

Tummonds, Paul

From: Johnson, Stephanie [Sjohnson@sibley.org] on behalf of Price, Jerry [JPrice@sibley.org]
Sent: Friday, December 22, 2006 2:31 PM
To: AHG71139@aol.com; RachelWToo@aol.com; leonard.spector@miis.edu
Cc: Tummonds, Paul; Sloan, Robert; Stuppy, Christine
Subject: Sibley's Written Characterization/Analysis of New Proposal
Attachments: TripGenReduction.pdf

Advisory Neighborhood Commission 3D Members
c/o Alma Gates
P.O. Box 40846 Palisades Station
Washington, D.C. 20016

Rachel Thompson
5835 Sherrier Place, N.W.
Washington, D.C. 20016

Leonard Spector
Sibley Neighbors for Responsible Growth
5224 Loughboro Road, N.W.
Washington, D.C. 20036

Dear ANC Commissioners and Sandy:

This letter responds to your recent questions as to whether we will be providing any additional information regarding a "written characterization/analysis of the new proposal". We will not be submitting an additional written statement to the Zoning Commission that reiterates the project's satisfaction of the PUD and Zoning Map Amendment standards. We think that our previous submissions to the Zoning Commission completely and thoroughly address the revised project's satisfaction of these standards.

In response to issues raised by the ANC, members of the surrounding neighborhood, and the Office of Planning, we removed a floor of the medical office building and sunk a floor of the parking garage into the ground. These changes are reflected in the plans that we provided to you on October 12, 2006. The proposed medical office building now has a building height of 77 feet, 4 inches and a mechanical penthouse height of approximately 15 feet. The parking garage will continue to provide approximately 750 parking spaces, but only three levels will be visible from Loughboro Road. The PUD project now has a FAR of 2.15, with 113,123 square feet of gross floor area devoted to medical office building use.

A medical office building of this size will be able to provide space for approximately 75 doctors. The proposed uses on the lower levels of the building remain the same. We have merely removed one floor of the building, which previously included medical office space. I would like to point out that we have done so at considerable additional cost and risk, as construction costs continue to rise and the return on our investment is reduced with the decrease in the amount of leasable space that is included in the revised project. We believe that this is a significant concession to the community and evidence that we are willing to listen and respond to concerns raised about our project.

Attached to this letter is a memorandum from Gorove/Slade Associates that clearly and succinctly addresses the traffic impacts of the reduced size of the medical office building. As you can see, the total number of vehicles that will come to the site has been reduced by 14% as a result of the removal of one floor of the medical office building. The daily vehicular trips generated by the reduced size of the medical office building represent approximately 5% and 7.5% of the total vehicular traffic on the surrounding roadway network for the AM and PM peak hours, respectively.

If you have any questions regarding the attached memorandum or the matters discussed in this letter,

ZONING COMMISSION
District of Columbia
CASE NO.05-42
EXHIBIT NO.160D

please feel free to call me at 202.537.4680.

Sincerely,

Jerry Price

Jerry Price

Executive Vice President and Chief Operating Officer
Sibley Memorial Hospital

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MEMORANDUM

TO: ANC 3D Commissioners
 Sandy Spector

FROM: Adrienne Losh
 Louis J. Slade, P.E.

DATE: December 22, 2006

SUBJECT: Sibley MOB Trip Generation – Reduced Building Size

This memorandum serves as an update to the Sibley Medical Office Building (MOB) trip generation that was presented in the Gorove/Slade Traffic Impact Study (TIS) submitted on June 9, 2006. Sibley has decided to modify their plan for the proposed MOB and reduce the building size from 130,754 square feet of gross floor area to 113,123 square feet of gross floor area (a 13 percent reduction in size).

The anticipated trips generated by the newly proposed building size (113,123 square feet of gross floor area) were calculated using the Institute of Transportation Engineers (ITE), *Trip Generation*, 7th edition. Table 1 shows the trip generation for the newly proposed building size. Table 2 shows the trip generation for the Sibley MOB as analyzed for the G/SA TIS dated June 8, 2006. With the size reduction, the total daily trips are reduced by approximately 14 percent¹. The daily trips generated by the reduced size MOB represent approximately 5 percent and 7.5 percent of the total vehicular traffic on the surrounding roadway network for the AM and PM peak hours, respectively.

Table 1 – Sibley MOB Trip Generation (Reduced Building Size)

Land Use	ITE Code	Size	Trip Generation								
			AM Peak Hour			PM Peak Hour			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Medical Office Building	720	113,100 SF	221	59	280	96	258	354	2,203	2,203	4,406
Synergy/Alternate Mode Reduction		10% ²	(22)	(6)	(28)	(10)	(26)	(35)	(220)	(220)	(441)
New Total Site Trip Generation			199	53	252	86	232	319	1,983	1,983	3,965

¹ The ITE trip generation equations are non-linear, therefore the total trips are not necessarily reduced at the same rate as the building size (14 percent versus 13 percent, respectively).

² A synergy/alternate mode reduction rate of 10% was applied to the trips based on methodology explained in a Gorove/Slade memorandum presented to DDOT on September 21, 2006.

Table 2 – Sibley MOB Trip Generation (June 8, 2006 TIS)

Land Use	ITE Code	Size	Trip Generation								
			AM Peak Hour			PM Peak Hour			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Medical Office Building	720	130,700 SF	256	68	324	110	296	406	2,565	2,565	5,129
<i>Synergy/Alternate Mode Reduction</i>		10%	(26)	(7)	(32)	(11)	(30)	(41)	(256)	(256)	(513)
Total Site Trip Generation			230	62	292	99	266	365	2,308	2,308	4,616

In conclusion, the analysis results presented in the Gorove/Slade TIS remain valid. The 15% reduction in building size will result in a 14% reduction in vehicular trips. Therefore, as stated previously in the TIS, the MOB expansion at Sibley Memorial Hospital will not have a negative impact on the surrounding roadway network. The addition of the MOB traffic does not have significant impact as these additional trips can be accommodated by the current roadway configuration.