

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Sharon Schellin, Secretary
Office of Zoning

FROM: Kenneth G. Laden
Associate Director

DATE: January 25, 2007

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

2007 JAN 25 PM 12:15

D.C. OFFICE OF ZONING

RECEIVED

The District of Columbia, Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT agrees with most of the conclusion and recommendations of the Traffic Impact Study, and DDOT supports the application with the redesign and construction of the Loughboro Road and Dalecarlia Parkway intersection.

The applicant, Sibley Memorial Hospital (Sibley) has responded to comments and recommendations raised by DDOT in the October 11, 2006 comments submitted to the Office of Zoning (see attached).

The applicant has agreed to reconstruct the Dalecarlia Parkway, NW / Loughboro Road, NW intersection based upon the renderings DDOT has viewed, as provided by the applicant. Additionally, DDOT requests the applicant to install active warning signs and pavement markings on Dalecarlia Parkway in an effort to slow vehicles approaching the entrance. DDOT agrees with the medical office building design and the main entrance on Dalecarlia leading to a 750 vehicle parking lot. The parking lot exceeds zoning requirements regardless of the zoning district applied to the site. All intersection improvements, signage, pavement markings and sidewalk design plans and specifications shall be reviewed and approved by DDOT prior to construction. The applicant performed a traffic signal warrants analysis in response to DDOT's concerns regarding a signal. The applicant has provided data; the results demonstrate there is no need for a traffic signal at the Dalecarlia / Loughboro intersection.

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EXHIBIT NO.164

All improvements to the public space adjacent to the medical office building, including the new intersection shall be provided by the applicant at their expense.

DDOT requested a more comprehensive review of the applicant's intersection design and its affects on pedestrian safety at the Dalecarlia and Loughboro intersection. The request for further pedestrian safety also came from residents adjacent to Sibley about additional traffic generated by the proposal. DDOT has reviewed the pedestrian analysis for the newly dcsigned intersection and believes the applicant has provided a thorough model that demonstrates a quality of life measurement and estimates pedestrian's perception of safety and comfort. In the pedestrian safety model, the applicant shows that the pedestrian levels of service are not expected to change under the future conditions with the Sibley Medical Office Building. The applicant has also provided adequate pedestrian safety improvements in its renderings for the Dalecarlia / Loughboro intersection by installing a new high visibility crosswalk directly at the intersection. The Sibley MOB team of designers has agreed to coordinate with DDOT roadway/streetlight construction and DDOT bicycle facilities staff on the final design of the intersection and all pedcstrian facilities.

At DDOT's request, the applicant has provided a summary of additional intersections in the area of the proposed medical office building. The applicant provided the following intersections with additional analysis:

- MacArthur Boulevard at Arizona Avenue
- Loughboro Road at Arizona Avenue
- Dalecarlia Parkway at Rockwood Parkway; and
- Dalecarlia Parkway at Warren Place.

DDOT agrees with the analysis for each of the noted intersections. The analysis shows that the new traffic generated by the Sibley MOB will contribute to the total traffic at the intersections. However, future levels of service at the intersections are not unusual and do not cause need for further recommendations.

The applicant responded to a request for further comment about controlling speeds along Dalecarlia Parkway, especially in relation to the proposed Dalecarlia Parkway entrance. DDOT agrees with the applicant that Dalecarlia functions as a minor arterial and there are 35 and 40 mile per hour limits along different areas of the road. In its responsc, the applicant noted that speeds along Dalccarlia range as high as 54 miles per hour. However, the average vehicle speed is no more than 41 miles per hour in the 40 miles per hour portion and 33 miles per hour where the 35 miles per hour limit is posted. DDOT remains strong in its position that the southbound Dalccarlia vehicle speeds, nearest the entrance to the Sibley MOB, need to be addressed by the applicant with proper signs and measures. The measures should provide a 500 foot approach warning of the entrance in order to slow speeds. Again, DDOT strongly requests the applicant to work with DDOT traffic engineers on the measures along Dalecarlia.

DDOT has met with community residents who have concerns with the Sibley MOB. DDOT is aware that community stakeholders are concerned with the height of the building, the number of floors and the number of doctors and associated staff. DDOT has mentioned those concerns, as they relate to traffic, to the applicant. Since the traffic impact study remains conservative in its approach to the future traffic levels, DDOT continues to agree with the applicant.

DDOT supports the applicant's traffic impact study. We further recommend that subsidies be provided to faculty and staff to encourage transit use and the use of the Sibley bus the applicant is providing as part of its Planned Unit Development application. DDOT requests that Sibley provide quarterly reports to DDOT and ANC 3-D regarding utilization of carpool and van shuttle services, transit services, and number of vehicle entering and leaving the site on a daily basis.