

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

ZONING COMMISSION  
District of Columbia

CASE NO. 88-34A

EXHIBIT NO. 24

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**MEMORANDUM**

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

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

**DATE:** September 1, 2006

**SUBJECT:** Zoning Commission No. 88-34A – Application for a Modification of a Planned Unit Development, Children National Medical Center (CNMC)

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. This memorandum addresses the transportation elements of the application.

The applicant, The Children's Hospital, seeks a modification to an approved Planned Unit Development ( PUD) to permit the construction of on-site facilities. The proposed addition will include two additional levels (floors 5 and 6) with approximately 168,000 square feet. The areas surrounding the Children National Medical Center (CNMC) are characterized by institutional uses, including the Washington Hospital Center (WHC) to the north and the Veteran Administration Hospital (VA) to the northeast. There are no residential developments abutting the site.

According to the applicant, Children Hospital's currently has 1,930 on-site parking spaces comprised of 1,385 employee spaces and 545 visitor spaces. In addition, there are 150 off-site spaces in a satellite lot along South Dakota Avenue. In total, the applicant is providing 2,080 parking spaces compared to 390 spaces required by zoning code. There are presently 2,800 employees on board. The proposed project will add approximately 350 employees for a total employment of 3,150 staff.

The applicant retained a transportation consultant to prepare a transportation impact study analyzing the potential future traffic impact of this project and other planned development projects in the area with respect to traffic generation, peak hour trips and their impact on nearby signalized and unsignalized intersections. According to the applicant, the proposed addition will generate approximately 94 inbound vehicle trips and 27 outbound trips for a total of 121 vehicle trips during a

typical morning peak hour. During the typical evening peak hour, there will be about 15 inbound and 87 outbound trips for a total of 102 vehicle trips.

DDOT concurs with the trip generation rates used for the traffic impact analysis. DDOT further agrees with the applicant's capacity analysis and level of service calculation at the pertinent intersections in the vicinity of the project. The results of the analysis indicate that most of the intersections leading to and from the site which currently operate at an acceptable level of service will continue to operate at an adequate level of service with the addition of this development and other development in the area. Only the unsignalized intersection of Michigan Avenue at the Washington Hospital Center Drive is operating at an unacceptable level of service (F). A detailed traffic operations analysis of the intersections leading to and from the Children Hospital and the Washington Hospital Center are as follows:

- Michigan Avenue at First Street will operate at an acceptable level of service and DDOT does not anticipate any significant impact to the signal timing or operation at this intersection for existing and projected traffic for 2007.
- Michigan Avenue at Hospital Center Drive, an unsignalized intersection presents significant impacts to the operation of this roadway. As indicated in the approved PUD for the Washington Hospital Center, a signal installation was proposed for this location, however, it was never installed. The recommendation from the Children National Medical Center is to participate in funding for this signal at what appears to be 1/3 the amount or \$35,000. Their proposed level of participation in funding is based on outdated cost estimates for the design and the construction of a signal. The current cost for signal installation is approximately \$200,000 to \$250,000 including design. Therefore, they need to adjust their level of participation from \$35,000 to around \$70,000 and commit in a memorandum of understanding (MOU) or some type of legally binding document which holds them accountable for their contribution. The signalized driveway will significantly improve the level of service in the area.
- Michigan Avenue at CNMC parking garage entry, unsignalized intersection, shows level of service improving with a reduction of delays. DDOT agrees and does not believe that negative impacts will be encountered as long as a new signal at the Hospital Center Drive is installed.
- Michigan Avenue at the CNMC parking garage exit, signalized intersection, shows level of service improving as well. DDOT agrees and does not believe that negative impact will be encountered as long as a new signal at the Hospital Center Drive is installed.

In summary, DDOT concurs with the traffic analysis and finds no significant impacts as long as a new signal at the Washington Hospital Center is installed. DDOT would encourage the meeting with WHC, CNMC and VA to take place to coordinate future campus plans and design and scheduling for items approved in past PUD applications to move forward in the implementation.

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Transportation Policy and Planning Administration

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| Attention                | Gerrily R. Kress   | Date            | 9/6/06   |
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**d.**  
**District Department of Transportation**

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