

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

**Memorandum**

**TO:** Jerrily R. Kress, Director  
Office of Zoning

**FROM:** Kenneth G. Laden *KGL*  
Associate Director

**DATE:** October 11, 2006

**RE:** **Consolidated PUD & Zoning Map Amendment**  
**ZC Case No. 05-42 - Sibley Memorial Hospital**

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D.C. OFFICE OF ZONING  
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The District of Columbia, Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT lacks confidence in the transportation recommendations included in this Planned Unit Development proposal. Our specific concerns relate to the preliminary nature of the existing traffic study, and the proposed Loughboro Road and Dalecarlia Parkway intersection redesign. DDOT is concerned that this proposed intersection redesign may pose additional hazards than the existing intersection conditions. Additionally, the applicant has not responded to the request of expanding the study area to include more of the Palisades neighborhood in order to demonstrate how surrounding area intersections may function.

The applicant, Sibley Memorial Hospital (Sibley) seeks approval of a consolidated PUD to allow for the construction of a medical office building and parking garage on the site, an expansion of medical services on the campus that currently includes the existing hospital and Grand Oaks, an assisted living facility occupying the southwestern portion of the site. The site is located in the Kent Neighborhood of Northwest Washington, near the border with Maryland. The site is bordered by Loughboro Road, NW to the south, MacArthur Boulevard, NW to the west, Dalecarlia Parkway, NW to the east, and Dalecarlia Reservoir to the north. The applicant also seeks a zoning map amendment from the current R-5-A District to a SP District.

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ZONING COMMISSION  
District of Columbia

CASE NO. 05-42  
EXHIBIT NO. 153

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The proposed medical office building will include approximately 111,000 square feet of space and the adjacent parking garage will contain approximately 750 parking spaces. An existing surface parking lot with 367 parking spaces will be replaced by the new facilities, providing a net increase of 383 parking spaces, which exceeds zoning requirements regardless of the zoning district applied to the site. The new office building is required to provide a total of 167 parking spaces, or one parking space per 1,800 square feet of floor area, after subtracting 2,000 square feet. Garage access will be provided via a new campus road entrance that will link Little Falls Road and Dalecarlia Parkway, NW.

Sibley retained a traffic consultant to conduct a preliminary study of the adjacent traffic network who determined the proposed future impacts of the development. DDOT agrees with the analysis that showed signalized intersections in the study are operating at Level-of Service D or better.

DDOT has concerns with the applicant's proposed redesigned intersection for Loughboro Road at Dalecarlia Parkway. The intersection has a left turn movement from Dalecarlia onto Loughboro that currently functions at a Level of Service F. The applicant has submitted a redesign concept rendering that shows a 'T' intersection. The 'T' intersection may pose queuing problems due to the medical office building entrance location on Dalecarlia Parkway and the width of the roadway. The width may keep vehicles from completing full turn movements to and from the new entrance on Dalecarlia Parkway. The new Dalecarlia Parkway entrance will additionally accommodate WMATA buses and Montgomery County Ride-On buses.

The rendering for the newly proposed intersection does not provide enough information for DDOT to regard it as safe. The lanes of travel in the proposed intersection are not clear and do not provide enough distinct measurements allowing us to understand proper vehicle queuing. Additionally, DDOT has discussed the potential need for a signal at the Dalecarlia/Loughboro intersection.

The peak hour traffic counts in the applicant's Traffic Impact Study demonstrate there will be little use of public transportation by visitors and staff alike. Lack of future use of the mass transit system will place an additional burden on the neighborhood streets in the larger study area. According to the existing Levels of Service (LOS), overall conditions rate from LOS A on Loughboro Road at the Main Hospital Entrance to overall LOS D for the Loughboro Road/MacArthur Boulevard.

DDOT has received a Pedestrian Safety Impacts memorandum from Sibley after asking the applicant to study the potential pedestrian conflicts more closely. The memorandum fails to mention any attempts to lower traffic speeds or creating additional paths for safe walking around the medical campus. In reference to the existing conditions, the applicant cites, "The (pedestrian) crossing is adequate to serve the current needs of Hospital and bus patrons, as well as future employees

of the proposed Medical Office Building.” DDOT feels the current conditions should undergo a more thorough review and is considering improvements and will make efforts to install additional signage to encourage pedestrians to use crosswalks at the hospital entrance crosswalk. Additionally, the applicant suggests no additional improvements in spite of, at a minimum, a pedestrian refuge in the current traffic island in the intersection.

DDOT requested that Sibley Hospital review the current conditions of mid-day traffic and how the additional traffic counts may have an impact on the neighborhood. The applicant responded with an analysis that used estimates of average daily traffic, hourly traffic volumes from a previous study and Institute of Transportation Engineers (ITE) Trip Generation estimates. The applicant’s analysis shows the impact from the perspective of a traffic engineer. Based upon the analysis, DDOT feels the change in mid-day traffic will have an impact that will affect the quality of life since “the MOB will add traffic in the range of 28-55 vehicles per hour to this section of Loughboro Road. The percentage increase in traffic is between 4.1 and 8.6 percent.”

The applicant has agreed to provide free shuttle bus service from the Friendship Heights Metro Station for anyone who wishes to travel to the Sibley Campus. The shuttle bus will have operating hours of 8am-5pm. DDOT appreciates the applicant’s efforts in making the shuttle bus accessible to the community as well as patients and visitors to Sibley Hospital.

Additionally, the applicant has suggested it will make a contribution to a DDOT designed recreation trail along Dalecarlia Parkway. DDOT also appreciates the monetary contribution to the trail project and feels the community can benefit from it.

DDOT recognizes the community stakeholders who have voiced support that the new Medical Office Building may benefit the community. We also recognize the traffic impact of this application on this community and feel it may create unsafe conditions and have a negative impact on the neighborhood.

## **SUMMARY AND RECOMMENDATION**

The applicant has not provided sufficient traffic data or proposed measures that allow DDOT to recommend approval for the traffic impact study. DDOT feels the applicant needs to better demonstrate how the vital Dalecarlia/Loughboro intersection will function with the proposed new development. DDOT also requests that the applicant analyze potential transportation impacts the larger study area and include it in the traffic impact study. Therefore, at this time DDOT does not support the application related to the Sibley Hospital Medical Office Building until the Traffic Impact Study is modified to address the issues described above.