

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	MICHIGAN AT EXIT					
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC					Area Type	All other areas					
Date Performed	6/26/2006					Jurisdiction	D.C.					
Time Period	PM PEAK					Analysis Year	2007 Background					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	1	0	1
Lane group		T			T					L		R
Volume (vph)		938			645					280		258
% Heavy veh		0			0					0		0
PHF		0.83			0.90					0.76		0.76
Actuated (P/A)		P			P					P		P
Startup lost time		2.0			2.0					2.0		2.0
Ext. eff. green		2.0			2.0					2.0		2.0
Arrival type		3			3					3		3
Unit Extension		3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume							0			0		0
Lane Width		12.0			12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0					0		0
Unit Extension		3.0			3.0					3.0		3.0
Phasing	Thru Only	02	03	04	SB Only	06	07	08				
Timing	G = 55.1	G =	G =	G =	G = 34.9	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1130			717					368		339
Lane group cap.		1994			1994					630		564
v/c ratio		0.57			0.36					0.58		0.60
Green ratio		0.55			0.55					0.35		0.35
Unif. delay d1		14.7			12.6					26.6		26.8
Delay factor k		0.50			0.50					0.50		0.50
Increment. delay d2		1.2			0.5					3.9		4.7
PF factor		1.000			1.000					1.000		1.000
Control delay		15.8			13.1					30.5		31.5
Lane group LOS		B			B					C		C
Approch. delay	15.8			13.1						31.0		
Approach LOS	B			B						C		
Intersec. delay	19.3			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection						
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC					MICHIGAN AT HOS. CNT DR						
Date Performed	6/26/2006					Area Type						
Time Period	AM PEAK					All other areas						
						Jurisdiction						
						D.C.						
						Analysis Year						
						2007 Background						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	0	0
Lane group		LT			TR						LR	
Volume (vph)	111	687			690	170				67		76
% Heavy veh	0	0			0	0				0		0
PHF	0.95	0.95			0.93	0.93				0.64		0.64
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 71.1	G =	G =	G =	G = 18.9	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		840			925						224	
Lane group cap.		1748			2496						326	
v/c ratio		0.48			0.37						0.69	
Green ratio		0.71			0.71						0.19	
Unif. delay d1		6.3			5.7						37.8	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		0.9			0.4						11.2	
PF factor		1.000			1.000						1.000	
Control delay		7.3			6.1						49.0	
Lane group LOS		A			A						D	
Apprch. delay		7.3			6.1						49.0	
Approach LOS		A			A						D	
Intersec. delay		11.4		Intersection LOS							B	

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	MICHIGAN AT HOS. CNT					
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC					Area Type	DR					
Date Performed	6/26/2006					Jurisdiction	All other areas					
Time Period	PM PEAK					Analysis Year	D.C.					
2007 Background												
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	0	0
Lane group		LT			TR						LR	
Volume (vph)	50	748			798	68				200		224
% Heavy veh	0	0			0	0				0		0
PHF	0.96	0.96			0.90	0.90				0.81		0.81
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 52.9	G =	G =	G =	G = 37.1	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		831			963						524	
Lane group cap.		1554			1891						640	
v/c ratio		0.53			0.51						0.82	
Green ratio		0.53			0.53						0.37	
Unif. delay d1		15.5			15.2						28.4	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		1.3			1.0						11.2	
PF factor		1.000			1.000						1.000	
Control delay		16.8			16.2						39.6	
Lane group LOS		B			B						D	
Approch. delay		16.8			16.2						39.6	
Approach LOS		B			B						D	
Intersec. delay		21.7		Intersection LOS							C	

SHORT REPORT												
General Information							Site Information					
Analyst ORGA -IJB Agency or Co. O.R. GEORGE & ASSOCIATES, INC Date Performed 6/23/2006 Time Period AM PEAK							Intersection MICHIGAN AVE@NCS Area Type All other areas Jurisdiction D.C. Analysis Year 2007 Background					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	1	2	0	0	3	0	0	3	0
Lane group		TR		L	TR			TR			TR	
Volume (vph)		536	170	549	1171	97		1305	198		1811	197
% Heavy veh		0	0	0	0	0		0	0		0	0
PHF		0.95	0.95	0.93	0.93	0.93		0.95	0.95		0.96	0.96
Actuated (P/A)		P	P	P	P	P		P	P		P	P
Startup lost time		2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0		2.0	2.0			2.0			2.0	
Arrival type		3		3	3			3			3	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	50		0	0		0	35		0
Lane Width		12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0			0	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Phasing	WB Only	Thru & RT	03	04	Thru & RT	06	07	08				
Timing	G = 29.6	G = 15.4	G =	G =	G = 41.0	G =	G =	G =				
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		743		590	1363			1582			2091	
Lane group cap.		768		534	1752			2080			2091	
v/c ratio		0.97		1.10	0.78			0.76			1.00	
Green ratio		0.15		0.30	0.49			0.41			0.41	
Unif. delay d1		42.1		35.2	21.0			25.3			29.5	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		25.4		70.8	3.5			2.7			19.7	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		67.5		106.0	24.5			28.0			49.2	
Lane group LOS		E		F	C			C			D	
Approch. delay	67.5			49.1			28.0			49.2		
Approach LOS	E			D			C			D		
Intersec. delay	46.0			Intersection LOS						D		

SHORT REPORT												
General Information							Site Information					
Analyst	ORGA -IJB						Intersection					
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC						MICHIGAN AVE@NCS					
Date Performed	6/23/2006						Area Type					
Time Period	PM PEAK						All other areas					
							Jurisdiction					
							D.C.					
							Analysis Year					
							2007 background					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	1	2	0	0	3	0	0	3	0
Lane group		TR		L	TR			TR			TR	
Volume (vph)		998	185	210	554	111		1725	400		1213	54
% Heavy veh		0	0	0	0	0		0	0		0	0
PHF		0.95	0.95	0.93	0.93	0.93		0.96	0.96		0.93	0.93
Actuated (P/A)		P	P	P	P	P		P	P		P	P
Startup lost time		2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0		2.0	2.0			2.0			2.0	
Arrival type		3		3	3			3			3	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0			0	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Phasing	WB Only	Thru & RT	03	04	Thru & RT	06	07	08				
Timing	G = 18.0	G = 23.0	G =	G =	G = 45.0	G =	G =	G =				
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1246		226	715			2214			1362	
Lane group cap.		1162		325	1587			2263			2314	
v/c ratio		1.07		0.70	0.45			0.98			0.59	
Green ratio		0.23		0.18	0.45			0.45			0.45	
Unif. delay d1		38.5		38.4	19.0			27.0			20.6	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		48.1		11.7	0.9			14.5			1.1	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		86.6		50.1	19.9			41.5			21.7	
Lane group LOS		F		D	B			D			C	
Apprch. delay	86.6			27.1			41.5			21.7		
Approach LOS	F			C			D			C		
Intersec. delay	44.2			Intersection LOS						D		

APPENDIX

G

WASHINGTON HOSPITAL CENTER – ZONING ORDER
AND PLANNED ROADWAY IMPROVEMENTS

9. This application is subject to compliance with D.C. Law 2-38, the Human Rights Act of 1977, as amended.
10. The Zoning Commission has accorded the recommendations and opinions of ANC 4D the "great weight" to which they are entitled. The Commission is required under D.C. Code §1-309.10(d) (2001) to give great weight to the issues and concerns raised in the recommendations of the affected ANCs. ANC 4D did not indicate any issues or concerns, other than to indicate its position in favor of approval.

DECISION

In consideration of the findings of fact and conclusions of law contained in this order ("Order"), the Zoning Commission of the District of Columbia orders APPROVAL of this application as a second-stage PUD for a portion of Lot 2 in Square 3129 and an amendment to the zoning map from R-5-A to SP-1 and SP-2 as set forth in Zoning Strategy B of Master Plan 2000 (Figure 6.6c). The approval is subject to the guidelines, conditions, and standards that were identified and approved in the First Stage Order, which are as follows:

1. The PUD shall be consistent with the Washington Hospital Center, MedStar Health Master Plan 2000, as revised and dated August 2000, and submitted to the Zoning Commission record on April 6, 2001. The following conditions shall also apply to the PUD approval and shall supercede, or be in addition to, any elements of the Master Plan in contradiction to, or silent on these conditions:
 - a. The zoning that shall accompany the PUD shall be that shown in Zoning Strategy B, Master Plan 2000.
 - b. The total gross floor area shall be limited to approximately 4.5 million square feet (3.1 million square feet of additional gross floor area ("gfa") added to the current 1.4 million square feet).
 - c. The density for the 623,866 square foot SP-1 portion of the PUD shall be limited to a cumulative 1.9 FAR, for a total of 1,185,345 FAR-countable square feet.
 - d. The density for the 836,985 square foot SP-2 portion of the PUD shall be limited to a cumulative 3.4 FAR, for a total of 2,845,749 FAR-countable square feet.
 - e. Although included in the above totals, approval of the square footage for the Southeast Complex-Phase VI building, as indicated in Figure 7.7e of the Master Plan 2000, is withheld pending consideration of FAR for this phase in a later Stage II application for the Phase VI area.
 - f. Buildings within the SP-1/PUD shall not exceed sixty-five (65) feet in height.

- g. Buildings within the SP-2/PUD shall not exceed ninety (90) feet in height.
- h. Sight lines from the United States Armed Forces' Home, as illustrated in the Applicant's submission of March 5, 2001, Tab C, shall be maintained.
- i. No more than 2,500,000 square feet of new below-grade, non-FAR-countable space shall be constructed without an approved PUD modification. Permitted uses shall include all uses described in Chapter 4, pages 5-8 and Chapter 7, pages 11-14 of the Master Plan as submitted for the record on April 6, 2001.
- j. All uses set forth in Master Plan 2000, including physicians' office space, guest accommodations, and parking garages, shall be permitted as a matter-of-right under the zoning associated with the PUD.
- k. The Applicant shall adhere to the following transportation-related conditions. These conditions reflect an agreement reached between the applicant and D-DOT. Although the conditions also include commitments by D-DOT to take certain actions, the Commission has no authority to require D-DOT's compliance. These commitments have been included to assist the public in understanding the process by which these roadway improvements will occur:
 - (i) MedStar shall implement the transportation management plan outlined in the Master Plan dated August 2000;
 - (ii) MedStar shall reimburse the District of Columbia Government for 100% of the traffic engineering and construction costs of Roadway Improvements 1 through 4, up to MedStar's Reimbursement Amount, as outlined in the table below:

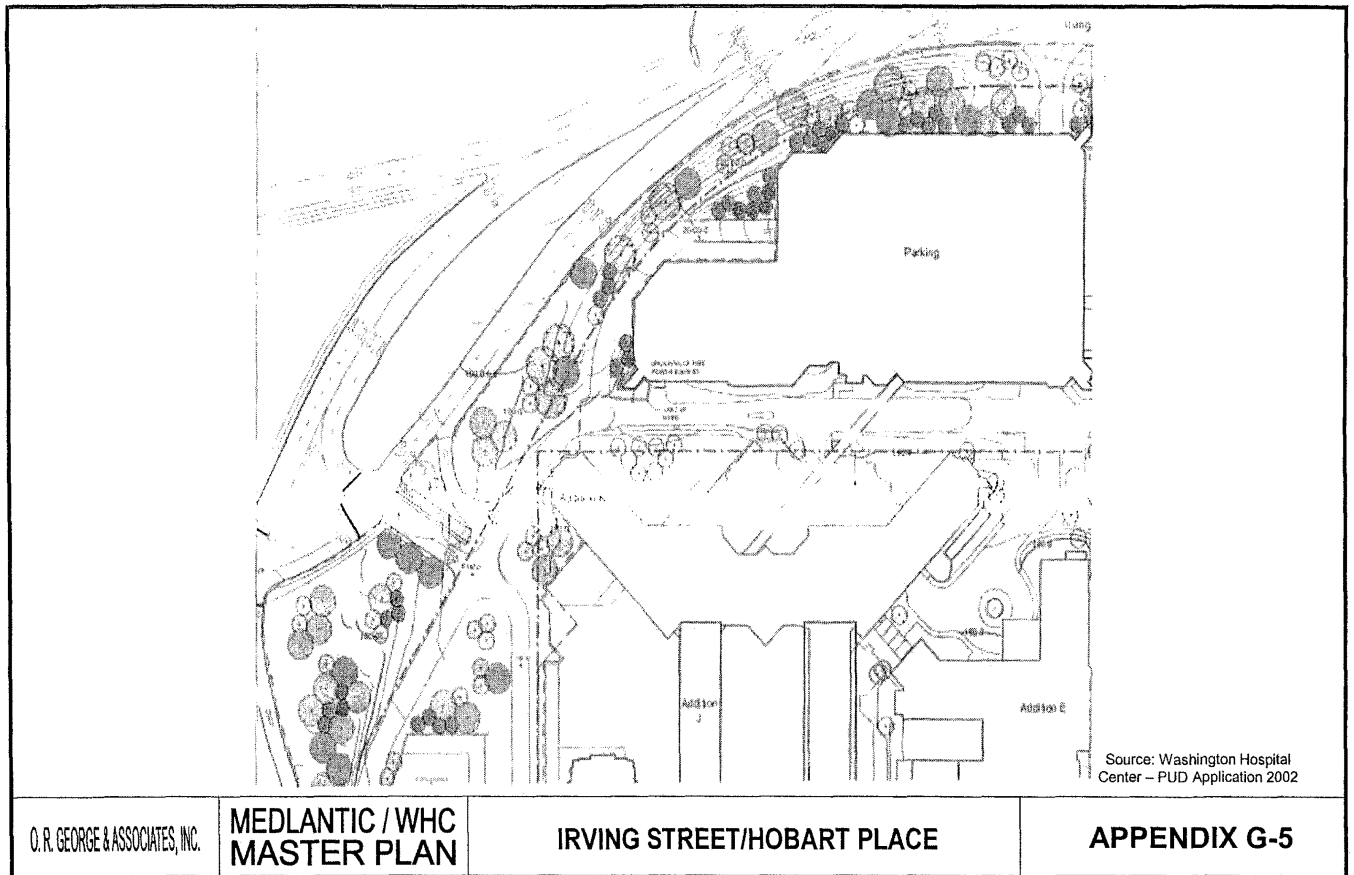
Roadway Improvements	Reimbursement Amount
1. Irving Street and Hobart Place at-grade access.	\$1.2 million
2. Irving Street at-grade right turn in and right turn out access to Parking Pavilion I	\$75,000
3. Michigan Avenue at Hospital Center Drive (south) signalization and signage (including interconnection with adjacent signal).	\$100,000
4. Michigan Avenue and First Street signalization and geometric improvements.	\$100,000

- (iii) MedStar shall pay D-DOT the total Reimbursement Amount of \$1,475,000 prior to the issuance of a building permit to construct any structure, that individually, or in combination with existing structures or with other structures not yet built but for which building permits have been applied, would cause the development on the PUD Site to be increased by 300,000 square feet of net building space (including underground or parking facilities) beyond what existed on the date of the final approval of this Order. MedStar shall notify D-DOT prior to filing each application for a building permit for a structure authorized by this final PUD approval, until such time as MedStar makes the full payment set forth above.
- (iv) All design plans for Roadway Improvements 1 through 4 are to be reviewed and approved by D-DOT prior to construction;
- (v) Roadway Improvements 1 through 4 shall be constructed before any new Certificate of Occupancy is issued to any structure that causes the total development on the PUD Site to be increased by 300,000 square feet of net building space (including underground parking or parking facilities), provided that Roadway Improvements 1 and 4 are constructed by D-DOT in a reasonable time after D-DOT has been notified of MedStar's intention to apply for a building permit;
- (vi) MedStar shall, at its own expense, prepare and submit to D-DOT the design plans for Roadway Improvements 5 and 6 consistent with the following table:

Roadway Improvements	Estimated Construction Cost	Due Date for Design Plans
5. Irving Street and First Street intersection signalization and geometric improvements	\$700,000	To be determined by D-DOT
6. North Capitol Street and Irving Street interchange improvements	\$800,000	To be determined by D-DOT

COMPLETED W/
FHWA FUNDING

- (vii) D-DOT shall be responsible for all construction engineering and construction costs related to Roadway Improvements 5 and 6. D-DOT shall seek eighty percent (80%) federal aid funding for the construction engineering and construction costs of these two



APPENDIX

H

CAPACITY ANALYSIS WORKSHEETS -
2007 TOTAL TRAFFIC SITUATION

SHORT REPORT

General Information						Site Information					
Analyst	ORGA -IJB					Intersection	MICHIGAN AVE@1ST ST				
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC					Area Type	All other areas				
Date Performed	6/23/2006					Jurisdiction	D.C.				
Time Period	AM PEAK					Analysis Year	2007 total				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	43	594	154	89	1009	311	242	366	26	95	135	77
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.80	0.80	0.80
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	50		0	1		0	35		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	Excl. Left	03	04	NS Perm	06	07	08				
Timing	G = 52.9	G = 6.1	G =	G =	G = 27.0	G =	G =	G =				
	Y = 5	Y = 4	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	45	787		96	1419		260	422		119	265	
Lane group cap.	285	1855		489	1846		220	508		95	485	
v/c ratio	0.16	0.42		0.20	0.77		1.18	0.83		1.25	0.55	
Green ratio	0.64	0.53		0.64	0.53		0.27	0.27		0.27	0.27	
Unif. delay d1	24.4	14.3		12.4	18.7		36.5	34.3		36.5	31.3	
Delay factor k	0.50	0.50		0.50	0.50		0.50	0.50		0.50	0.50	
Increm. delay d2	1.2	0.7		0.9	3.1		118.5	14.6		174.8	4.4	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	25.5	15.0		13.3	21.8		155.0	48.9		211.3	35.6	
Lane group LOS	C	B		B	C		F	D		F	D	
Apprch. delay	15.6			21.3			89.4			90.1		
Approach LOS	B			C			F			F		
Intersec. delay	41.2			Intersection LOS						D		

H-1

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA -IJB					Intersection	MICHIGAN AVE@1ST ST/					
Agency or Co.	O.R. GEORGE & ASSOCIATES. INC					Area Type	All other areas					
Date Performed	6/23/2006					Jurisdiction	D.C.					
Time Period	PM PEAK					Analysis Year	2007 total					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	58	901	285	35	496	83	140	111	52	247	307	102
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.83	0.83	0.83	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	1		0	49		0	0		0	34		0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Phasing	EW Perm	Excl. Left	03	04	NS Perm	06	07	08				
Timing	G = 37.3	G = 6.1	G =	G =	G = 42.6	G =	G =	G =				
	Y = 5	Y = 4	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	70	1429		38	629		159	185		305	505	
Lane group cap.	414	1301		276	1320		229	771		500	779	
v/c ratio	0.17	1.10		0.14	0.48		0.69	0.24		0.61	0.65	
Green ratio	0.48	0.37		0.48	0.37		0.43	0.43		0.43	0.43	
Unif. delay d1	20.9	31.4		36.8	23.9		23.4	18.3		22.3	22.8	
Delay factor k	0.50	0.50		0.50	0.50		0.50	0.50		0.50	0.50	
Increm. delay d2	0.9	56.4		1.0	1.2		16.0	0.7		5.5	4.1	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	21.8	87.7		37.8	25.1		39.4	19.1		27.7	26.9	
Lane group LOS	C	F		D	C		D	B		C	C	
Apprch. delay	84.7			25.9			28.5			27.2		
Approach LOS	F			C			C			C		
Intersec. delay	53.0			Intersection LOS						D		

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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ORGA-IJB			Intersection	Michigan @ Entrance			
Agency/Co.	O.R. GEORGE & ASSOCIATES			Jurisdiction	D.C.			
Date Performed	8/1/2006			Analysis Year	2007 total			
Analysis Time Period	AM PEAK							
Project Description CNMC								
East/West Street: MICHIGAN AVENUE				North/South Street: Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	201	867	0	0	851	467		
Peak-hour factor, PHF	0.90	0.90	1.00	1.00	0.94	0.94		
Hourly Flow Rate (veh/h)	223	963	0	0	905	496		
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT	T			T	TR		
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	0	0	0		
Peak-hour factor, PHF	1.00	1.00	1.00	0.58	1.00	0.58		
Hourly Flow Rate (veh/h)	0	0	0	0	0	0		
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
Volume, v (vph)	223							
Capacity, c_m (vph)	513							
v/c ratio	0.43							
Queue length (95%)	2.18							
Control Delay (s/veh)	17.3							
LOS	C							
Approach delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ORGA-IJB			Intersection	Michigan @ Entrance			
Agency/Co.	O.R. GEORGE & ASSOCIATES			Jurisdiction	D.C.			
Date Performed	8/1/2006			Analysis Year	2007 total			
Analysis Time Period	PM PEAK							
Project Description CNMC								
East/West Street: MICHIGAN AVENUE				North/South Street: Entrance				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	28	1257	0	0	645	83		
Peak-hour factor, PHF	0.90	0.90	1.00	1.00	0.94	0.94		
Hourly Flow Rate (veh/h)	31	1396	0	0	686	88		
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT	T			T	TR		
Upstream Signal		0			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	0	0	0	0		
Peak-hour factor, PHF	1.00	1.00	1.00	0.58	1.00	0.58		
Hourly Flow Rate (veh/h)	0	0	0	0	0	0		
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							
Volume, v (vph)	31							
Capacity, c_m (vph)	923							
v/c ratio	0.03							
Queue length (95%)	0.10							
Control Delay (s/veh)	9.0							
LOS	A							
Approach delay (s/veh)	--	--						
Approach LOS	--	--						

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	MICHIGAN AT EXIT					
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC					Area Type	All other areas					
Date Performed	6/26/2006					Jurisdiction	D.C.					
Time Period	AM PEAK					Analysis Year	2007 Total					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	1	0	1
Lane group		T			T					L		R
Volume (vph)		772			851					123		68
% Heavy veh		0			0					0		0
PHF		0.95			0.93					0.64		0.64
Actuated (P/A)		P			P					P		P
Startup lost time		2.0			2.0					2.0		2.0
Ext. eff. green		2.0			2.0					2.0		2.0
Arrival type		3			3					3		3
Unit Extension		3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume							0			0		0
Lane Width		12.0			12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0					0		0
Unit Extension		3.0			3.0					3.0		3.0
Phasing	Thru Only	02	03	04	SB Only	06	07	08				
Timing	G = 70.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		813			915					192		106
Lane group cap.		2533			2533					361		323
v/c ratio		0.32			0.36					0.53		0.33
Green ratio		0.70			0.70					0.20		0.20
Unif. delay d1		5.8			6.0					35.8		34.2
Delay factor k		0.50			0.50					0.50		0.50
Increm. delay d2		0.3			0.4					5.5		2.7
PF factor		1.000			1.000					1.000		1.000
Control delay		6.1			6.4					41.3		36.9
Lane group LOS		A			A					D		D
Apprch. delay	6.1			6.4						39.8		
Approach LOS	A			A						D		
Intersec. delay	11.2			Intersection LOS						B		

SHORT REPORT

General Information				Site Information			
Analyst	ORGA - IJB			Intersection	MICHIGAN AT EXIT		
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC			Area Type	All other areas		
Date Performed	6/26/2006			Jurisdiction	D.C.		
Time Period	PM PEAK			Analysis Year	2007 total		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	1	0	1
Lane group		T			T					L		R
Volume (vph)		942			645					319		306
% Heavy veh		0			0					0		0
PHF		0.83			0.90					0.76		0.76
Actuated (P/A)		P			P					P		P
Startup lost time		2.0			2.0					2.0		2.0
Ext. eff. green		2.0			2.0					2.0		2.0
Arrival type		3			3					3		3
Unit Extension		3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume							0			0		0
Lane Width		12.0			12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0					0		0
Unit Extension		3.0			3.0					3.0		3.0
Phasing	Thru Only	02	03	04	SB Only	06	07	08				
Timing	G = 55.1	G =	G =	G =	G = 34.9	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1135			717					420		403
Lane group cap.		1994			1994					630		564
v/c ratio		0.57			0.36					0.67		0.71
Green ratio		0.55			0.55					0.35		0.35
Unif. delay d1		14.7			12.6					27.6		28.2
Delay factor k		0.50			0.50					0.50		0.50
Increment. delay d2		1.2			0.5					5.5		7.5
PF factor		1.000			1.000					1.000		1.000
Control delay		15.9			13.1					33.1		35.8
Lane group LOS		B			B					C		D
Approch. delay		15.9			13.1					34.4		
Approach LOS		B			B					C		
Intersec. delay		20.8										
				Intersection LOS					C			

SHORT REPORT

General Information				Site Information			
Analyst	ORGA - IJB			Intersection	MICHIGAN AT HOS. CNT		
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC			Area Type	All other areas		
Date Performed	6/26/2006			Jurisdiction	D.C.		
Time Period	AM PEAK			Analysis Year	2007 total		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	0	0
Lane group		LT			TR						LR	
Volume (vph)	111	715			705	170				67		76
% Heavy veh	0	0			0	0				0		0
PHF	0.95	0.95			0.93	0.93				0.64		0.64
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 71.1	G =	G =	G =	G = 18.9	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		870			941						224	
Lane group cap.		1746			2497						326	
v/c ratio		0.50			0.38						0.69	
Green ratio		0.71			0.71						0.19	
Unif. delay d1		6.5			5.7						37.8	
Delay factor k		0.50			0.50						0.50	
Increment. delay d2		1.0			0.4						11.2	
PF factor		1.000			1.000						1.000	
Control delay		7.5			6.1						49.0	
Lane group LOS		A			A						D	
Approch. delay		7.5			6.1						49.0	
Approach LOS		A			A						D	
Intersec. delay		11.4			Intersection LOS						B	

SHORT REPORT

General Information				Site Information			
Analyst	ORGA - IJB			Intersection	MICHIGAN AT HOS. CNT		
Agency or Co.	O.R. GEORGE & ASSOCIATES, INC			Area Type	All other areas		
Date Performed	6/26/2006			Jurisdiction	D.C.		
Time Period	PM PEAK			Analysis Year	2007 Total		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	0	0
Lane group		LT			TR						LR	
Volume (vph)	50	752			843	68				200		224
% Heavy veh	0	0			0	0				0		0
PHF	0.96	0.96			0.90	0.90				0.81		0.81
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width		12.0			12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 52.9	G =	G =	G =	G = 37.1	G =	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		835			1013						524	
Lane group cap.		1525			1892						640	
v/c ratio		0.55			0.54						0.82	
Green ratio		0.53			0.53						0.37	
Unif. delay d1		15.6			15.5						28.4	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		1.4			1.1						11.2	
PF factor		1.000			1.000						1.000	
Control delay		17.0			16.6						39.6	
Lane group LOS		B			B						D	
Apprch. delay		17.0			16.6						39.6	
Approach LOS		B			B						D	
Intersec. delay		21.8			Intersection LOS						C	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	ORGA-IJB			Intersection	Michigan @ Hospital Dr. sth		
Agency/Co.	O.R. GEORGE & ASSOCIATES			Jurisdiction	D.C.		
Date Performed	8/1/2006			Analysis Year	2007 Total		
Analysis Time Period	AM PEAK						
Project Description CNMC							
East/West Street: MICHIGAN AVENUE				North/South Street: HOSPITAL CENTER DR. STH			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	111	687	0	0	705	170	
Peak-hour factor, PHF	0.90	0.90	1.00	1.00	0.94	0.94	
Hourly Flow Rate (veh/h)	123	763	0	0	750	180	
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	2	0	0	2	0	
Configuration	LT	T			T	TR	
Upstream Signal		0			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0	67	0	76	
Peak-hour factor, PHF	1.00	1.00	1.00	0.58	1.00	0.58	
Hourly Flow Rate (veh/h)	0	0	0	115	0	131	
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
Volume, v (vph)	123					115	131
Capacity, c_m (vph)	799					115	701
v/c ratio	0.15					1.00	0.19
Queue length (95%)	0.54					6.57	0.68
Control Delay (s/veh)	10.3					155.0	11.3
LOS	B					F	B
Approach delay (s/veh)	--	--				78.5	
Approach LOS	--	--				F	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	ORGA-IJB			Intersection	Michigan @ Hospital Dr. sth		
Agency/Co.	O.R. GEORGE & ASSOCIATES			Jurisdiction	D.C.		
Date Performed	8/1/2006			Analysis Year	2007 Total		
Analysis Time Period	PM PEAK						
Project Description CNMC							
East/West Street: MICHIGAN AVENUE				North/South Street: HOSPITAL CENTER DR. STH			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	50	752	0	0	843	68	
Peak-hour factor, PHF	0.96	0.96	1.00	1.00	0.90	0.90	
Hourly Flow Rate (veh/h)	52	783	0	0	936	75	
Proportion of heavy vehicles, P_{HV}	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	2	0	0	2	0	
Configuration	LT	T			T	TR	
Upstream Signal		0			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0	200	0	224	
Peak-hour factor, PHF	1.00	1.00	1.00	0.81	1.00	0.81	
Hourly Flow Rate (veh/h)	0	0	0	246	0	276	
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT					L	R
Volume, v (vph)	52					246	276
Capacity, c_m (vph)	755					130	699
v/c ratio	0.07					1.89	0.39
Queue length (95%)	0.22					19.28	1.89
Control Delay (s/veh)	10.1					486.2	13.5
LOS	B					F	B
Approach delay (s/veh)	--	--				236.3	
Approach LOS	--	--				F	

SHORT REPORT

General Information						Site Information					
Analyst	ORGA -IJB					Intersection	MICHIGAN AVE@NCS				
Agency or Co.	O.R.GEORGE & ASSOCIATES, INC					Area Type	All other areas				
Date Performed	6/23/2006					Jurisdiction	D.C.				
Time Period	AM PEAK					Analysis Year	2007 Total				

Volume and Timing Input													
		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes		0	3	0	1	2	0	0	3	0	0	3	0
Lane group			TR		L	TR			TR			TR	
Volume (vph)			543	170	549	1195	97		1305	198		1811	221
% Heavy veh			0	0	0	0	0		0	0		0	0
PHF			0.95	0.95	0.93	0.93	0.93		0.95	0.95		0.96	0.96
Actuated (P/A)			P	P	P	P	P		P	P		P	P
Startup lost time			2.0		2.0	2.0			2.0			2.0	
Ext. eff. green			2.0		2.0	2.0			2.0			2.0	
Arrival type			3		3	3			3			3	
Unit Extension			3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume		0		0	50		0	0		0	35		0
Lane Width			12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking		N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr													
Bus stops/hr			0		0	0			0			0	
Unit Extension			3.0		3.0	3.0			3.0			3.0	
Phasing	WB Only	Thru & RT	03		04		Thru & RT		06		07		08
Timing	G = 29.6	G = 15.4	G =		G =		G = 41.0		G =		G =		G =
	Y = 4	Y = 5	Y =		Y =		Y = 5		Y =		Y =		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 100.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		751		590	1389			1582			2116	
Lane group cap.		769		534	1753			2080			2087	
v/c ratio		0.98		1.10	0.79			0.76			1.01	
Green ratio		0.15		0.30	0.49			0.41			0.41	
Unif. delay d1		42.1		35.2	21.3			25.3			29.5	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		27.2		70.8	3.8			2.7			23.2	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		69.4		106.0	25.0			28.0			52.7	
Lane group LOS		E		F	C			C			D	
Apprch. delay	69.4			49.2			28.0			52.7		
Approach LOS	E			D			C			D		
Intersec. delay	47.5			Intersection LOS						D		

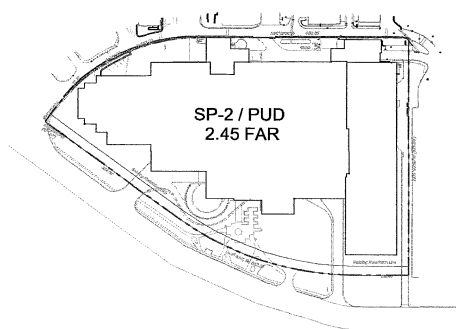
SHORT REPORT

General Information						Site Information					
Analyst	ORGA -IJB					Intersection	MICHIGAN AVE@NCS				
Agency or Co.	O.R.GEORGE & ASSOCIATES, INC					Area Type	All other areas				
Date Performed	6/23/2006					Jurisdiction	D.C.				
Time Period	PM PEAK					Analysis Year	2007 Total				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	1	2	0	0	3	0	0	3	0
Lane group		TR		L	TR			TR			TR	
Volume (vph)		1019	185	210	558	111		1725	400		1213	58
% Heavy veh		0	0	0	0	0		0	0		0	0
PHF		0.95	0.95	0.93	0.93	0.93		0.96	0.96		0.93	0.93
Actuated (P/A)		P	P	P	P	P		P	P		P	P
Startup lost time		2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0		2.0	2.0			2.0			2.0	
Arrival type		3		3	3			3			3	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0		12.0	12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0			0	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Phasing	WB Only	Thru & RT	03		04		Thru & RT	06		07		08
Timing	G = 18.0	G = 23.0	G =		G =		G = 45.0	G =		G =		G =
	Y = 4	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 100.0				

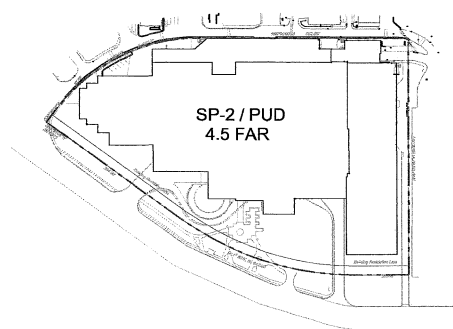
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1268		226	719			2214			1366	
Lane group cap.		1163		325	1588			2263			2313	
v/c ratio		1.09		0.70	0.45			0.98			0.59	
Green ratio		0.23		0.18	0.45			0.45			0.45	
Unif. delay d1		38.5		38.4	19.0			27.0			20.6	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		54.5		11.7	0.9			14.5			1.1	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		93.0		50.1	19.9			41.5			21.7	
Lane group LOS		F		D	B			D			C	
Apprch. delay	93.0			27.1			41.5			21.7		
Approach LOS	F			C			D			C		
Intersec. delay	45.8			Intersection LOS						D		

c



1 EXISTING ZONING PLAN

CURRENT	SP-2/PUD	ACTUAL
SITE/AREA	317,988 S.F.	317,988 S.F.
PERMITTED FAR	2.45	3.0
PERMITTED GROSS FLOOR AREA	779,071 S.F.	959,367 S.F.
PERMITTED BUILDING HEIGHT	127.5'	126'



2 PROPOSED ZONING PLAN

PROPOSED	SP-2/PUD
SITE/AREA	317,988 S.F.
PERMITTED FAR	4.5
PERMITTED GROSS FLOOR AREA	1,430,946 S.F.
PERMITTED BUILDING HEIGHT	127.5'
CURRENT BUILDING GROSS FLOOR AREA	959,367 S.F.

PROPOSED ADDITIONS

4 STORY POST-UP EAST WING 5 & 5.5	72,000 S.F.
	96,000 S.F.

TOTAL PROPOSED BLDG. GROSS AREA 1,127,367 S.F.

PROPOSED FAR = 3.55

(FUTURE MOB - 150,000 S.F. NOT PART OF THIS APPLICATION)



CHILDREN'S NATIONAL MEDICAL CENTER

Symbol Key

- Existing Hospital
- New Hospital Addition
- Zoning Boundary
- Property Boundary
- Construction Above
- Existing / New Construction
- Building Entrance
- Elevation Identification
- Section Identification

Modification to a Planned Unit Development

Existing & Proposed Zoning

Date: 8.17.06

Scale: 1" = 200'-0"

7 REVISED



D



Children's Decontamination Unit Fact Sheet

The Decontamination Unit at Children's is a state-of-the-art facility designed to meet the unique health care needs of children and their families in the event of a biological, chemical or radiological event. The 4,785 square-foot facility has a capacity to treat 108 patients per hour and includes 18 decontamination showers, several exam and consult rooms and direct elevator access to a separate quarantine unit. While the facility is primarily meant to serve children, it can also accommodate adults, as oftentimes separating parents and children causes additional stress.

Pediatric Features:

- Hand-held shower nozzle for gentle decontamination of small children
- "Shopping cart" style equipment to safely treat soapy, slippery infants during showering
- 18 showers large enough to accommodate families, including privacy curtains around each
- Inhalers with spacers for asthmatic children to access prior to entering decontamination
- Child-friendly color to make it less frightening for children
- Staff trained in proper application of hazmat suits and respirators

Preparedness Features:

- Thermostatic mixing valves for consistent tepid water temperature (to prevent further damage to injured skin)
- Epoxy-coated floors, walls and ceilings to prevent contaminants from absorbing into the structure
- Explosion-proof light fixtures in case decontamination of flammables is needed
- Slip-resistant flooring
- Separate underground holding tank for contaminated waste water
- Special HVAC system to prevent contaminated air from entering the building via the shower rooms
- Supplied-air respirators to allow shower room decontamination team fog-free vision and increased comfort to better see and care for victims
- Solid facility to allow for better containment and control of mass numbers of frightened victims seeking help
- Additional outdoor temperature-control water supply for mass decontamination (i.e., hundreds of persons presenting at once)

###

Children's National Medical Center, located in Washington, D.C., is a leader in the development of innovative new treatments for childhood illness and injury. Among the top 10 pediatric hospitals in America, Children's has been serving the nation's children for over 130 years. Visit our web site at www.dcchildrens.com.

E

Children's National Medical Center

Community Successes in Washington, DC

- Improved school-age immunization rates from 40% to more than 95% within a two-year period spearheaded by the continuous quality improvement methods of Children's School Services School Nurse Program.
- Launched Dr. Bear®'s Express in May 2006, a mobile unit staffed with a registered nurse and real-time access to the DC Immunization Registry. This community- and clinical-based intervention is designed to increase the pre-school immunization compliance rates through a public-private partnership with the DC Department of Health and various divisions of Children's National Medical Center.
- Implemented managed care model to provide health care to children in DC foster care as a partnerships with the DC Child and Family Services Administration (CFSA).
- Established and operates a community-based child passenger safety education and inspection station that offers free car seat inspection and education to families with children and provides free car seats to qualified families in the District of Columbia.
- Initiated community-based research study on asthma and based on results, implemented IMPACT DC, an asthma management program to decrease the number of emergency room visits, while at the same time, increase the use of primary care services for asthma management.
- Launched "It's Wise to Immunize" campaign to educate and promote primary care messages to families in the District of Columbia. The campaign includes 5 major components:
 - **Media Campaign** – Emphasized utilization of the primary care provider for physicals and immunizations. Television advertisements are currently airing on WB50 and Telemundo; 1,500 flyers and 75 posters in English and Spanish were distributed to community- and faith-based organizations, managed care organizations, and community residents; and 300 internal advertisements were displayed on metro buses throughout Washington, DC.
 - **Back Pack Campaign** – Distributed more than 5,000 back packs to children receiving primary care services at Children's Health Centers and to pre-school age children receiving immunizations via Dr. Bear®'s Express.
 - **Hotline** – Initiated on July 31, 2006, the hotline provides access to registered nurses that assess the immunization status of children and make referrals to primary care services in the District of Columbia. The hotline operates Monday – Friday through September 1, 2006 from 5:00 – 8:00 pm with voice mail available 24 hours a day throughout the time period.

- **Family Fun Day** – A more than 10 year tradition of Children's, the Family Fun Day will be held at the Children's Health Center at THEARC, 1901 Mississippi Avenue, SE to provide immunizations to District children before school starts. The key message is to enroll in and utilize the primary care provider as the medical home. Children's staff are on site to make appointments with a primary care provider, and we partner with DC Healthy Families to provide applications for health insurance.
- Launched Children's Healthy Schools, a nutrition and fitness program in four (4) elementary DC public schools during the 2005-2006 academic year. CHS uses an evidence-based nutrition and fitness curriculum developed by the U.S. Department of Agriculture TEAM Nutrition Program and the President's Council on Physical Fitness and Sports' President's Challenge, Health Fitness Program. CHS provides health and physical education teacher with tools and resources to incorporate the curriculum into the lesson plan. Student participants are provided a health passport, pedometer, magazine, and other educational resources and tools to promote a healthy lifestyle.
- Conducted a summer session of Children's Healthy Schools Program from July 2006-August 2006 at Camp Discovery at Frederick Douglass Apartments, SE, Washington, DC with more than 30 children attending. Students participated in healthy food demonstrations and a field trip to the local grocery store.
- Hosted "Get T.U.F.F. Family Fun Walk and Festival" Community Day on October 22, 2006, which included a one-mile walk, games, fitness demonstrations and tips, food, health information. Also sponsored major community events targeting District of Columbia residents, including La Feria de la Familia, Hispanic Youth Symposium and the NBC4 Health & Fitness Expo.

F

Updated List of Witnesses

Jody M. Burdell or Edwin K. Zechman, Jr.

Children's National Medical Center

Representative of the Applicant

Jim McClaughlin

Karlsberger Architects

Expert in Architecture and Design

Mike Coulter

Karlsberger Architects

Expert in Architecture and Design

Joseph J. Giunta, Jr.

Wilmot Sanz

Expert in Architecture and Design

Osborne George

OR George & Associates, Inc.

Expert in Traffic Engineering and Design

Steven E. Sher

Holland & Knight

Expert in Urban Planning

**ESTIMATED TIME REQUIRED FOR
PRESENTATION OF APPLICANT'S CASE:**

1 Hour

G

JOSEPH J. GIUNTA, JR., AIA

VICE PRESIDENT

Joe Giunta is a project manager with over 30 years of healthcare experience in the management of major hospital construction projects. He is skilled in areas ranging from the planning phase through construction administration. Joe's entire career has focused on the planning, production and construction of hospital and healthcare projects from departmental renovations to major additions.

MY DEFINITION OF A SUCCESSFUL

PROJECT INCLUDES REACHING THE
IMPORTANT GOAL OF BUILDING
LONG-TERM RELATIONSHIPS WITH
ALL OF THE PARTICIPANTS. "

JOSEPH GIUNTA, AIA

EDUCATION Bachelor's Degree in Architecture, 1973—Catholic University of America

PROFESSIONAL REGISTRATIONS *Architectural Registrations: Maryland*

PROFESSIONAL ACTIVITIES American Institute of Architects
AIA Academy of Architecture for Health

EXPERIENCE **Children's National Medical Center - Surgery Expansion**
Washington, D.C.
Project manager for the development and implementation of a phased renovation and expansion of CMNC's original surgery department. The project will provide immediate relief adding two new state of the art operating rooms in renovated space while setting the table for the eventual complete renovation of the surgery suite and expansion into new construction. Upon completion, the 88,000 SF of new and renovated space will increase OR capacity from 11ORs to 24ORs with new prep, recovery and other support space. The addition will also allow for the future expansion from the third through fifth floors of the building including the mechanical interstitial levels between the main floor levels and provide much needed breathing room for this crowded urban hospital.

WellSpan Health System - Adams Co. Medical Office Building

Gettysburg, Pennsylvania

Project architect for a 75,000 SF two-story medical office building with a diagnostic imaging department and a full service oncology center. The building will also provide space for physical medicine and rehabilitation, behavioral health services, neurology, endocrinology, rheumatology and per digm suite. There will also be a lab and a full service retail pharmacy, as well as shell space for future expansion.

Inova Fairfax Hospital Facilities Management Master Plan

Falls Church, Virginia

Project manager for the development of a phased master plan to relocate and expand the Hospital's 25,000 SF warehouse and materials management department and add a medical waste processing facility capable of handling waste from other Inova System facilities. This relocation enables the construction of the new 49,000 SF Claude Moore Health Education Center and provides space for the 40,000 SF relocation and modernization of the Hospital's food service facilities. The Project also provides separate corridor systems for material and personnel movement at the basement and ground floor levels.

WILMOT SANZ

ARCHITECTURE
PLANNING

JOSEPH J. GIUNTA, JR., AIA

VICE PRESIDENT

EXPERIENCE, CONT.

St. Lukes Hospital & Health Network - new digital hospital

Bethlehem, Pennsylvania

Project manager for the design and medical planning of a new full-service 150 bed digital hospital to be built on a 180 acre medical campus at the intersection of routes 78 & 33 in the Bethlehem township. The project will be the first phase of a new state-of-the-art medical campus, master planned to expand into a 600 bed tertiary medical center.

Inova Springfield Replacement Hospital

Springfield, Virginia

Project architect for the development of a masterplan for a 250 bed replacement hospital to be built in Springfield, Virginia. The new facility will replace the existing Inova Mount Vernon Hospital.

Inova Fairfax Hospital Radiology Master Plan

Falls Church, Virginia

Project architect for the development of a phased master plan for the logical expansion and reorganization of the radiology department into vacated spaces once the new Heart and Vascular Institute is completed.

Inova Alexandria Hospital Additions and Alterations

Alexandria, Virginia

Project architect for a \$25-million, four-phase project to add 35 private telemetry beds, a new emergency department, and renovations to add additional operating rooms, surgical support, cardiac care and support areas.

Inova Heart and Vascular Institute at Fairfax Hospital

Falls Church, Virginia

Project architect of a \$84-million new heart institute for one of the nation's leading centers of cardiology and cardiac surgery. The 400,000-s.f. facility will include a 156-bed tower, six cardiovascular operating rooms, seven cardiac catheterization labs, four EP labs, holding and recovery areas, and research, education, and administrative space.

Sibley Memorial Hospital Miscellaneous Additions and Renovations

Washington, D.C.

Project architect for the \$62-million reorganization and expansion of an urban hospital originally constructed in the early 1960's. Design projects spanned 20 years and have included expansion and renovation of a surgical suite and an ongoing series of renovation and addition projects that have resulted in the complete renewal of the hospital.

ADDITIONAL PROJECT EXPERIENCE

Christiana Hospital 2010 Project

Newark, DE

\$71 million

Humana Audubon Hospital and Heart Institute

Louisville, KY

\$16 million

Humana Greensboro Hospital

Greensboro, NC

\$8 million

Alexandria Hospital

Alexandria, VA

Master Plan

Alexandria Hospital Renovation

Alexandria, VA

\$3 million

WILMOT SANZ ARCHITECTURE PLANNING

11

Outline of Testimony

**Joseph J. Guinta, Jr.
Wilmot Sanz**

- I. Introduction
 - A. General Description of Wilmot Sanz
 - B. History and Experience with Children's Hospital
- II. Site Location and Description
 - A. Overview of Site
 - B. Description of Surrounding Area
- III. Development of Children's Hospital Facilities
 - A. Phase I – Main Hospital Building
 - B. Phase II – West Office Building, Rooftop Helipad and East Parking Garage
 - C. Expansions after Phase II
- IV. Proposed Addition
 - A. Floors 5 and 6 on East Tower
 - B. Operating Rooms Post-Up
- V. Parking, Loading and Circulation to remain unchanged
- VI. Conclusions

I

Government of the District of Columbia
ZONING COMMISSION



Zoning Commission Order No. 14
April 23, 1970

ORDERED:

That after public notice and hearing as prescribed by law, the following application for a planned development under the provisions of Article 75 of the Zoning Regulations is found to be in harmony with the intent and purpose of the Zoning Regulations and is approved, in final form, by the Zoning Commission as follows:

70-3 Application under Article 75 for
 Planned Unit Development of part
 of Lot 1, Square 3129 (7.528 acres)
 at 110 Irving Street, N. W.

The Zoning Commission determines that the action of September 18, 1968, in Case No, 68-49 constituted preliminary approval with guidelines for the later Article 75 application. Therefore, this is considered a final application under the provisions of Article 75 of the Zoning Regulations.

Subject to the following conditions and guidelines:

(a) The development will take place in two phases.

(b) Phase I Development

- | | | |
|------------------|---|-----------|
| 1. Height | - | 91.5 feet |
| 2. Stories | | 4 |
| 3. F.A.R. | | 1,307 |
| 4. Lot occupancy | - | 40.8% |

(c) Phase II Development

1. Height - 127.5 feet
2. Stories 6
3. F.A.R. - 2.45
4. Lot occupancy - 59.4%

(d) The parking will be provided in three (3) underground parking levels, accommodating 1,000 vehicles,

(e) There will be four (4) loading berths located inside the building,

(f) The first floor will have the following adjuncts:

1. Pharmacy
2. Gift Shop

The second floor will have the following adjuncts:

1. Vending Room
2. Dining Area
3. Kitchen

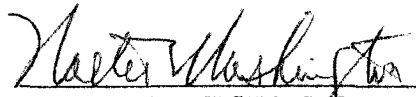
(g) The nine-foot service space between the use floors will not be counted in the F.A.R. to the extent that space is used for utilities and services. Otherwise the service space shall count in the F.A.R.

Within this enlarged service space and the common clear space will be located specialized hospital utility services such as laminar air flow devices and electronic sensors and controls,

Order No. 14
April 23, 1970
PAGE 3

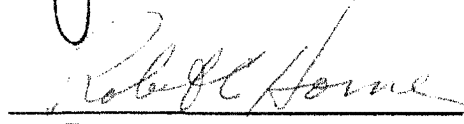
Change from R-5-A to SP part of lot 1, Square
3129.

This map change is not to take effect
until plans are filed with the Board of Zoning
Adjustment for further processing under the pro-
visions of Section 7501.4 of the Zoning Regulations.


WALTER E. WASHINGTON

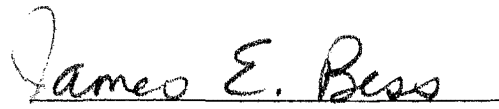

GILBERT HAHN, JR.


STERLING TUCKER


ROBERT C. HORNE

J. GEORGE STEWART

Attested:


JAMES E. BESS
Administrative Officer