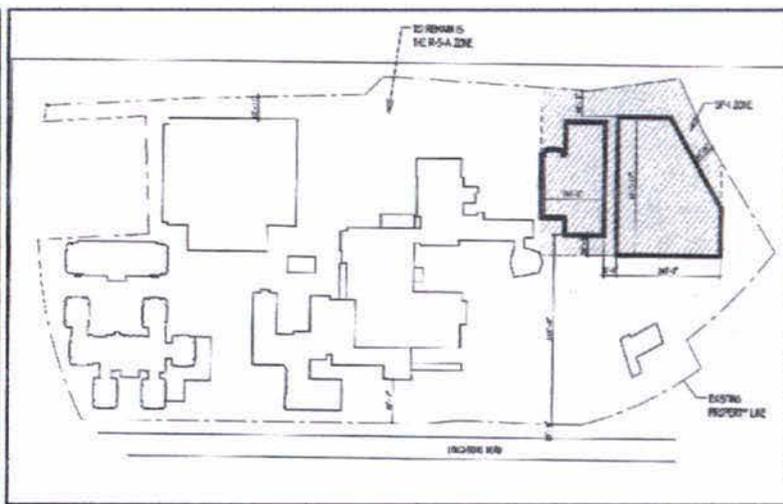
ANALYSIS

A. Existing Zoning

ZC 02-29¹ approved extension of the R-5-A zoning over a portion of the 8.54-acre parcel of land purchased by Sibley Memorial Hospital from the United States Government which was unzoned. A portion of this area would be included in the current proposal as shown in the following diagrams.



Zoning Map



The R-5-A Zone District which permits matter-of-right development to 40% lot occupancy, 0.9 FAR and at a maximum height of 40 feet and is designed to permit “all types of urban residential development if they conform to the height, density and area requirements established for those districts...” (§350.1). The zone also permits “the construction of those institutional and semi-public buildings that would be compatible with adjoining residential uses and which are excluded from the more restrictive Residence Districts.” (§350.1)

The Sibley Hospital site is currently developed with four hospital facilities including the main hospital building at the center of the site, a skilled nursing facility to the west of the main building, Grand Oaks Assisted Living facilities west of the nursing centre, and the Cancer Center building to the northeast of the main building. Related parking structures and surface parking are located to the east, north and northwest of the site as accessory to the main structure and the assisted living facilities.

A map amendment is requested to permit development of the proposed medical office building (MOB), since such a structure is not permitted in the R-5-A Zone District. The

¹ * Map Amendment - Not a PUD as stated on the Zoning Map of OP’s original report dated April 10, 2006.

physician's office building is considered a compatible use on the hospital campus, and would be designed to provide integrated outpatient services for patients, including lab and radiology clinics, a pharmacy and possibly an optometrist, as well as some deli-type service for patrons and staff of the facility. These uses are also listed as permitted uses of the underlying R-5-A Zone District.

B. Proposed Zoning

The hospital had originally proposed to rezone the entire property to SP-1 based on a campus plan for future development requested by the community. The SP Zone District's main purpose is to ensure that new development is compatible in use, scale and design with its transitional function.

However, due to community concerns regarding the plan, the applicant amended the proposal and the community agreed, to include only the area of the property, currently under consideration for development. As such, only the location of the proposed MOB and parking garage are included in the PUD with related SP-2 map amendment on the existing 20.48 acre campus.

However, upon further review of the impacts of the proposed 90-foot tall building, OP has determined that the SP-1 zone is more appropriate for consideration at a permitted height of 75 feet under the SP-1 PUD. This is discussed further in subsequent sections of the report.

Table 1 highlights the comparison between the area requirements of the underlying R-5-A zone district, and the SP-1 and SP-2 zone districts with the current proposal.

Area Requirements

	R-5-A Standards	SP-1 MOR/PUD	SP-2 Standards	PUD/SP-2 Standards	Proposal
Area	As prescribed ²		15,000 sq. ft	1 acre (43,560 sq. ft.)	124,434 sq. ft.
Height	40 ft.	65/75	90 ft.	90 ft.	90 ft. ²
FAR	0.9	2.5/3.5	3.5 non-residential	4.5 non residential	2.71
Lot Occupancy	40%	80% (residential use)	80% (residential use)	80%	63%
Rear Yard	20 ft.	2 ½ "/foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 ft.	2 ½ "/foot of vertical distance from the mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 ft.	4"/foot of vertical distance from the mean at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 ft.	53.5 ft. minimum
Side Yard	3 inches per foot of height of building, but not less than 8 ft.	Not required for non-residential structures. If provided, 2" per ft. of height of bldg, but not less than 8 ft	Not required for non-residential structures. If provided, 2" per ft. of height of bldg, but not less than 8 ft	Not required for non-residential structures. If provided, 2" per ft. of height of bldg, but not less than 8 ft.	53 feet minimum
Court	Open: 4in. per foot of height of court, but not less than 10 ft. Closed: 4in. per foot of height of court, but not less than 15 ft.	For residential use- 4" per ft of height measured to that elevation, but not less than 15 feet/ Same	For residential use- 4" per ft of height measured to that elevation, but not less than 15 feet	For residential use- 4" per ft of height measured to that elevation, but not less than 15 feet	30.5 feet
Parking	Twice the number of spaces required for general office	2 x the # of spaces for general office use for that district for the portion of the structure devoted to medical use General office use: 1 space for every 1,800 sq. ft in excess of 2,000 sq. ft Auditorium 1 per 10 seats for 1 st 1,000 seats	2 x the # of spaces for general office use for that district for the portion of the structure devoted to medical use General office use: 1 space for every 1,800 sq. ft in excess of 2,000 sq. ft Auditorium 1 per 10 seats for 1 st 1,000 seats	2 x the # of spaces for general office use for that district for the portion of the structure devoted to medical use General office use: 1 space for every 1,800 sq. ft in excess of 2,000 sq. ft Auditorium: 1 space per 10 seats for the first 1,000 seats	For 130,754 Sq. ft.: MOB + Auditorium = 143 + 24 = <u>167 spaces required</u> <u>750 Spaces to be provided by parking structure.</u> (ITE recommended ratio is 6 spaces per 1,000 feet of GFA = 784 spaces)
Loading	1 Berth @ 30ft. deep 1 Platform @ 100 sq. ft. 1 Delivery Space @ 20 ft.	1 Berth @ 30ft. deep 1 Platform @ 100 sq. ft. 1 Delivery Space @ 20 ft.	1 Berth @ 30ft. deep 1 Platform @ 100 sq. ft. 1 Delivery Space @ 20 ft.	1 Berth @ 30ft. deep 1 Platform @ 100 sq. ft. 1 Delivery Space @ 20 ft.	1 Berth @ 30ft. deep 1 Platform @ 100 sq. ft. 1 Delivery Space @ 20 ft.

Table 1

² Institutional buildings in an R-5 zone may be erected to 90 ft. subject to a 1:1 setback (for each foot of height in excess of height requirement of the underlying zone) from all lot lines. (§ 400.9)

FLEXIBILITY

Parking garages and construction of new office buildings shall be permitted as a **special exception in an SP District subject to the provisions of §§ 506, 508**. Further, multiple buildings on a single lot also require **special exception relief pursuant to § 2516.1**.

Parking Structure

- 506.3** Each parking garage shall be located and all facilities of the garage shall be designed so that they are not likely to become objectionable to adjoining and nearby property because of noise, traffic, or other objectionable conditions.

The hospital's original submission included a garage structure of approximately 600 spaces at 4 levels. However, due to concerns expressed by the neighborhood group's consultant regarding potential problems with traffic and parking in the neighborhood, it was suggested that the applicant abide by ITE recommendations for hospitals which require hospital designs accommodate 6 parking spaces for every 1,000 square foot of office space. The applicant subsequently amended the application to include an additional level to the garage structure, increasing the number of spaces to 750. The parking garage would occupy the space of the existing surface parking lot and would create a net gain of 421 spaces.

However, a reduction in the office building height to conform to the SP-1 PUD height limit would reduce the parking proportionally in keeping with the Zone Regulation or ITE recommendation, whichever is greater.

- 506.4** The present character and future development of the neighborhood shall not be affected adversely by the use.

According to the applicant, the parking structure would be designed to complement the rest of the campus's structures, including proposed materials and design of the structure's facade. In an effort to address neighborhood concerns, the applicant has stated that special attention will be paid to creating a façade with architectural interest while minimizing the visual impact on the residential neighborhood.

The proposed landscaping plans show plantings would be provided at the Loughboro frontage to screen the structure from the residential neighborhood. OP notes that the proposed plantings would be deciduous rather than evergreen. However, where appropriate evergreen plant materials should be incorporated to provide year round screening of this elevation.

OP also recommends that the proposal includes additional green elements including green-roofing of the upper level of the parking structure to mitigate the potential heat island effect of that surface.

- 506.5** The parking facility shall serve either residential uses or provide short-term parking for retail, service, and public facility uses, but shall not provide all-day commuter parking.

The facility is not intended to provide all-day commuter parking. It is designated an accessory use to the medical office building to serve employees and visitors of the office building. Parking fees would be applied to this garage.

- 506.6** The parking provided shall be within eight hundred feet (800 ft.) of the use to be served, and shall be necessary to that use.

The structure is proposed within 30 feet of the proposed medical office building.

Medical Office Building

- 508.1** Construction of a new office building or construction of an addition to a building for office use, or conversion of an existing building to office use, shall be permitted in an SP District if approved by the Board of Zoning Adjustment as a special exception under Section 3104, subject to the following provisions:

- 508.3** The use, height, bulk, and design shall be in harmony with existing uses and structures on neighboring property.

The proposed medical office building is an accessory use to the hospital and therefore is in harmony with the hospital's main use in providing health related services to its users.

The proposed location of the building to the northeast portion of the site provides a large buffer area of approximately 345 feet from the building's frontage to the curb at Loughboro Road. In addition, the proposal provides adequate landscaping to mitigate the visual impact of the structure on the neighborhood along Loughboro Road.

The building has been designed to complement the existing structures in terms of the materials and general expression of the campus's structures.

The medical office building was proposed as a 90-foot tall building. After further consideration based on discussions with the community and the applicant, OP believes that a reduced height of 75 feet permitted by SP-1/ PUD designation, is appropriate as it would reduce the building's visual impact and its density, would be more appropriate in scale to the existing structures, and better reflect the neighborhood's character. In addition, reduction in the number of floors would reduce the density and subsequent number of vehicular trips generated by the site as indicated in the applicant's traffic studies.

The applicant has also stated that the issue of noise from the mechanical equipment would be mitigated and has hired a noise expert to provide further testimony at the hearing to address this issue.

508.4 The use shall not create dangerous or other objectionable traffic conditions.

OP supports DDOT's concerns that the adverse traffic impact at the Dalecarlia/Loughboro intersection (currently failing) be addressed by the applicant. Specifically, after a series of discussions with DDOT, the applicant has agreed to design and fund the construction of the entrance to the garage and the MOB to mitigate the impact at this intersection. The location of the entrance has been moved closer to Loughboro Road in order to increase the driver sight distance, as well as including a deceleration lane from Dalecarlia Parkway into the Sibley campus. Increased signage has also been proposed at key intersections to encourage vehicular traffic to use Little Falls Road to access the MOB and the parking garage. Trip reduction to and from the site is expected to be further reduced if the height and subsequent density of the MOB is designed at 75 feet in height as recommended by OP.

Based on DDOT's discussions and recommendations, the hospital will increase its transportation demand initiatives to include shuttle bus services to and from the Friendship Heights Metro Station. DDOT's Traffic Services Administration concurs with the 10% trip reduction estimate provided by the applicant.

DDOT requested and the applicant provided information demonstrating that the 10am-4pm traffic volume would not have an adverse effect on the quality of life in the neighborhood (attached). The study concluded that about one vehicle per minute would be added to the existing traffic stream, representing an overall increase between 4.1% and 8.6%. DDOT believes that the 10-4 traffic counts are crucial to show the project will not unduly impact on the neighborhood street system.

Additional pedestrian information was also requested by DDOT. Further, if the height of the building is reduced, DDOT would have to review the new traffic counts and agree with the conclusion of any new study.

508.5 The Board may require special treatment in the way of design, screening of buildings, accessory uses, signs, and other facilities as it deems necessary to protect the value of neighboring property.

OP does not believe that additional treatment in the way of design would be necessary if the building height and subsequent density are reduced and the transportation measures recommended by DDOT are implemented.

2516 EXCEPTIONS TO BUILDING LOT CONTROL (Residence Districts)

Special exception relief is required for erection of two or more principal buildings on a single subdivided lot in a residence district or within 25 feet of a Residence District. Based on submitted plans, the relevant sub-sections of §§ 2516.5 and 2516.6 have been satisfied.

§ 2516.10 requires OP to address concerns related to public safety relative to police and fire, education, recreation, parking, loading, traffic, urban design, site planning, the impact of proposed development on neighboring properties and recommendation of other District agencies. OP relies on relevant agency comments for all the above concerns except urban design and site planning and these are addressed in the subsequent section of the report.

PURPOSE AND STANDARDS FOR PLANNED UNIT DEVELOPMENT

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. A PUD is “designed to encourage high quality developments that provide public benefits” and is also intended to facilitate a site-specific project with the assurance of a quality development. This will allow the utilization of the flexibility stated in § 2400.2.

“The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”

The applicant has stated that the medical office building is an integral aspect of contemporary medical facilities and has become necessary to the economic survival of medical institutions. Hospital related office buildings are a feature many area hospitals already provide or are now seeking to provide. As an accessory building to the hospital, it would provide convenience and efficiency of services to both patients and doctors of the hospital within the wider community. It is intended to ultimately improve the hospital’s efficiency, as it would provide on-site office spaces for doctors who staff the hospital.

The District has five (5) like facilities, including the Georgetown University Medical Center, The George Washington Medical Faculty Associates building, the Washington Hospital Center Physician’s Building, Howard University’s –Tower Building and Providence Hospital. Georgetown’s, George Washington’s and Providence Hospital’s facilities are located in residence zone districts and Howard Hospital is located in a C-M-3 Zone District. The Washington Hospital Center features two office buildings which were the subject of re-zonings from R-5-A to SP-1 (Z.C Order 784 and 02-43).

A. COMPREHENSIVE PLAN and GENERALIZED LAND USE MAP

The Office of Planning reviewed the proposed map amendment and concluded that the SP Zone is an appropriate designation for consideration and public hearing. The proposed uses and restrictions on the property are consistent with the SP-1 Zone District and with the Comprehensive Plan. Similar uses and subsequent re-zoning to the SP-1 Zone District in prior applications have been deemed consistent with the Comprehensive Plan, as illustrated in the applicant's statement.

In evaluating the application for consistency with the Comprehensive Plan, the Office of Planning considered consistency with themes, objectives and policies of the Comprehensive Plan, and the Generalized Land Use Map.

The Sibley Memorial Hospital site is designated as Institutional on the General Land Use Map. The prominent uses of the institutional designation are “[L]ands and facilities occupied by colleges, universities, hospitals, religious institutions and similar facilities.” The subject lot is adjacent to the hospital site and is identified as Parks, Recreation and Open Space. The surrounding residential areas are identified as low density residential.

The Ward 3 Plan identifies the reservoir property as a public facility and the hospital as an established institutional use (§1405.1 and 1401.2 c). No specific language is provided regarding expansion of the hospital within the Ward 3 Plan. However, there is general language regarding sensitive development and minimizing impacts on residential neighborhoods. OP believes this application does not contradict either of these objectives if the application is amended to reflect DDOT and OP's revised recommendation.

B. PUBLIC BENEFITS and AMENITIES

Section 2403.5 through 2403.13 discusses the definition and evaluation of public benefits and amenities. Section 2403.9 addresses the requirement for public benefits and amenities as follows:

“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;**

In concept the design, architecture, landscaping and preservation of open space is consistent with the overall campus design and existing structures. OP understands that the applicant engaged a community working group in the early phases of the project's development in an effort to respond to residents' concerns with respect to the design and layout of the proposed structures. Proposed improvements to the landscaping and the inclusion of a small park at the new entrance to the

campus would also reflect the residential character of the neighborhood.

OP has requested the applicant reduce the size of the parking structure to further reduce the project's impact on the open space features of the site and open spaces should be maintained or designed with impervious material to the greatest extent possible on the site.

(b) *Site planning, and efficient and economical land utilization;*

OP supports the location of the MOB to the rear of the site to mitigate the visual and traffic impacts on the neighborhood.

(c) *Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts:*

The applicant has met several times with DDOT to discuss the mitigation measures necessary to address the failing intersection of Dalecarlia/Loughboro and Little Falls Road. The applicant has subsequently agreed to commit to the construction and design costs for the intersection as stipulated by DDOT. In addition, an intensive transportation management plan would be implemented with provision of quarterly reports to DDOT and the ANC which would effectively reduce the trip generation

(d) *Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*

OP is satisfied with the stormwater controls designed for the site including the bio-retention areas proposed to capture runoff from the roof and the parking structure but the Environmental Health Division must approve them as part of the building permit process. The applicant has proposed to include additional storm water management controls on another parking lot at the Loughboro Road frontage to reduce the overall run-off from the campus. If the applicant agrees to reduce the size of the parking structure in conjunction with the recommended change in height and FAR of the structure, the total impervious area increase on the overall site at 0.33% might be lowered. OP also recommends green roofing on the parking structure or other campus structures to reduce runoff and the heat island effect.

OP requested the applicant provide analysis on the percentage of impervious area on the entire campus site. The applicant will review the stormwater controls for the parking lot at the front of the campus to determine if mitigation measures would be appropriate, including use of pervious pavement to reduce stormwater runoff. Green roof elements would also be researched by the applicant to mitigate the heat island effect of the exposed level of the parking structure.

(e) *Uses of special value to the neighborhood or the District of Columbia as a whole;*

OP believes that the MOB would provide added value to the hospital’s clients in terms of convenience and access to medical facilities in the District. A recent patient-survey produced by the hospital determined that 39.1% of the patients served originate from the District with 44% from Maryland due to the hospital’s location at the District line. Patient origin in DC was determined by zip codes as follows:

Patient Origin- DC

<u>Zip</u>	<u>%</u>
20016	28.6%
20008	15.5
20015	13.2
20007	11.9
20009	4.8
20011	4.8
20002	2.8
Other	18.4

OP believes that the hospital which has existed for approximately 100 years is necessary to the District’s health care needs. In addition, OP believes it is important to allow medical institutions to upgrade its facilities in order to remain competitive and up to date. The medical office building has been identified by health care providers as an important adjunct to a hospital as an income generator for hospitals throughout the country. Therefore, OP does not object to the facility designed within the context of the neighborhood’s character.

AMENITIES

Sibley has proposed the following as appropriate for the proposed PUD:

Realignment of Dalecarlia Parkway

Sibley has agreed to provide the engineering design with related construction costs of a realignment of the intersection of Dalecarlia Parkway with Loughboro Road, in order to improve the safety and efficiency of traffic flow at this intersection. However, to date OP has no further information as to the projected costs and would rely on DDOT to finalize any binding agreement between DDOT and the applicant.

Neighborhood Park

A new landscaped park near the intersection of Dalecarlia Parkway and Loughboro Road is proposed for the use and enjoyment of all community members.

Improvement of Metrobus Layover:

At the request of residents of Loughboro Road, Sibley proposed to reroute bus traffic

from Loughboro Road to Little Falls Road and replace the informal use of Loughboro Road and Dalecarlia Parkway as a turnaround and terminus for the D3 and D6 Metrobus lines. Sibley proposed the creation of a dedicated bus stop, layover and turnaround at the rear of Sibley's property adjacent to Little Falls Road. However, since the filing of the application, DDOT has reviewed this proposal and has not committed to the relocation since the roadway/easement is not owned or maintained by DDOT. In addition, DDOT's Mass Transit Administration is currently conducting a rider survey to determine the feasibility of the relocation. The applicant has since rescinded this provision as an amenity and would discuss with WMATA and DDOT proposed improvements to the layover area.

Contributions

An initially proposed sum of \$35K towards DDOT's proposed bike/pedestrian access to the Potomac River trail from the neighborhood would be instead added to the \$104K offered to IONA Senior Services towards the purchase of two handicap accessible vehicles to provide support services to seniors, including transportation to doctor's appointments in the District's upper northwest neighborhoods.

The applicant is also willing to submit to a First Source Employment Agreement with the Department of Employment Services (First Source Employment Program) to facilitate the hiring of District residents.

COMMUNITY COMMENTS

Sibley presented their application to the full ANC at its regularly scheduled meetings in May, June, and September 2006, including the details of the site plan, the traffic impacts and the community benefits/amenities package prior to the hearing. The ANC voted to support the project with the following conditions:

1. The proposed Medical Office Building shall be reduced in height and square footage as described:
 - The building, not including the mechanical (18 feet permissible) shall be reduced in height from 90 feet to 65 feet.
 - The number of floors shall be reduced from 7 above grade to 5 above grade.
 - The above-grade square footage shall be reduced from 130,754 to 92,624.
 - If Sibley recalculates its proposed above-grade square footage to eliminate mechanical (a portion of Floor 7 at 8,907 square feet, all of Floor 8 at 4,315 square feet, and all of Floor 9 at 260 square feet), this recommendation shall be similarly adjusted so that the end result is elimination of two floors or roughly a 40,000-square-foot reduction.
 - Neither the footprint of the building nor the density of space shall be increased in such a way as to replace the above-eliminated height and square footage.

2. The number of doctors to occupy the Medical Office Building shall be reduced from 90-100 to 60.
3. The number of parking spaces in the new garage would be reduced from 750 to 525 in direct proportion to the reduction of MOB square footage. Further, in the event Sibley moves its existing helipad onto space now used for parking, any net loss of parking spaces shall be added into the new garage.

The applicant also met with the Palisades Citizens Association on February 7, 2006 and adopted a "Sense of the Membership" resolution in support of the MOB and parking garage. Concerns were raised regarding the parking and traffic impacts. The Board of the Palisades Association adopted a formal resolution to support the project. This has been submitted under separate cover.

AGENCY REFERRALS

The proposal was reviewed by the District Department of Transportation (DDOT) and stated that there were no objections to the proposal subject to the mitigation measures and transportation management plan elements. Their review is submitted under separate cover.

RECOMMENDATION

OP has reviewed the application in terms of both the SP-2 zone district and the SP-1 zone district and the existing development of the hospital campus.

After further review of the proposal and DDOT's concerns, balanced with community concerns regarding the impact on the neighborhood, OP recommends the applicant investigate a building that would fit within the SP-1 PUD limitations and be lowered by 2 floors in an effort to reduce the density and the resulting number of vehicular trips to and from the site. OP also supports the reduction in size and number of spaces of the parking structure and the intensive transportation management plan submitted to and supported by DDOT.

Therefore, the Office of Planning cannot make a final recommendation regarding the proposal in order to give the applicant time to formulate a response to OP's revised recommendations and the community's concerns. OP will provide a supplemental report once the applicant has made a decision regarding any amendments to its current proposal.

OP supports the provision of the following mitigation measures and amenities:

- Design and construction of the Dalecarlia intersection into Sibley's MOB as stipulated by DDOT and according to DDOT's schedule (to be determined by DODT);
- Green roof on the parking structure to reduce runoff and heat island effect.
- Contribution of \$140 K to Iona Senior Services for the purchase of two vans (handicap and wheelchair accessible) to support IONA's programming and transportation initiatives.