

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



FURTHER INFORMATION

TO: District of Columbia Zoning Commission
FROM: Harriet Tregoning, Director *HT*
DATE: November 9, 2007
SUBJECT: Zoning Commission Case No. 05-42; Supplemental Report-A
Consolidated PUD and Map Amendment
Sibley Memorial Hospital- Medical Office Building (MOB)

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OP's COMMENTS

Sibley's Submission - October 22, 2007

The applicant's October 22, 2007 submission is presented in response to the Zoning Commission's (ZC) comments at the Public Meeting (Proposed Action) on March 12, 2007. The Commission's main concerns regarding the proposed office building focused on the intensity of use, improvement of the amenities package, including rerouting of the metrobus route conditional to the helipad removal. This supplemental report highlights the amended design and compares it to the design presented at the public hearing.

OP's recommendation in the final report of September 29, 2006, attempted to address the community's concern's regarding the traffic impacts, particularly as it related to the trip generation of the MOB and the concern of cut-through traffic and on-street neighborhood parking. Specifically, OP recommended approval of the medical office building pursuant to SP-1 PUD limits (with a reduction in the building's height by 2 floors) and subject to DDOT's approval of the traffic mitigation measures to reduce the impact of trip generation.

Sibley presented their application to ANC3D 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:

ZONING COMMISSION
District of Columbia

CASE NO.

05-42

EXHIBIT NO.

215

ZONING COMMISSION
District of Columbia
CASE NO. 05-42
EXHIBIT NO. 215

- 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 shall 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 following table compares the bulk requirements of the amended design with the ANC's and OP's previous recommendations.

Requirement	SP-1 PUD Guidelines	ANC 3D Recommendation	Revised Redesign October 22, 2007	OP's (SP-1 PUD) Recommendation
Office Building				
FAR	3.5		2.09	-
Building Height	75 ft.	65 ft.	65 ft.	75 ft.
Number of Floors	N/A	5	5 (above grade)	-
Lot Occupancy		63%	63%	63%
Gross Floor Area		92,624 sq. ft.	105,153 sq. ft. - 68,113 sq.ft. used for MOB - 7,580 sq.ft. assigned to existing hospital operations - 28,793 (1 st floor (auditorium, café and outpatient services)	N/A
Parking Garage				
	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	525 spaces (if helipad remains in current position)	For 105,153 Sq. ft.: 5 stories with <u>750 spaces to be provided</u> by parking structure. (ITE recommended ratio is 6 spaces per 1,000 feet of GFA = 784 spaces) 3 story view from Loug. Rd 2 floors remain below grade	750 spaces

TABLE 1

The applicant's latest submission remains within the height requirements of the SP-1 PUD as one floor has been removed as recommended. The previous proposal necessitated flexibility due to the height of the space required for necessary mechanical equipment. Since the height is reduced, flexibility is no longer necessary and the reduced FAR (from 2.14 to 2.09) positively impacts the intensity of use on the site. The reduced square footage also revises the trip generation of the previous submission by 6% (from 14% to 20%). The number of doctors has also been reduced from 75 to 62, which positively affects the trip generation of the MOB.

Amenities

The Commission also addressed the inadequacy of the amenities package. The applicant's response includes:

- A \$30,000 contribution to Friends of Palisades Park for installation of benches at Palisades Park.
- Facilitation of the metrobus re-routing as requested by the community, including the removal of the helipad from its existing location on Little Falls Road to an existing surface parking lot at the rear of the hospital. The proposal removes 72 parking spaces from the hospital campus which will be reassigned to the proposed parking structure of 750 spaces.
- Agreement to upgrade half of Little Falls Road upon completion of the MOB project with the understanding that the Army Corps of Engineers will complete the upgrade and that WMATA and DDOT will have to follow through on the rerouting of the metrobus route. OP supports this additional amenity to further the neighborhood's longtime objective of alleviating the noise impact to the residences along the route in the vicinity of the hospital.

ANC 3D's COMMENTS

The applicant met with ANC 3D on October 25, 2007 to discuss the proposed revisions and the ANC subsequently issued its report of approval, with six (6) conditions. The ANC's report is submitted under separate cover. Briefly restated, the ANC's conditions include:

- No more than 62 doctors in any 24 hour period.
- The proposed imaging and outpatient surgery center located on the ground floor of the MOB will remain permanently in place.
- One hour of free visitor parking.
- Quarterly community meetings during construction, semi-annual meetings thereafter.
- Receipt of all regulatory reviews, permits and approvals for the duration of the medical office building project.
- Upgrading of Little Falls Road in conjunction with the rerouting of the metrobus route.

Sibley has agreed to cap the number of doctors to 62 "at any one time" and to the permanent location of the proposed imaging and outpatient surgery center. However, they do not support one hour of free visitor parking, as shuttle service between metro and the hospital will be provided. OP supports Sibley's method to cap the number of doctors

at the MOB, but does not support free parking as it contradicts the intent of the transportation demand management strategy of providing a shuttle bus service to reduce the number of trips to the site and to encourage use of mass transit services provided by metrorail. Provision of free parking provides an incentive to drive to appointments or for hospital visits which may be up to an hour in duration.

OP supports the quarterly meeting during the construction phase as part of construction management with the neighborhood. The applicant agrees to these meetings but believes that the semi-annual meetings are unnecessary. They have agreed to engage in the community process, including meetings with the ANC and the Palisades Citizens Association for all future projects, as have been done in the past.

Sibley Neighbors for Responsible Growth

OP also received a copy of comments submitted to the Commission dated October 22, 2007 by the above-named party in this case. The response also included an endorsement of the ANC's conditions in the event the Commission decides to permit the MOB's development with some "adjustments and emendations" outlined in their report (pgs 8 through 9).

RECOMMENDATION

OP also reviewed the project against the 2006 Comprehensive Plan and determined that several elements indicated that the MOB was not inconsistent with the Plan including:

- **LU-2.3.5: Institutional Uses** which recognizes *the importance of institutional uses... to the economy, character, history and future of the District of Columbia. Ensure that when such uses are permitted in residential neighborhoods, they are designed and operated in a manner that is sensitive to neighborhood issues and that maintains quality of life. Encourage institutions and neighborhoods to work proactively to address issues such as traffic and parking, hours of operation, outside use of facilities, and facility expansion.*

OP supports Sibley's effort to meet with community several times throughout the MOB's development process, including several modifications to address community's concerns.

- **LU-3.2.1: Transportation Impacts of Institutional Uses** requires *support for efforts by District institutions to mitigate their traffic and parking impacts by promoting ridesharing, carpooling, public transportation, shuttle service and bicycling; providing on-site parking and undertaking other transportation demand management strategies.*

Sibley's transportation demand management strategies include:

- Provision of shuttle bus service from the Friendship Heights Metro Station, with promotion of the service.
- Carpooling incentives for staff and MOB employees, including a ridesharing database and matching service and carpool spaces to registered rideshare groups and a transit benefits program that deducts pre-tax dollars

for transit fare for all hospital employees that register for the program.

- CSF-2.1.1: Primary and Emergency Care encourages *new or rehabilitated health care facilities to be developed ... in areas with high population of senior citizens. According to the applicant, Ward 3 has a significant senior citizen population that utilizes the hospital and will benefit from the proposed MOB.*
- Finally, RCW-1.1.8: Managing Institutional Land Uses stresses *the management of institutional land uses in the Rock Creek West Planning Area in a way that ensures their operation is harmonious with surrounding uses, that expansion is carefully controlled, and that potential adverse effects on neighboring properties are minimized. Ensure that any redevelopment of institutional land is compatible with the physical character of the community and is consistent with all the provisions of the Comprehensive Plan and the underlying zoning rules and regulations. Densities and intensities of future development on such sites should reflect surrounding land uses and infrastructure constraints and input from the community.*

OP is satisfied that the location, bulk and height of the building were modified to minimize the impact on the surrounding community. In this case, the Commission commented that “the purposes of a zone do not necessarily apply in the context of a PUD and are a means to accommodating certain uses ... height and density.” The SP-1 designation is consistent with the institutional land use designation and is also consistent with past actions of the Zoning Commission in approving medical office buildings on hospital campuses in close proximity to residential neighborhoods.

The Office of Planning supports the applicant’s response to the Commission’s and ANC’s comments regarding the intensity of use and traffic impacts of the previously proposed 77-foot tall building. The reduced building height, in tandem with instituted transportation demand strategies respond to concerns articulated by the Commission and the community and will ultimately reduce the previously predicted trip generation.

Therefore, OP supports the MOB plan as submitted to date, in conjunction with demonstrable transportation demand management strategies to reduce vehicular traffic in the neighborhood, including:

- A transportation demand management plan with measurable goals and benchmarks that may be reviewed and adjusted with the community’s input. OP encourages the applicant to provide appropriate postings of the service, including through its website and other public outreach services, including but not limited to the ANC and community newsletters and newspapers.
- Availability of the proposed shuttle service between the hospital and metro to neighborhood residents.