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August 12, 2021

D.C. Zoning Commission
Office of Zoning
441 4th Street, N.W., Suite 200-S
Washington, DC 20001

Re: Z.C. Case No. 21-09 – Application of US Union Square DC 899 LLC, US Union Square DC 901 LLC, and US Union Square DC 999 LLC (collectively, “Applicant”) for Design Review of a Building on Lot 298 in Square 675 (the “Property”) – Transportation Statement

Dear Chair Hood and Members of the Zoning Commission:

On behalf of the Applicant, pursuant to Subtitle Z § 401.8, attached as Exhibit A please find the transportation statement for the above-referenced Design Review application.

Please feel free to contact Jeff at (202) 721-1132 or Lawrence at (202) 721-1135 if you have any questions regarding the above. We look forward to the Commission’s consideration of this matter at the public hearing on September 13, 2021.

Sincerely,

_____/s/
Jeff C. Utz
Lawrence Ferris

TECHNICAL MEMORANDUM

To: Kelsey Bridges
Cc: Sam Hollman
Jeff Utz
From: Amit Cohen
Preston Jutte, EIT
Daniel Solomon, AICP
Daniel B. VanPelt, PE, PTOE
Date: July 30, 2021
Subject: Union Square Design Review – Transportation Statement

DDOT – PSD
Network Realty Partners
Goulston & Storrs

Introduction

This memorandum presents the findings of a Transportation Statement in support of DC Zoning Commission (ZC) Application No. 21-09 for the proposed redevelopment of the property at 899, 901, and 999 North Capitol Street in Northeast Washington, DC. Figure 1 identifies the regional site location within the District of Columbia, and Figure 2 identifies the location of the site in relation to the neighborhood. Figure 3 provides an aerial of the site. The project site is generally bounded by North Capitol Street to the west, office buildings to the south and east, and K Street NE to the north.

The development site currently includes two (2) existing buildings at 999 and 899 North Capitol Street, the former having approximately 315,718 square feet (sf) of office space and 800 sf of retail and the latter having approximately 314,350 sf of office space. 901 North Capitol Street currently consists of shared open space between 999 and 899 North Capitol Street.

In Phase I, the proposed redevelopment minorly increases the gross floor area of the two (2) existing office buildings at 999 and 899 North Capitol Street by 507 sf and 1,167 sf, respectively. This expansion and renovation will result in approximately 312,025 sf of office space and 5,023 sf of retail at 999 North Capitol Street and 315,517 sf of office space at 899 North Capitol Street for a Phase I total of 627,542 sf of office space and 5,023 sf of retail space. In Phase II, the Applicant will construct a 102-unit or approximately 88,380 sf hotel with an additional approximately 7,718 sf of retail/service space on the existing plaza at 901 North Capitol Street.

During Phase I, the project will decrease the number of vehicle parking spaces at the 999 North Capitol Street underground garage by four (4) for a garage-total of 346 spaces, while 23 parking spaces will be added to the underground garage at 899 North Capitol Street to accommodate government fleet parking for a garage-total of 264 vehicle parking spaces. The 899 North Capitol Street garage will be used exclusively for office uses, while the 999 North Capitol Street garage will be shared between the office, retail, and hotel uses at 999 and 901 North Capitol Street. Additional parking spaces will be removed from the 999 North Capitol Street garage during Phase II to accommodate shared internal access with 901 North Capitol Street.

As the proposed uses across the three (3) parcels comprising the Union Square development will not expand or enlarge the total gross floor area by twenty-five percent (25%) or more, additional bicycle parking requirements per ZR16 are not triggered. However, the development will increase the number of bicycle parking facilities to exceed recommended bicycle parking spaces as outlined in ZR16. The project will include the addition of 89 long-term bicycle parking spaces at 999 North Capitol Street and a new bicycle storage room with 88 long-term bicycle parking spaces, a bike work stand, a hand sink, and new lockers at 899 North Capitol Street for a site total of 212 proposed long-term spaces between the two (2) garages and the proposed 35-space

bicycle storage room at 901 North Capitol Street. 32 short-term bicycle parking spaces will also be provided across the site. The total proposed bicycle parking across 999, 901, and 899 North Capitol Street will exceed the minimum recommended bicycle parking spaces as outlined in ZR16. All bicycle lockers and showers will be modernized with 55 bicycle lockers being added for a total of 117 across the development.

Pedestrian access will be available along North Capitol Street, K Street NE, and the internal plaza. Vehicle and loading access will remain consistent with existing conditions with access provided to the 999 and 899 North Capitol Street garages via existing curb cuts on K Street NE and North Capitol Street, respectively. The 901 North Capitol Street building will share loading facilities with 999 North Capitol Street with a new elevator connecting 901 North Capitol Street and the 999 North Capitol Street garage.

The project will modernize the existing office buildings, connect the building faces to the street-level, activate public space, and enhance the pedestrian network along the property frontage. As part of the pedestrian improvements, access to the site will be in full compliance with Americans with Disabilities Act (ADA) standards.

The purpose of this Transportation Statement is to:

- Review the existing site conditions, details on the proposed redevelopment plans, and projected future site trip generation;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan for the project; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The Union Square site is surrounded by an existing network of transit, bicycle, and pedestrian facilities with anticipated DDOT-planned improvements to on-street bicycle facilities that will create an excellent environment for safe and effective non-vehicular transportation;
- The proposed project does not result in a significant increase in vehicular travel and will not have a significant impact on the local area's roadways;
- The proposed project introduces sufficient short- and long-term bicycle parking that exceed zoning requirements, while limiting the amount of new vehicle parking;
- The proposed project's loading areas and loading access are consistent with existing conditions, occurring underground at the 999 North Capitol Street garage and on the ground-level, out of public space at 899 North Capitol Street, and therefore will not adversely affect future traffic conditions;
- The proposed project will include TDM measures that will adequately promote non-vehicular modes of travel for visitors; and
- The proposed project will not have a detrimental impact on the surrounding transportation network.

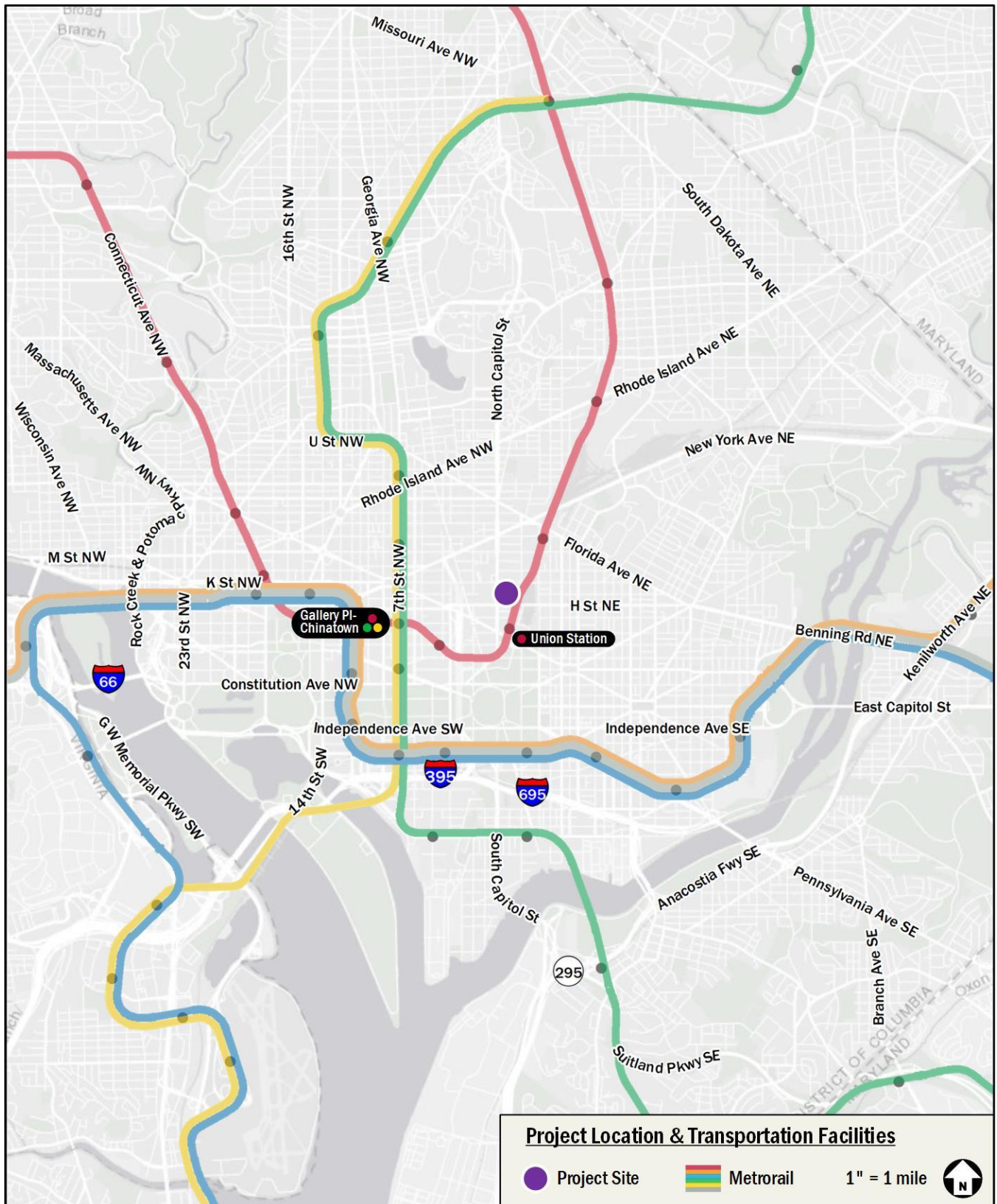


Figure 1: Regional Location

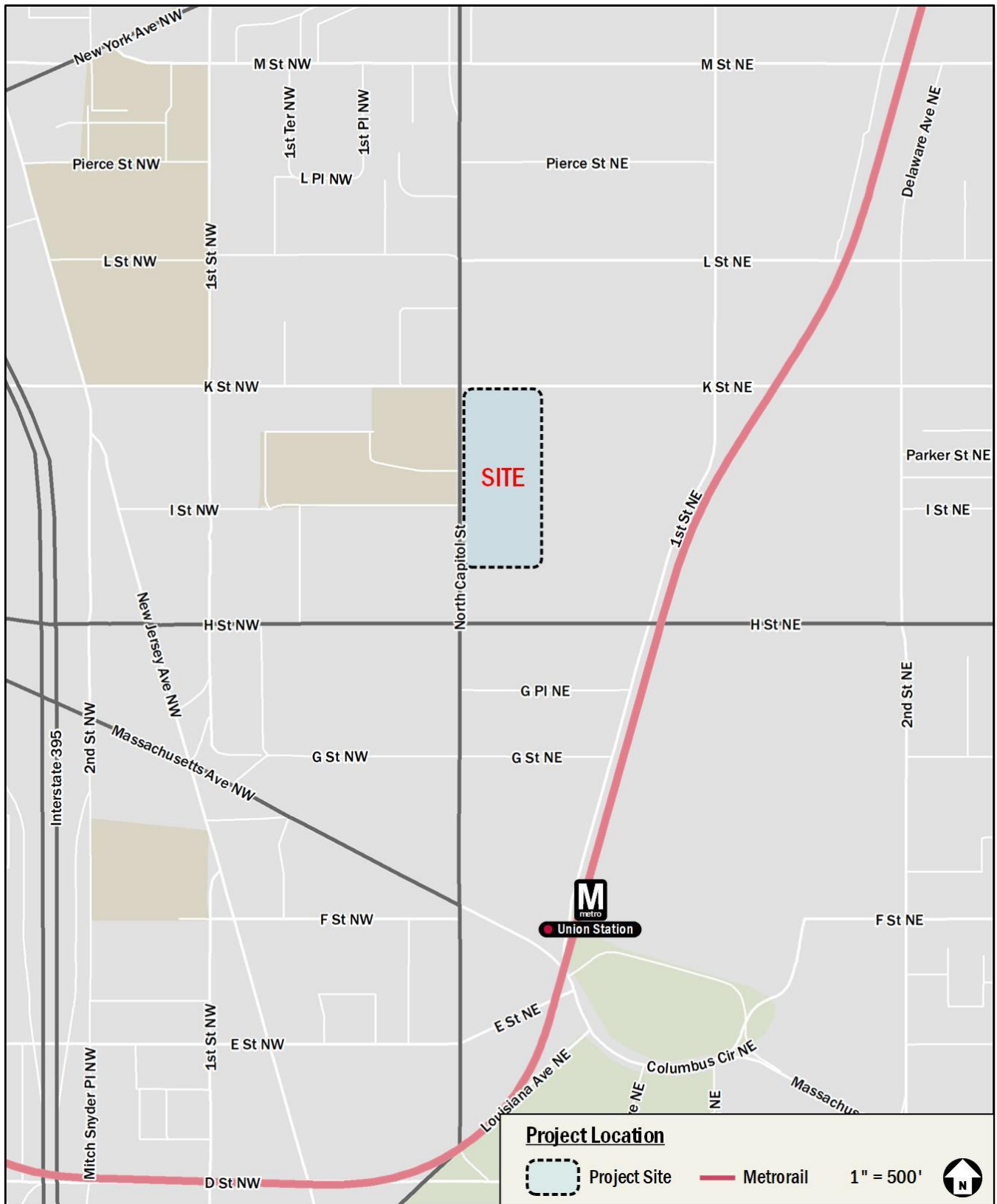


Figure 2: Site Location



Figure 3: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, and pedestrian facilities in the vicinity of the site. The proposed development site is easily accessible by vehicles through a highly connected roadway network. It is served by 10 Metrobus routes, three (3) DC Circulator routes, seven (7) MTA Commuter Bus Routes, the DC Streetcar, and is within an approximately 10-minute walk of Union Station which is served by the Metrorail Red Line as well as the Maryland Area Regional Commuter (MARC) train, Amtrak, and the Virginia Railway Express (VRE). The site is also surrounded by a robust pedestrian and bicycle network that consists of well-connected sidewalks, crosswalks, and protected bicycle lanes.

Vehicular Facilities

The site is located on North Capitol Street, a principal arterial, with access to the site also being available from several other principal arterials such as H Street and Massachusetts Avenue NW to the south and New York Avenue, Florida Avenue, and Rhode Island Avenue to the north. North Capitol Street provides access to U.S. Routes 1 and 50 via Rhode Island Avenue NE and New York Avenue NE, allowing for convenient access to Maryland and regional destinations to the north and east. Nearby accesses to I-395 at Massachusetts Avenue NW and D Street NW provide connections to I-295, I-695, and regional destinations to the south and west. Minor arterials such as New Jersey Avenue NW and K Street provide access to the site alongside a network of connectors and local roads.

Vehicular access to the site will be available via existing curb cuts on K Street NE and North Capitol Street which lead to vehicular parking in the underground 999 and 899 North Capitol Street garages, respectively.

Transit Facilities

The site is served by several major and local bus routes along North Capitol Street, H Street, K Street, Massachusetts Avenue, and New Jersey Avenue NW with multiple bus stops located within a half-mile walking distance of the site. These bus lines connect the site to many areas of the District of Columbia and Maryland, as well as Metrorail stations where transfers can be made to reach further parts of the District, Virginia, and Maryland. As shown in Figure 4, the transit study area for this project is served by nine (9) Metrobus lines carrying 11 designated routes as well as three (3) DC Circulator routes, the DC Streetcar line, and seven (7) Maryland Transit Administration (MTA) Commuter Bus routes. The DC Streetcar stop is located within 0.3 miles (a six-minute walk) of the site at H Street NE and Union Station. Launched in 2016, the Streetcar currently provides service along H Street NE from Union Station to Oklahoma Avenue NE. The closest MTA Commuter Bus stop is located 0.1 miles (a one-minute walk) away from the site at the corner of North Capitol Street NE and H Street NE. The MTA Commuter Bus provides service from suburbs in Maryland to Baltimore, MD and Washington, DC weekdays during morning and evening peak hours. Table 1 shows a summary of the transit route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. Details regarding the current changes in bus service due to COVID-19 are included in the footnotes of Table 1.

Located approximately 0.4 miles (an eight-minute walk) southeast of the site, the closest Metrorail station to the site is the Union Station Metrorail station which is served by the Red Line. Within one (1) mile of the site, the Red Line can also be accessed from the NoMa-Gallaudet University, Judiciary Square, and Gallery Place-Chinatown Metrorail stations. The Red Line provides service from Shady Grove, MD to Glenmont, MD via Downtown DC and Silver Spring, MD. Additionally, Green and Yellow Line service is available from the Gallery Place-Chinatown and the Mount Vernon Sq/7th Street-Convention Center Metrorail stations, both within one (1) mile of the site. The Green and Yellow Lines both provide service from College Park, MD through Downtown DC with the Green Line extending to Suitland, MD, and the Yellow Line passing through Arlington, VA before ending in Alexandria, VA. Connections to the Blue, Orange, and Silver Lines are available at the Metro Center Metrorail station. As of July 2021, Red Line trains run every six (6) minutes during the AM rush (5:00am-9:30am), midday (9:30am-3:00pm), and PM rush hour (3:00pm-7:00pm) periods on weekdays, every 15 minutes during weekday evening periods (after 7:00pm), and every 12 to 15 minutes on weekends. Green and Yellow line trains run every 12 minutes during the AM rush, midday, and PM rush hour

periods on weekdays, every 20 minutes during weekday evening periods, and every 15 to 20 minutes on weekends. Metrorail service currently begins at 5:00am, 7:00am, and 8:00am on weekdays, Saturdays, and Sundays, respectively. Service ends at 12:00am on all days as of July 18, 2021.

The Union Station Metrorail station also includes access to the MARC train and the VRE. The MARC train has three lines that provide service from Union Station through Maryland to Baltimore, MD, Martinsburg, WV, and Perryville, MD, respectively. The VRE has two lines which both provide service from Union Station through Arlington, VA, Alexandria, VA, and Springfield, VA. The Manassas Line ends in Manassas, VA while the Fredericksburg Line goes to Fredericksburg, VA via Quantico, VA.

The proximity to nearby bus stops and rail stations allows much of the DC metropolitan area in addition to further parts of Virginia and Maryland to be accessible from the site. Existing transit facilities surrounding the site are shown in Figure 4. Table 3 provides local transit stop information based on WMATA bus stop amenity guidance shown in Table 4. Figure 5 and Figure 6 show transit travel times by area for a typical weekday morning and evening, respectively.

Table 1: Transit Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway ¹ (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
WMATA Routes						
80	North Capitol Street Line	5:21am-1:57am	5:27am-2:31am	5:40am-1:00am	7-40	~100 feet (1 minute)
96	East Capitol Street-Cardozo	4:56am-1:59am	5:07am-3:08am	5:11am-12:51am	12-46	~100 feet (1 minute)
97 ³	East Capitol Street-Cardozo	6:31am-9:46am 3:15pm-6:16pm	-	-	5-12	0.3 miles (8 minutes)
D4	Ivy City-Franklin Square	4:23am-12:24am	4:56am-12:30am	5:30am-12:39am	14-35	0.1 miles (2 minutes)
D6	Sibley Hospital-Stadium Armory Line	6:03am-2:29am	6:24am-2:02am	6:54am-1:07am	8-45	0.3 miles (8 minutes)
D8	Hospital Center Line	5:12am-12:31am	6:01am-12:32am	6:31am-12:31am	12-30	0.1 miles (2 minutes)
P6	Anacostia-Eckington Line	5:04am-1:50am	5:53am-1:52am	6:50am-12:21am	7-42	0.1 miles (2 minutes)
X1	Benning Road Line	4:02pm-6:36pm	-	-	17-26	0.1 miles (2 minutes)
X2	Benning Road-H Street Line	4:28am-3:45am	4:31am-4:07am	4:34am-3:37am	5-33	0.1 miles (2 minutes)
X8	Maryland Ave Line	6:20am-10:23pm	7:00am-9:40pm	7:00am-9:40pm	13-43	0.3 miles (8 minutes)
X9	Benning Road-H Street Line Limited	6:46am-6:35pm	-	-	12-30	0.1 miles (2 minutes)
DC Circulator (DDOT) Route						
GT-US	Georgetown-Union Station	6:40am-12:45am	7:40am-3:42am	7:37am-12:40am	7-14	0.1 miles (2 minutes)

CH-US	Congress Heights-Union Station	6:00am-9:42pm	7:00am-9:34pm	7:00pm-9:34pm	6-10	0.4 miles (8 minutes)
NM	National Mall	7:00am-9:08pm	9:00am-8:59pm	9:00am-8:59pm	5-10	0.4 miles (9 minutes)
DC Streetcar						
	H Street/Benning Road Line	6:00am-12:00am (Mon-Thu) 6:00am-2:00am (Fri)	8:00am-2:00am	8:00am-10:00pm	12	0.3 miles (6 minutes)
MTA Commuter Bus Routes⁴						
220	Annapolis – Washington DC	6:01am-8:56am 12:41pm, 6:59pm	-	-	30-39	0.1 miles (2 minutes)
230	Severna Park & Annapolis - DC	5:00am-7:00am 5:00pm, 6:00pm	-	-	60	0.1 miles (2 minutes)
240	Kent Island – Washington DC	6:10am-8:33am 4:51pm-6:17pm	-	-	20-79	0.1 miles (2 minutes)
250	Kent Island & Davidsonville - DC	6:24am-8:15am 4:55pm	-	-	55-64	0.1 miles (2 minutes)
260	Severna Park & Davidsonville - DC	6:06am-8:34pm 4:47pm-6:19pm	-	-	30-74	0.1 miles (2 minutes)
735	Charlotte Hall/Waldorf - DC	5:57am-8:49am 5:25pm	-	-	30-60	0.1 miles (2 minutes)
850	PR Frederick/Dunkirk – Suitland/DC	6:03am-8:15am	-	-	61-71	0.1 miles (2 minutes)

¹ Service hours and headways reflect regular pre-COVID transit service using General Transit Feed Specification (GTFS) data feeds for a typical weekday, Saturday, and Sunday in March 2020 prior to the COVID-19 health emergency. Effective August 23, 2020, WMATA routes D4, D8, and X9 are operating on adjusted schedules as part of WMATA's COVID-19 Recovery Plan. Additional service changes were implemented on March 14, 2021, including adding trips and/or extending service hours to WMATA routes D6 and X8. Effective June 6, 2021, late-night service was added to WMATA routes 80, P6, and X2, and weekday trip times were updated for WMATA route 96. WMATA routes 97 and X1 were suspended during COVID and, as of July 2021, have not returned to pre-COVID operations. All DC Circulator buses, including the Congress Heights-Georgetown route, are operating on a provisional modified schedule with 10-minute headways. The DC Streetcar current runs streetcars approximately every 12 minutes throughout the day.

² Only transit stops within the transit review area shown in Figure 4 are included.

³ WMATA route 97 operated during weekday peak hours along the same path as WMATA route 96 under pre-COVID conditions.

⁴ The MTA Commuter Bus operates weekdays during morning and evening rush hours between Maryland suburbs and nearby cities in Baltimore, MD and Washington, DC.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Transit Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Rt. map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recep.
New Jersey Ave NW & E St NW (NB)	8905	D6	●	●	●	●				●	●
H St NW & North Capitol St NW (SB)	9025	80, 96	●	●	●	●	●	●	●	●	●
North Capitol St NE & H St NE (SB)	11561	D8, X1	●	●	●	●					●
Louisiana Ave NW & D St NW (SB)	11563	97, X1	●	●	●	●				●	
Columbus Circle NE & Delaware Ave NE (EB)	1000990	D6, X8, 96	●	●		●				●	
E St NW & New Jersey Ave NW (EB)	1000999	D6	●	●		●				●	
E St NW & 2 nd St NW (EB)	1001000	D6	●	●		●				●	
E St NW & 1 st St NW (WB)	1001009	D6	●		●	●				●	
North Capitol St NW & E St NW (NB)	1001022	80, X1, 230, 250, 735, 850	●			●					
Massachusetts Ave & First St NE (EB)	1001033	96, 97, D6, D8, X8, GT-US	●		●	●				●	●
North Capitol St NW & Massachusetts Ave NW (SB)	1001065	80, X1, GT-US	●	●	●	●	●	●	●		●
North Capitol St & Massachusetts Ave (NB)	1001070	80, D8, X1	●	●		●	●			●	●
Massachusetts Ave & G St NE (WB)	1001079	80	●	●	●	●				●	●
Massachusetts Ave NW & New Jersey Ave NW (EB)	1001090	80	●		●	●	●	●		●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Rt. map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recep.
Massachusetts Ave NW & New Jersey Ave NW (WB)	1001094	80, 220, 240, 260	●	●	●	●	●	●	●	●	●
H St NW & 4 th St NW (EB)	1001111	80, X2	●	●	●	●	●	●	●	●	●
H St NW & 5 th St NW (WB)	1001116	80, X2	●	●	●	●			●	●	●
North Capitol St NE & H Street NE (NB)	1001120	80, D8 X1, GT-US, 220, 230, 240, 250, 260, 735, 850	●	●	●	●	●	●	●	●	●
New Jersey Ave NW & H St NW (NB)	1001128	96	●	●	●	●			●	●	●
H Street NW & North Capitol St NW (EB)	1001135	X2	●	●	●	●	●	●			●
H St NW & First St NW (EB)	1001136	X2	●	●	●	●	●	●	●	●	●
H St NE & 3 rd St NE (EB)	1001138	D8, X1, X2	●			●			●		
H St NW & New Jersey Ave NW (WB)	1001150	X2	●	●	●	●	●	●			●
H St NW & North Capitol St NW (WB)	1001152	X2, X9	●	●	●	●			●	●	●
4 th St NE & H St NE (SB)	1001161	D8	●		●	●	●	●	●		
North Capitol St NE & I (Eye) St NE (NB)	1001173	80	●	●	●	●	●	●	●	●	●
4 th St NE & K St NE (SB)	1001204	D8	●		●	●					
North Capitol St NW & K St NW (SB)	1001206	80, 96	●			●					●
K St NE & First St NE (EB)	1001217	D4	●	●	●	●					●
K St NE & 3 rd St NE (EB)	1001223	D4	●	●	●	●					●
K St NE & 3 rd St NE (WB)	1001230	D4	●	●	●	●					●
K St NE & 4 th St NE (EB)	1001232	D4	●		●	●					●
K St NE & 2 nd St NE (WB)	1001234	D4, 220 240, 260	●			●			●		
K St NE & First St NE (WB)	1001235	D4, 220, 240, 260	●	●	●	●			●	●	●
K St NE & 4 th St NE (WB)	1001237	D4	●	●	●	●					●
New Jersey Ave NW & K St NW (NB)	1001260	96	●	●	●	●	●	●			●
North Capitol St & K St (NB)	1001269	80, P6	●	●	●	●			●		
New Jersey Ave NW & Pierce St NW (NB)	1001301	96	●	●	●	●	●	●	●	●	●
North Capitol St NW & Pierce St NW (SB)	1001306	80, 96, P6	●			●			●		
North Capitol St & M St (NB)	1001328	80, P6	●	●	●	●	●	●	●	●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Rt. map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recep.
New Jersey Ave NW & M St NW (NB)	1001344	96	●	●		●					●
North Capitol St NE & N St NE (NB)	1001365	80, P6	●	●		●				●	●
New Jersey Ave NW & N St NW (NB)	1001368	96	●		●	●	●	●		●	●
Massachusetts Ave NW & G St NW (EB)	1003323	80	●	●	●	●	●	●		●	●
K Street NW & New Jersey Ave NW (WB)	1003639	D4, P6	●		●	●	●	●		●	●
North Capitol St NW & K Street NW (EB)	1003648	D4	●		●	●				●	
K Street NW & First St NW (EB)	1003649	D4, P6	●		●	●				●	●
K St NW & 4 th St NW (EB)	1003650	D4, P6	●			●				●	
K Street NE & North Capitol St NE (WB)	1003657	D4	●		●	●				●	●
K St NW & 4 th St NW (WB)	1003658	D4, P6	●			●				●	
Massachusetts Ave NE & First St NE (WB)	1003742	96	●		●	●				●	
E St NE & Columbus Circle NE (WB)	1003743	D6	●		●	●				●	
Massachusetts Ave NE & Columbus Circle NE (WB)	1003744	96, D6, X8, CH-US	●		●	●				●	●
H St NE & 4 th St NE (WB)	1003774	X1, X2	●		●	●				●	●
E St NE & Columbus Circle NE (EB)	1003851	NM	●							●	
H St & Union Station Garage (EB)	1003868	D8, X1, X2, X9	●			●				●	
H St & Union Station Garage (WB)	1003869	D8, X1, X2, X9	●			●				●	
H St NE & 3 rd St NE (EB)	2506394	DC Streetcar	●	●	●	●	●	●		●	●
H St NE & 3 rd St NE (WB)	2506396	DC Streetcar	●	●	●	●	●	●		●	●
H St & Union Station (EB)	2506397	DC Streetcar	●	●		●	●	●			●

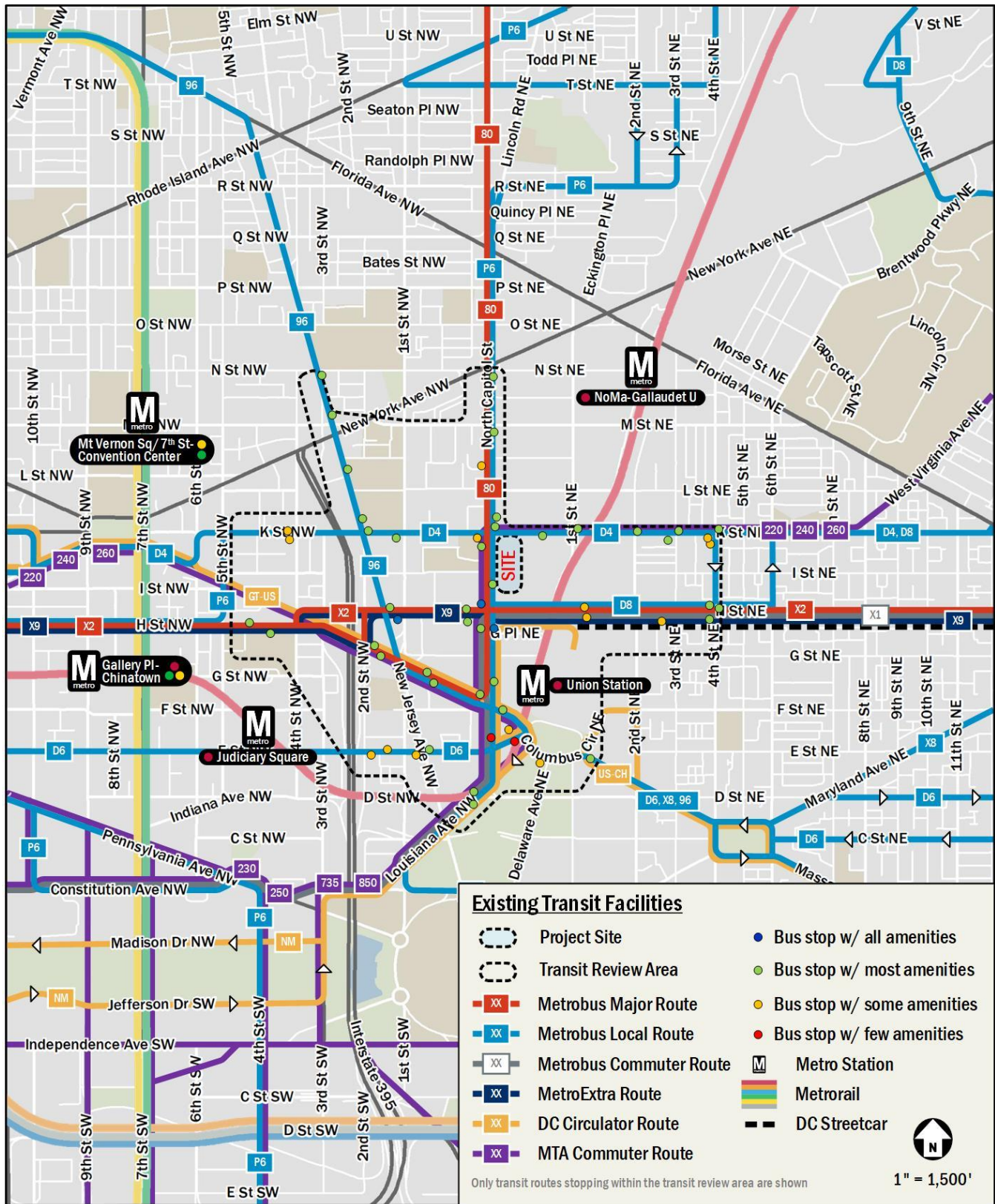


Figure 4: Existing Transit Facilities

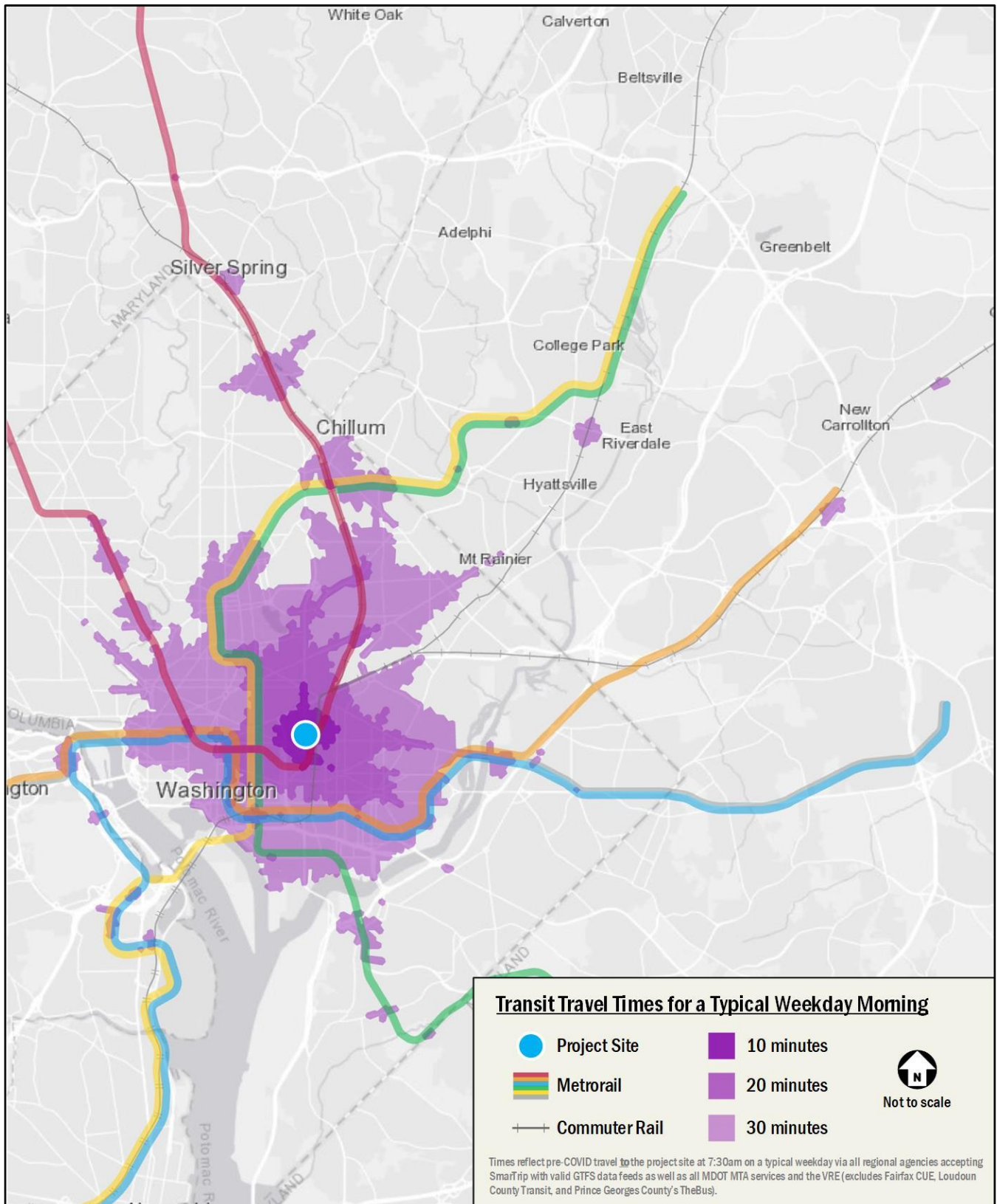


Figure 5: Transit Travel Times for a Typical Weekday Morning

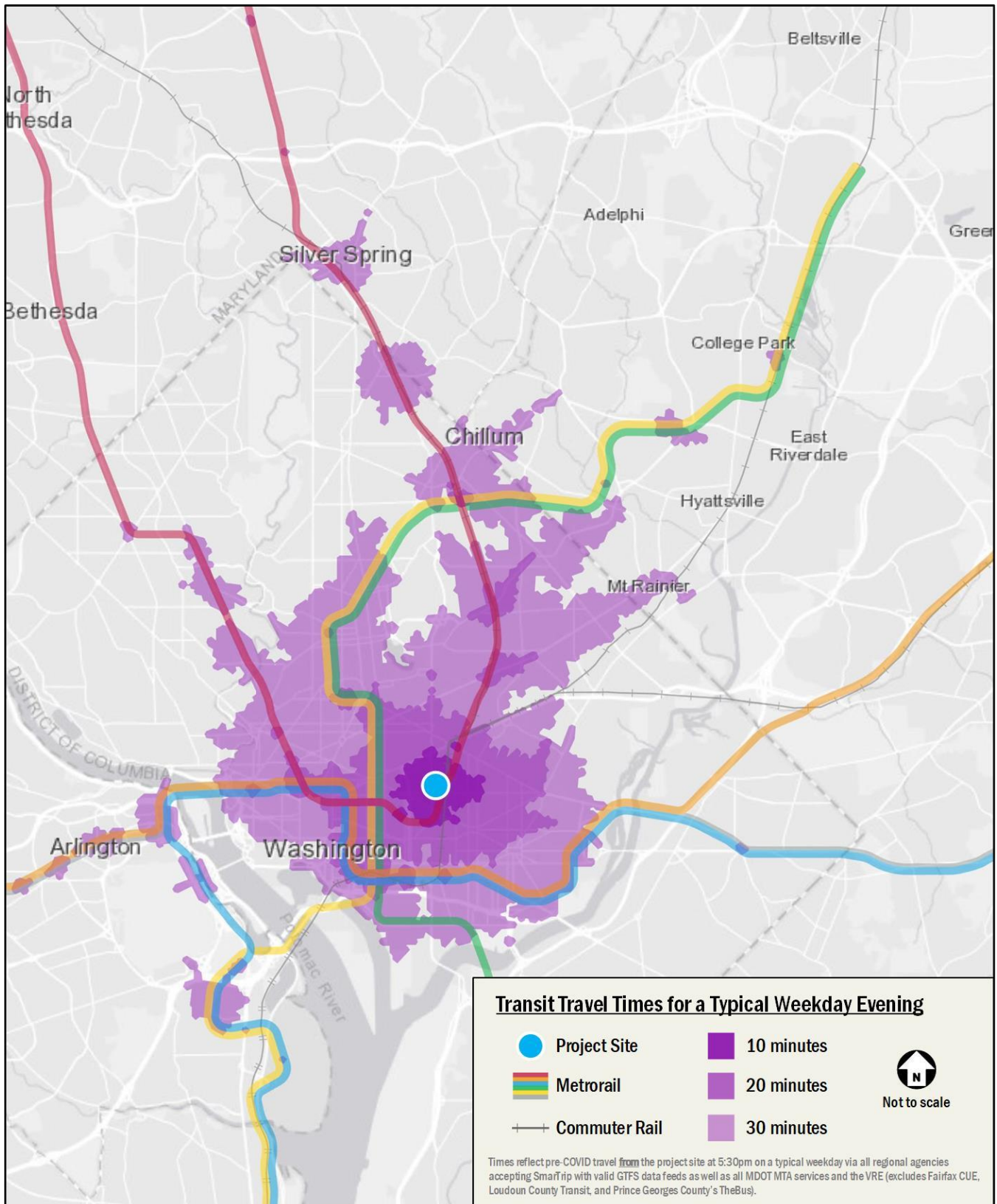


Figure 6: Transit Travel Times for a Typical Weekday Evening

Bicycle Facilities

Existing Bicycle Facilities

The project site is surrounded by an existing bicycle network that includes off-street bicycle trails, protected bicycle lanes, shared lanes, and signed routes. Newly constructed, protected bicycle lanes run east-west along K Street on the site's northern boundary, providing connections to the Metropolitan Branch Trail on 1st Street NE and 2nd Street NE and bicycle lanes on 4th Street NE and 6th Street NE. These network connections allow cyclists to access many parts of Washington, DC, including the Capitol Hill and Capitol Riverfront neighborhoods to the east, the Columbia Heights neighborhood to the north, and the Foggy Bottom neighborhood to the west. Figure 7 illustrates the existing bicycle facilities in the area.

Future Bicycle Facilities

Extensive additions to the bicycle network are planned in the vicinity of the site. Upon completion, the Metropolitan Branch Trail (MBT) will be an eight-mile-long trail that will run from Union Station to Silver Spring, MD. Currently, cyclists can ride north from the site to Fort Totten via existing portions of the trail which can be accessed from 1st Street NE and M Street NE, 0.5 miles from the site. DDOT has plans to improve existing facilities, including traffic calming feature and improved lighting, and to fill in missing segments, primarily between Fort Totten and Takoma, to improve bicycle connectivity.

The 2021 update to moveDC, the District of Columbia's long-range multimodal transportation plan includes a collection of future planned improvements to the Bicycle Priority Network near Union Square. These are locations where bicycle facilities may be added in the future, but dedicated funding has not been secured as of July 2021. Along Massachusetts Avenue NW and Florida Avenue, protected bicycle lanes will be added based on the roadways' functional classifications as principal arterials. Parts of New Jersey Avenue NW will also have protected bike lanes added to connect to existing on-street facilities. Segments of New Jersey Avenue NW south of Massachusetts Avenue NW where the roadway turns from a minor arterial to a collector street may or may not be protected depending on location-specific conditions. Planned facilities along 1st Street NW, 4th Street NW, and M Street from 1st Street NE to 1st Street NW may be protected or standard bicycle lanes or other facility types (e.g., advisory, buffered, contra-flow, neighborhood bikeway) given roadway conditions and their functional classification as collectors. Along I (Eye) Street NE, a local street, between 2nd Street NE and 4th Street NE, the facility will be a neighborhood bikeway, an advisory bicycle lane, or a contra-flow bicycle lane, and likely paired with traffic calming.

Figure 8 shows the future bicycle facilities planned in the vicinity of the site.

Capital Bikeshare

The Capital Bikeshare program provides additional cycle options for guests and employees of the proposed development. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet.

Three (3) Capital Bikeshare stations are available within a five-minute walk of the site: a 17-dock station at the southeast corner of the intersection of 1st Street NE and K Street NE, a 19-dock station at the northeast corner of the intersection of North Capitol Street and G Place NE, and a 12-dock station at the northeast corner of the intersection of 1st Street NW and H Street NW.

Carsharing and Micromobility

Two (2) companies provide carsharing service in the District – Free2Move and Zipcar. Both services are private companies that provide registered users access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area." Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there is a Zipcar location 0.2 miles (four-minute walk) away from the site at H Street NE and 1st Street NE.

As of July 2021, micromobility service in the District is provided by eight (8) private dockless companies operating electric-assist bicycles (e-bikes) and electric scooters (e-scooters). These include two (2) companies operating e-bikes (HelBiz and Jump) and six (6) companies operating e-scooters (Bird, Lime, Lyft, Razor, Skip, and Spin). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; rather, they are parked in public space, most commonly in the “furniture zone” or the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. In addition to DDOT’s program, dockless pilots and demonstration programs are underway in Arlington County, Fairfax County, the City of Fairfax, the City of Alexandria, and Montgomery County. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

Additionally, DDOT is continuing a demonstration pilot for motor-driven cycles (mopeds) through December 31, 2021. Two (2) companies are permitted to participate in the shared moped demonstration pilot – Revel and Lime. Operated similarly to both dockless vehicle and carshare programs, registered users access company-specific mobile phone applications to rent privately-operated, shared mopeds. Users are required to wear helmets and must be driven and parked on the road, just like cars.

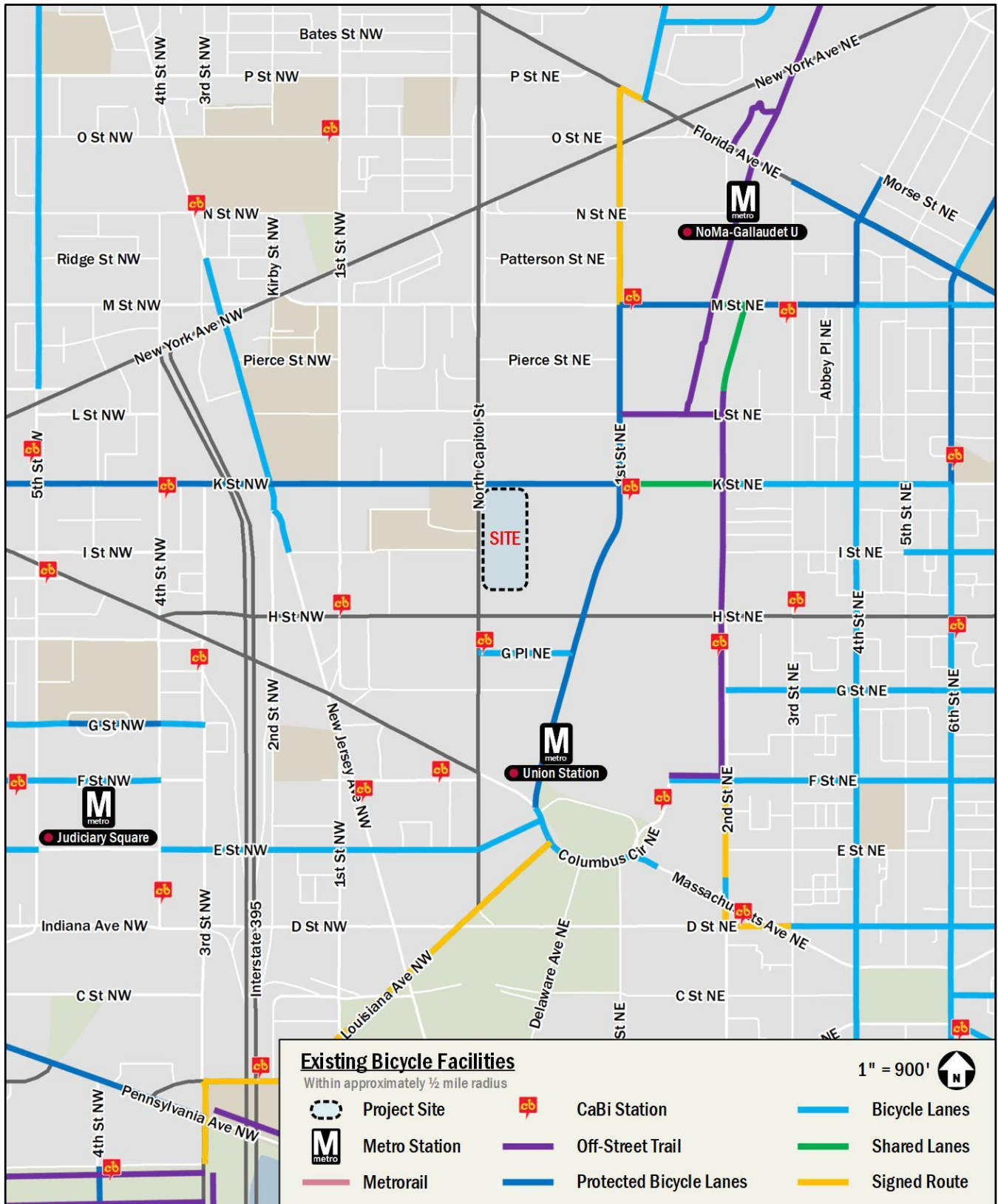


Figure 7: Existing Bicycle Facilities

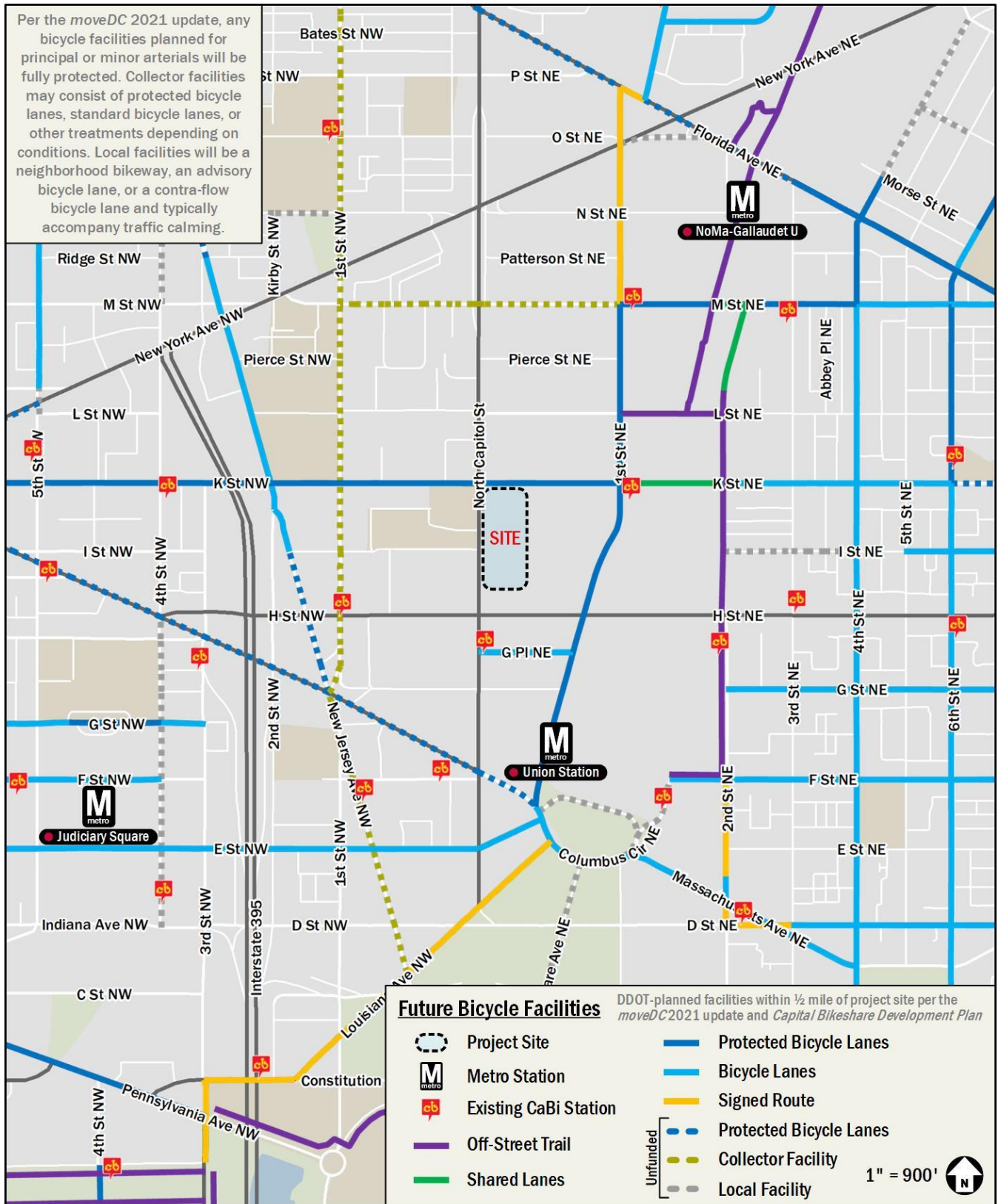


Figure 8: Future Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities within the study area provide sufficient connectivity to major local destinations. A summary of the pedestrian facilities within approximately a quarter-mile radius is shown in Figure 9 with a summary of sidewalk width requirements shown in Table 4.

Table 4: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as sidewalks that do not meet DDOT’s minimum width requirements, including those along K Street, 1st Street NW, and the western side of North Capitol Street. Along the proposed development’s frontage on the east side of North Capitol Street, sidewalks meet the required minimum sidewalk width shown in Table 4 and often exceed the required minimum unobstructed width of 10 feet. Sidewalks appear to be even and in good condition. Two (2) streetlights are positioned along the frontage, providing sufficient light coverage. All crosswalks at the intersections of North Capitol Street with H Street and K Street as well as the crossing at the 901 North Capitol Street plaza are high-visibility crosswalks. Nearly all pedestrian ramps at these intersections have detectable warnings, and no crosswalks share a ramp. Additionally, DDOT crash data from the period between July 1, 2018, and June 30, 2021, show that relatively few crashes have occurred along the site’s North Capitol Street frontage. During the three-year crash data period, one (1) pedestrian-involved crash occurred resulting in minor injuries. No fatalities or major injuries to drivers, bicyclists, or pedestrians occurred during the three-year period.

Within the study area shown, most roadways are considered part of a commercial area as defined under ZR16. The sidewalks that do not meet DDOT standards typically do not maintain the minimum sidewalk width of 16 feet or provide sufficient buffer but do provide a minimum unobstructed width of 10 feet as shown in Table 4. Nevertheless, sidewalks in the study area are generally in good condition and provide sufficient connectivity. In addition, city plans, including the North Capitol Street Streetscape Guidelines, encourage the future development of pedestrian-friendly sidewalks, buffers, and frontages along North Capitol Street to create an improved pedestrian environment in the future.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Curb ramps shared between two (2) crosswalks are not desired. As shown in Figure 9, under existing conditions, there are some crosswalks and curb ramps near the site that do not meet DDOT and/or ADA standards; however, most sidewalks, curb ramps, and crosswalks near the site and along the path to Union Station do meet standards. Existing pedestrian facilities and continued development in accordance with area plans create a quality walking environment for visitors and employees of the proposed development.

Future Projects

There are several District initiatives located in the vicinity of the site. These planned and proposed projects are summarized below.

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, DDOT has drafted mobility priority networks to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. In direct relation to the proposed project, the draft Transit and Bicycle Priority Networks as of July 2021 include:

- Transit priority corridors along North Capitol Street from Massachusetts Avenue NW to Riggs Road NE, Massachusetts Avenue from 7th Street NW to 4th Street NE, and H Street from Massachusetts Avenue NW to Benning Road NE. These improvements would cover a segment of all 21 bus lines (11 Metrobus, three (3) DC Circulator, seven (7) MTA Commuter) and the DC Streetcar.
- Future planned on-street bicycle facilities without committed funding along M Street, 1st Street NW, New Jersey Avenue NW, and Massachusetts Avenue NW.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021.

The Comprehensive Plan's Central Washington Element, which includes Union Square, contains the following policy themes which are supported by the proposed development:

- *“Policy CW-1.1.1: Promoting Mixed-Use Development.* Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and entertainment uses, housing, and open space should be encouraged through strategic incentives and preservation so that the area remains attractive, exciting, and economically productive.”
 - **The proposed development is a mixed-use project that meshes office space, retail, and a hotel into the surrounding area to foster economic growth and attract visitors to the North Capitol Street corridor.**
- *“Policy CW-1.1.14: Reduce Single-Occupancy Trips in Central Washington.* Reduce single-occupancy trips in Central Washington by promoting alternative modes of transportation like transit, biking, walking, and carpooling to achieve the District's goal of having 75 percent of all commuter trips be achieved by non-single-occupancy vehicle modes. For this District-wide goal to be achieved, Central Washington, where most commuter trips begin and end, needs to reach a commuter trips share mode of non-single occupancy of 75 percent or higher. Regional policies like those on congestion pricing should also be explored. Public transit, and other non-single-occupancy vehicle modes, should be emphasized as the preferred means of access to and around Central Washington by:
 - Giving priority to public transit vehicles on the area's streets;
 - Promoting the use of public transit for commuting;
 - Encouraging direct connections from Metrorail stations to adjacent development;
 - Improving the availability of information and signage about public transit service;
 - Developing new forms of transit, such as circulators and trolleys;
 - Improving public transit service, particularly during off-peak hours; and
 - Encouraging and supporting biking, bike sharing, and walking—as the primary means of travel between areas in Central Washington—with appropriate infrastructure.”
- **The proposed development increases on-site bicycle parking and is positioned close to extensive transit and bicycle facilities that make it convenient for commuting to and from the site by non-auto modes of transportation. The proposed development's TDM plan aims to reduce reliance on vehicular means of commuting and increase the use of other modes.**

H Street Bridge NE Replacement

DDOT is currently in the planning stages of reconstructing the bridge extending from North Capitol Street to 3rd Street NE, known as the “Hopscotch Bridge,” with construction expected to be completed by 2028. During construction, streetcar and bus service will temporarily be unavailable from the bridge, and vehicle movements may be restricted. Rail functions will not be disrupted, and all transit service and vehicle lanes will return once reconstruction is completed. The new bridge will allow for Amtrak expansion in the Union Station railyard, help meet current and future multimodal network, and better connect nearby neighborhoods. Additionally, the bridge's replacement will allow the DC Streetcar to be moved closer to its Union Station access with two sets of embedded tracks for improved operations. Improved multimodal service as a result of the H Street Bridge NE Replacement project will improve mobility for visitors and employees of the proposed development.

NoMa Vision Plan and Development Strategy

The NoMa small area plan supplements the Comprehensive Plan by adding additional guidance to manage growth and revitalization. The plan prioritizes mixed-use developments, encouraging a 50/50 mixture of commercial office and residential uses with ground-floor retail in the area north of Massachusetts Ave, west of 4th Street NE, south of New York Avenue NW, and

east of 7th Street NW. This region includes the proposed development site. The proposed development is a mixed-use project which can support the plan's goals of strategic regional growth.

The plan recommends creating a multi-modal, pedestrian-friendly environment with landscaped, open space amenities on North Capitol Street. The proposed development includes ample sidewalk space for pedestrians and landscaping. The buildings' designs also contain modern architectural features which can capture the attention of employees, guests, and pedestrians, another plank of the plan's development strategy to create a vibrant area.

NoMa / Mount Vernon Triangle Bicycle Network Study

The NoMa Bicycle Network Study was conducted to identify barriers to bicycle use and create a refined and feasible bicycle plan by updating DDOT's 2014 moveDC recommendations. The study area is situated north of K Street NE, west of 6th Street NE, South of N Street NW, and east of 6th Street NW. This region is about 0.1 miles from the proposed development.

The study sets extending the proposed protected bicycle lanes along K Street between 6th Street NW and 1st Street NE as a top priority with special consideration for bicyclist safety at intersections with high volume thoroughfares such as North Capitol Street. These protected bicycle lanes were constructed in 2021, increasing bicycle access to and from the Union Square site. The proposed development also includes more bicycle parking and will modernize existing bicycle showers and lockers to encourage bicycle use, taking advantage of the new facilities on K Street.

North Capitol Street Needs Assessment

The North Capitol Street Needs Assessment includes recommendations to improve North Capitol Street's traffic flow and appearance while creating safer conditions for pedestrians, bicyclists, and drivers. The study area includes the area on North Capitol Street between Massachusetts Avenue and R Street. The proposed development falls within this study area.

The report concurs with the NoMa Bicycle Network's recommendation of extending bicycle facilities along K Street and sets installing permeable pavement around tree pits to provide additional walkable space on K Street as a top priority. Widening the sidewalk along the west side of North Capitol Street north of K Street and south of M Street is another top priority. The assessment cites the 901 North Capitol Street plaza as underused and includes a recommendation to work with the property owners to add tables, chairs, and umbrellas to encourage use of the space. During Phase I of the project, the plaza will remain as an attractively landscaped plaza to promote pedestrian use and gathering. As it is developed into a hotel in Phase II, appealing ground-level design will be maintained to create a vibrant and engaging environment for pedestrians.

The report calls for ADA compliance of sidewalks and improved signage along the corridor. These upgrades will create an area that comfortably accommodates pedestrian and bicycle use through better facilities and decreased conflict with drivers. The proposed development will bring any non-compliant sidewalks on the site up to ADA code in accordance with this plan.

Washington Union Station Expansion Project

The Washington Union Station Expansion Project was proposed by the Union Station Redevelopment Corporation (USRC) in cooperation with Amtrak with goals of expanding and modernizing Union Station. USRC and Amtrak aim to enhance multimodal transportation access, integrate Union Station into the surrounding area, and improve passenger experience. Proposed components include street entrances on 1st and 2nd Streets NE, a new bus facility and parking garage, and 30-foot-wide platforms. Improvements to Union Station may increase comfort and convenience for visitors of the proposed development site traveling via transit.

H Street NW Bus Priority Project

The H Street NW Bus Priority project is an ongoing study focused on improving the quality of bus transit on H Street NW (a Vision Zero priority corridor) between 14th Street NW and North Capitol Street. H Street is located 0.1 miles south of the proposed development site.

Through an extensive community engagement process, this study will provide recommendations for improving transit speeds, increasing safety, and broadening access. Currently in the process of assessing existing conditions and needs, the project plans for the construction of physical improvements to begin by 2022. When completed, this project will increase the convenience of commuting via bus to and from the site.

North Capitol Street Streetscape Guidelines

The North Capitol Street Streetscape Guidelines focus on maintaining North Capitol Street's prominence and views while encouraging new development. New projects are encouraged to include sidewalk-level retail or landscaped frontages. Green infrastructure and street trees promote a park-like character and vibrant commercial areas. The proposed development includes ground-floor commercial uses and street trees, creating an interesting pedestrian experience with green features.

Trip Generation

Weekday and Saturday peak hour trip generation were calculated based on the methodology outlined in ITE *Trip Generation*, 10th Edition. This methodology was supplemented to account for the urban nature of the site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes. For the existing site, trip generation was calculated based on ITE Land Uses 710 (General Office Building) for the 630,068 sf of office space and 930 (Fast Casual restaurant) for the 800-sf café. Trip generation for the proposed development was calculated using ITE Land Uses 710 (General office Building) for the 627,542 sf of office space, 310 (Hotel) for the 102 hotel rooms, and 820 (Shopping Center) for the 12,718 sf of retail space.

Table 5 shows mode split assumptions based on Census (Traffic Analysis Zone and Tract) data for people who live and work near the site, as well as survey data from the National Capital Region Transportation Planning Board's (TPB) State of the Commute survey and the WMATA Ridership Survey. Detailed mode split information is provided in the Technical Attachments. The retail and hotel mode splits were also based on their neighborhood-serving nature and similar studies.

Table 6 shows a multimodal trip generation summary for the existing and proposed development. Detailed trip generation information is provided in the Technical Attachments. As seen in Table 6 the project will generate fewer than 25 net new peak hour vehicle trips in the peak direction in any study period. Based on this, a vehicular capacity analysis is not required.

Table 5: Mode Split

Land Use	Mode				
	Drive	TNC	Transit	Bike	Walk
Office	35%	-	55%	5%	5%
Retail	5%	-	5%	5%	85%
Hotel	5%	25%	15%	5%	50%

Table 6: Multimodal Trip Generation Summary

Mode		AM Peak Hour			PM Peak Hour			Weekday Total	Saturday Peak Hour		
		In	Out	Total	In	Out	Total		In	Out	Total
Auto (veh/hr)	Existing	194	32	226	39	200	239	2,273	63	54	117
	Proposed	210	45	255	57	217	274	2,782	89	81	170
	Difference	16	13	29	18	17	35	509	26	27	53
Transit (ppl/hr)	Existing	360	59	419	71	369	440	4,215	117	101	218
	Proposed	369	65	434	83	382	465	4,538	135	115	250
	Difference	9	6	15	12	13	25	323	18	14	32
Bike (ppl/hr)	Existing	32	6	38	7	34	41	404	11	11	22
	Proposed	36	8	44	14	42	56	591	20	19	39
	Difference	4	2	6	7	8	15	187	9	8	17
Walk (ppl/hr)	Existing	36	6	42	16	41	57	771	36	51	63
	Proposed	71	34	105	124	150	274	3,428	153	147	285
	Difference	35	28	63	108	109	217	2,657	117	96	222

Design Review

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles. In Phase I, the proposed redevelopment minorly increases the gross floor area of the two (2) existing office buildings at 999 and 899 North Capitol Street by 507 sf and 1,167 sf, respectively. This expansion and renovation will result in approximately 312,025 sf of office space and 5,023 sf of retail at 999 North Capitol Street and 315,517 sf of office space at 899 North Capitol Street for a Phase I total of 627,519 sf of office space and 5,023 sf of retail space. In Phase II, the Applicant will construct a 102-unit or approximately 88,380 sf hotel with an additional approximately 7,718 sf of retail/service space on the existing plaza at 901 North Capitol Street. The project will minimally increase the site's total vehicle parking during Phase I from 591 spaces to 610 spaces to accommodate government fleet vehicles, while at least 10 spaces will be removed during Phase II to accommodate shared internal access between the 999 and 901 North Capitol Street. Vehicle and loading access will remain consistent with existing conditions, with access provided to the 999 and 899 North Capitol garages available via existing curb cuts. Except for the proposed installation of a service elevator from the garage to the 999 North Capitol Street retail spaces and the shared access between 999 and 901 North Capitol Street, no changes in the structural design of the garages or loading areas are proposed.

As the proposed uses across the three (3) parcels comprising the Union Square development will not expand or enlarge the total gross floor area by twenty-five percent (25%) or more, additional bicycle parking requirements per ZR16 are not triggered. However, the development will increase the number of bicycle parking facilities to exceed recommended bicycle parking spaces as outlined in ZR16 for a site total of 212 long-term spaces and 32 short-term spaces. All bicycle lockers and showers will be modernized with 55 bicycle lockers being added for a total of 117 across the development. Additionally, the project is being designed in anticipation of public space along K Street NE, at the northeast corner of the site, being allocated for DDOT to fund and install one (1) new Capital Bikeshare station, the location of which DDOT Bicycle Program staff have indicated preliminary approval.

Site Access

The project will modernize the existing office buildings, connect the building faces to the street-level, activate public space, and enhance the pedestrian network along the property frontage. As part of the pedestrian improvements, access to the site will be in full compliance with modern Americans with Disabilities Act (ADA) standards.

Pedestrian access to 999 and 899 North Capitol Street will remain unchanged following redevelopment. 999 North Capitol Street can be accessed from the internal plaza, North Capitol Street, and K Street NE. Pedestrian access to 899 North Capitol Street is available from the internal plaza and North Capitol Street. After Phase II, access to the 901 North Capitol Street building will be added via an entrance facing North Capitol Street.

To access secure storage rooms for long-term bicycle parking within the 999 and 899 North Capitol Street garages, bicyclists will use existing curb cuts from K Street NE for the 999 Capitol Street Garage and North Capitol Street for the 899 North Capitol Street garage to reach the below-ground facilities. Figure 10 and Figure 11 include circulation plans for all modes for Phase I and Phase II of development, respectively. These diagrams also include pedestrian access points and bicycle storage locations.

Parking Facilities

The 999 and 899 North Capitol Street garages will remain accessible via existing curb cuts on K Street NE and North Capitol Street, respectively, consistent with existing conditions. During Phase I, vehicle parking will be accommodated using the 610 total parking spaces, increased from 591 parking spaces to accommodate government fleet parking. The parking garage at 999 North Capitol Street will decrease from 350 spaces to 346 spaces, while the garage at 899 North Capitol Street will increase from 241 spaces to 264 spaces. The 899 North Capitol Street garage will be exclusively for office uses, while the 999 North Capitol Street garage will be shared between the office, retail, and hotel uses at 999 and 901 North Capitol Street. At least 10

parking spaces will be removed along the south side of the first level of the 999 North Capitol Street garage during Phase II to accommodate shared internal access with 901 North Capitol Street. Current parking rates for both garages are as follows:

- Monthly (unreserved) - \$190 per space
- Monthly (reserved) - \$380 per space
- Daily - \$16 per space
- Overnight - \$21 per space

Electric Vehicle (EV) Parking

As the two (2) existing garages will remain largely unchanged with an immaterial increase in parking spaces across the site, the existing office buildings of which they are a part of will increase their total gross floor area by less than 2,000 sf, and the new hotel building has no parking requirement associated with it, no electric vehicle (EV) charging stations are proposed to be included in the project.

Electric Vehicle Readiness Amendment Act of 2020

Per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issues after January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces.

Per the 2015 International Existing Building Code and 2017 DC Building Code, a substantial improvement is defined as “any alteration, addition, or improvement of a building, the cost of which equals or exceeds 50% of the market value of the structure before the improvement is started.” Based on this definition neither the redevelopment of 899 North Capitol Street, nor 999 North Capitol Street qualifies as a substantial improvement, and the new hotel building has no parking associated with it. As such, the Electric Vehicle Readiness Amendment Act of 2020 does not apply to this project.

Loading Facilities

With the exception of modifications in the 999 North Capitol Street garage to accommodate a proposed service elevator during Phase I and a shared elevator connecting the garage to 901 North Capitol Street during Phase II, no changes to the structural design of the garages or loading areas are proposed. As the proposed uses across the Union Square development will not expand or enlarge the total gross floor area by twenty-five percent (25%) or more, additional loading requirements per ZR16 are not triggered. A vertical clearance of at least 14' is provided for both loading areas under existing conditions. All loading vehicle backing maneuvers will take place outside of public space.

The 999 North Capitol Street garage is accessible from K Street NE, and its first level contains three (3) loading berths and two (2) service/delivery spaces meeting or exceeding the minimum 12' x 30' and 10' x 20' sizes, respectively. The 12' x 30' loading berth will be used for moving trucks and other larger delivery vehicles. The 10' x 20' surface loading area will be used for smaller delivery and service vehicles. As ZR16 requirements allow shared loading among shared uses in a building or structure so long as internal access for all uses is provided, the loading area in the 999 North Capitol Street garage will be shared between office, hotel, and retail uses at 999 and 901 North Capitol Street via a shared elevator to be constructed during Phase II along the south side of the garage's first level. Patrons and visitors will be able to access the internal connection via a shared lobby connecting the garage to 901 North Capitol Street. The exact number of parking spaces to be removed to accommodate this internal access will be determined in the final Phase II designs.

The loading area at 899 North Capitol Street, located outside on the first-floor level on top of the parking garage, currently contains two (2) loading berths and one (1) service/delivery space meeting or exceeding the minimum 12' x 30' and 10' x 20' sizes, respectively. This loading area is accessible from North Capitol Street and will be used solely for 899 office uses.

The proposed loading facilities satisfy the practical needs of the proposed development. An external and internal loading routing plan is shown in Figure 12 with additional details of the 999 and 901 North Capitol Street internal access shown in Figure 13. Turning maneuvers and routes into and out of the loading areas in 999 and 899 North Capitol Street are presented in Figure 14 through Figure 17, as well in the Technical Attachments.

Bicycle Facilities

As the proposed uses across the three (3) parcels comprising the Union Square development will not expand or enlarge the total gross floor area by twenty-five percent (25%) or more, additional bicycle parking requirements per ZR16 are not triggered. However, the development will include increased bicycle parking facilities to exceed recommended bicycle parking spaces as outlined in ZR16. The proposed development will add at least 140 long-term spaces for a total of 212 long-term bicycle parking spaces. All bicycle lockers and showers will be modernized, and 55 bicycle lockers will be added for a total of 117. No additional showers are being added, but the 10 existing showers will be shared among the three buildings. 12 additional short-term spaces are proposed for a site total of 32 short-term bicycle parking spaces. In Phase I of development, short-term bicycle parking will be located in the 901 North Capitol Street Plaza. In Phase II, short-term spaces will be available at street level to the north, south, and west of the new 901 North Capitol Street building. Table 7 details ZR16 parking requirements and the proposed facilities. The Applicant also worked with DDOT Bike Program staff to identify a location for DDOT's installation of a new Capital Bikeshare station in the public space along K Street NE abutting the Project and will continue to coordinate with DDOT staff regarding the final siting for the station.

A circulation plan including expected bicycle routes, proposed short-term bicycle parking, and long-term bicycle parking for both phases of development can be found in Figure 10 and Figure 11, respectively.

Table 7: Bicycle Parking Requirements

Land Use	Size	Long-Term Parking Spaces		Short-Term Parking Spaces		Showers		Lockers	
		ZR16 ¹	Provided	ZR16	Provided	ZR16	Provided	ZR16	Provided
Existing Uses									
999 N Capitol Street		0	72	0	10	0	6	0	42
Office	315,718 sf	0		0		0		0	
Retail	800 sf	-		-		-		-	
899 N Capitol Street		0	-	0	10	0	4	0	20
Office	314,350 sf	0		0		0		0	
Total		0	72	0	20	0	10	0	62
Proposed Uses									
999 N Capitol Street		0	89	0	24	0	6	0	57
Office	312,002 sf	0		0		0		0	
Retail	5,023 sf	0		0		-		-	
901 N Capitol Street		0	35	0	0	0		0	-
Hotel	88,380 sf	0		0		0		0	
Retail	7,695 sf	0		0		-		-	
899 N Capitol Street		0	88	0	8	0	4	0	60
Office	315,517 sf	0		0		0		0	
Total		0	212	20	32	0	10	0	117

¹ The existing buildings were constructed prior to the adoption of bicycle parking requirements. Pursuant to Section C-802.5, no bicycle parking is required for existing projects if the proposed development will increase the existing GFA on the property by less than 25%.

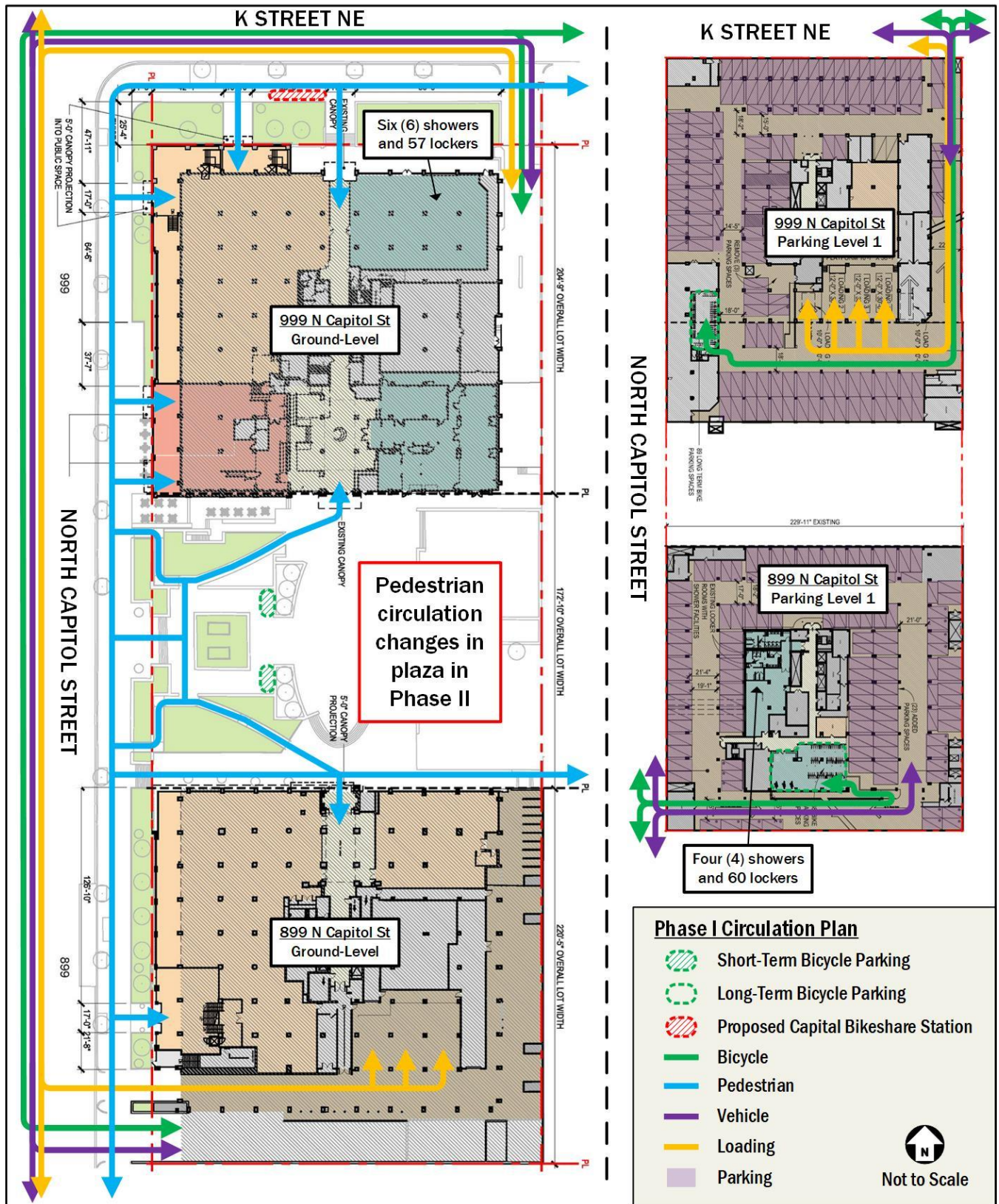


Figure 10: Phase I Circulation Plan

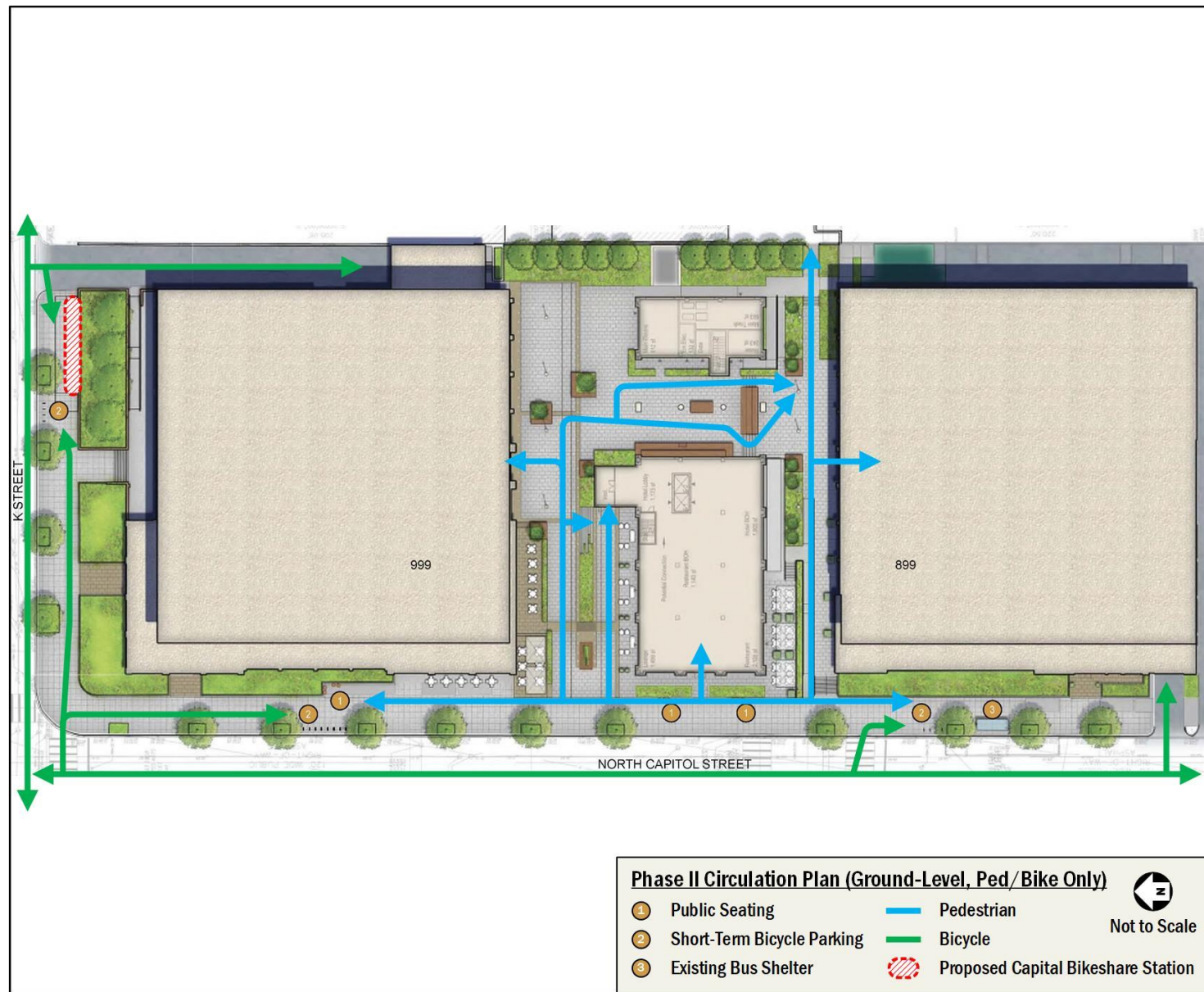


Figure 11: Phase II Circulation Plan

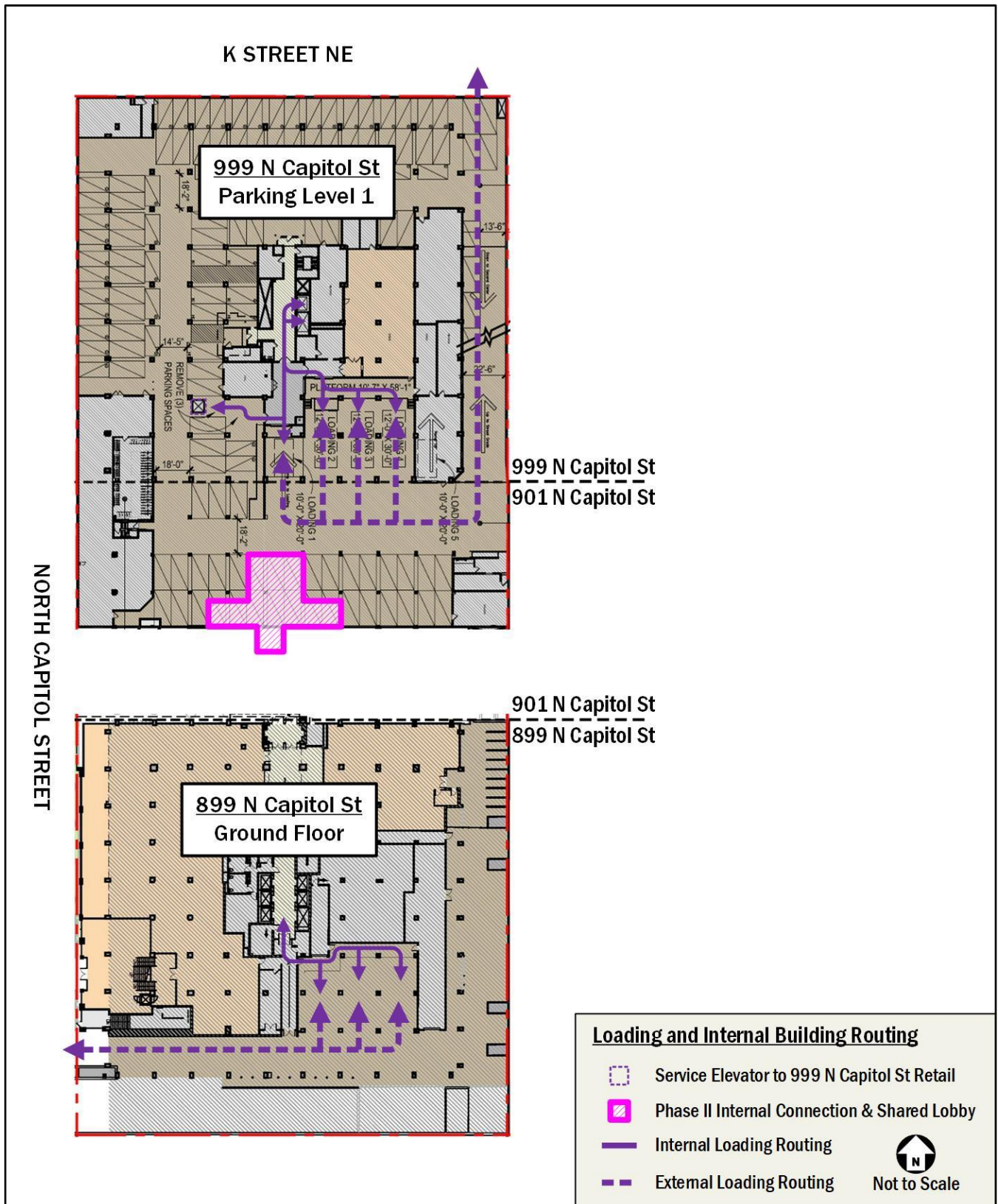


Figure 12: Loading Plan

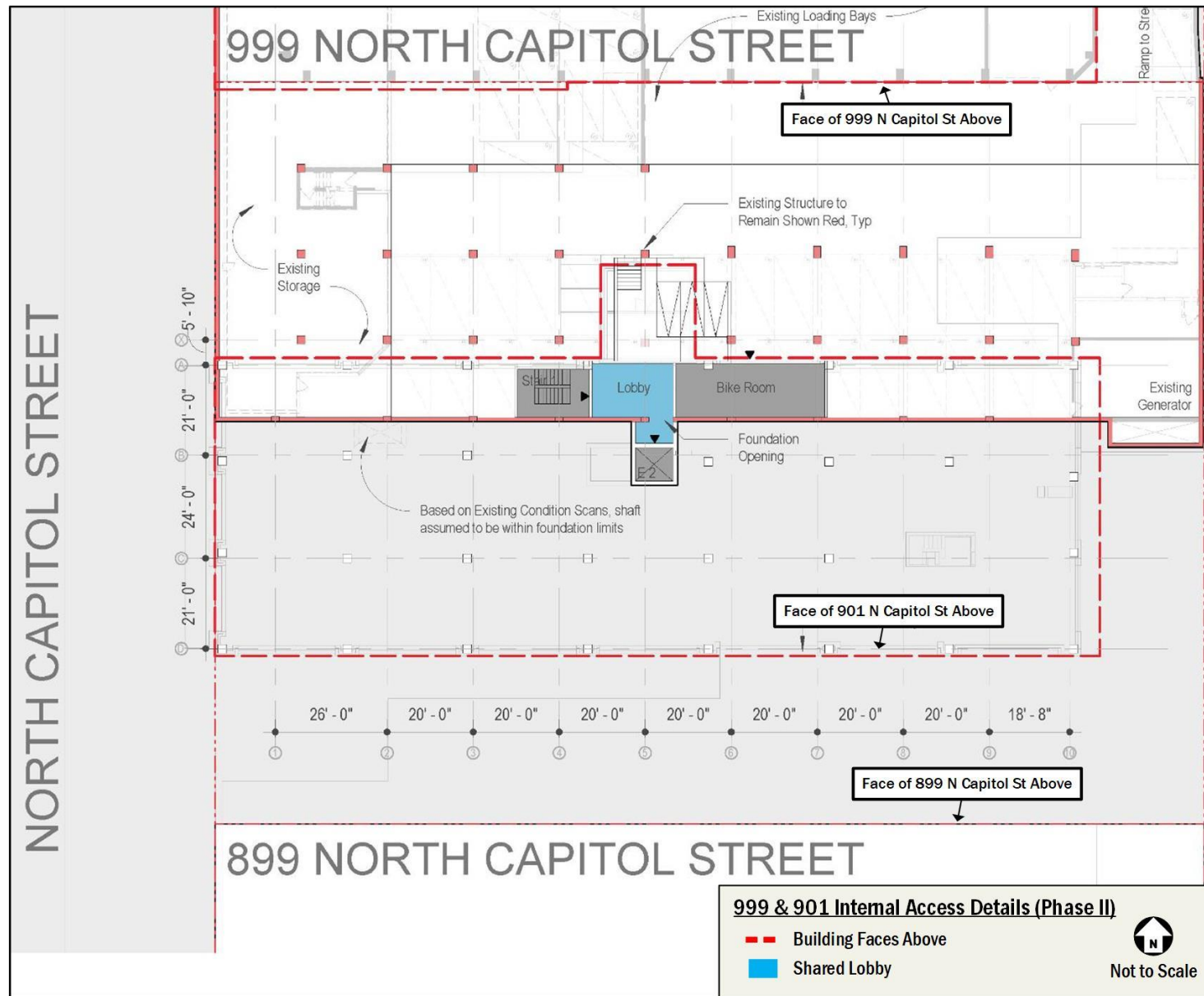


Figure 13: 999 and 901 North Capitol Street Internal Access Details

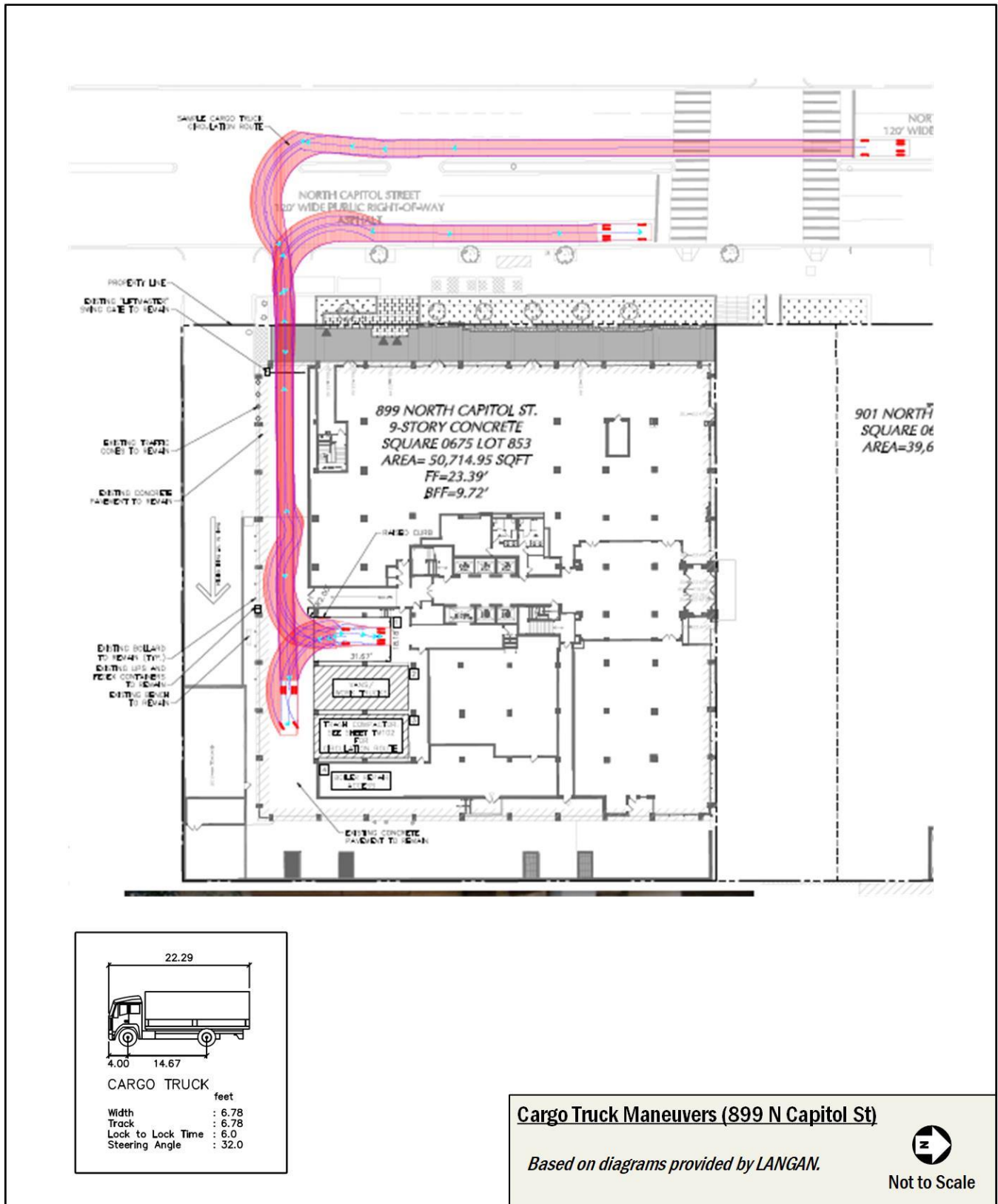


Figure 14: Cargo Truck Turning Maneuver for 899 North Capitol Street Loading Area

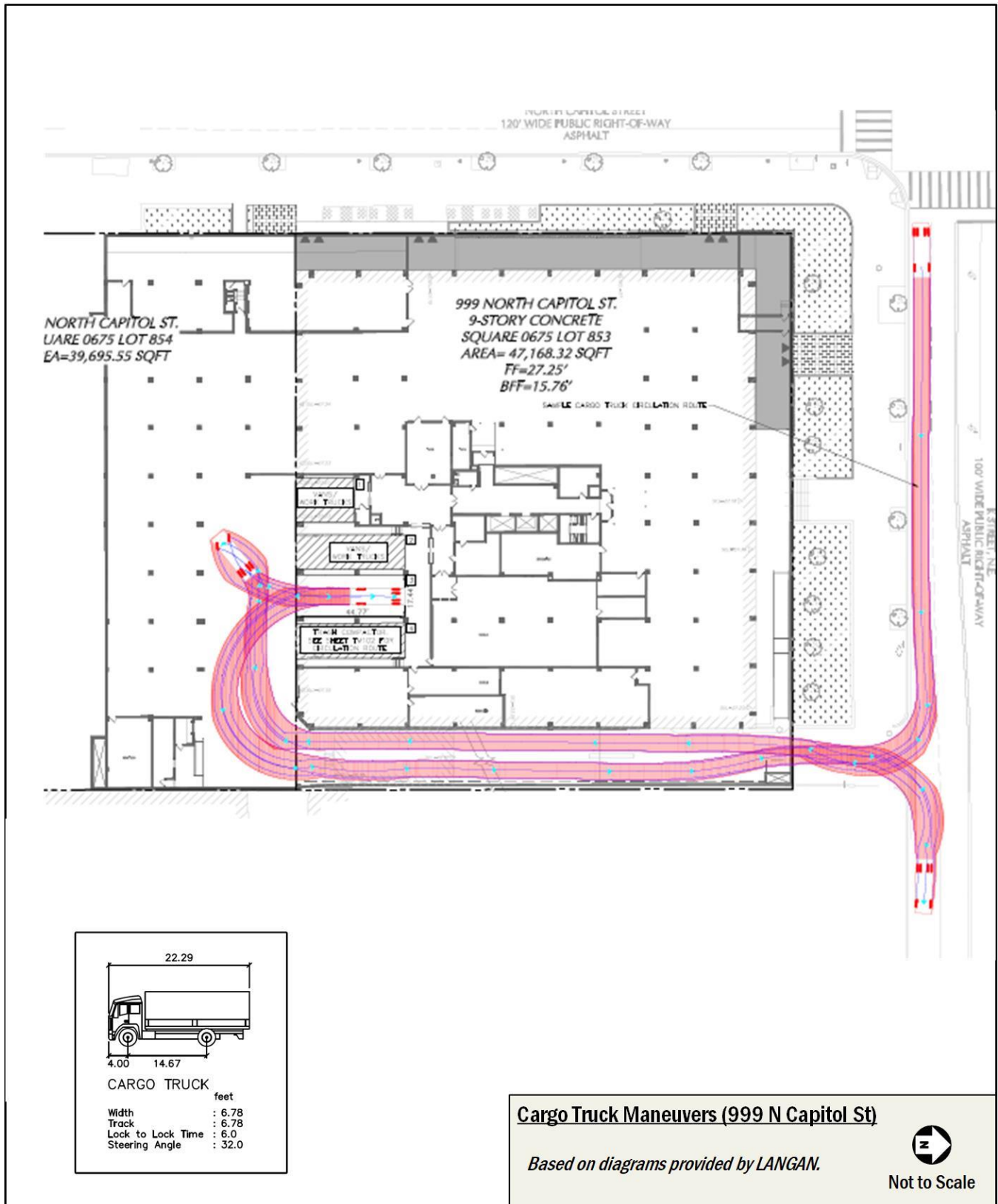


Figure 15: Cargo Truck Turning Maneuver for 999 North Capitol Street Loading Area

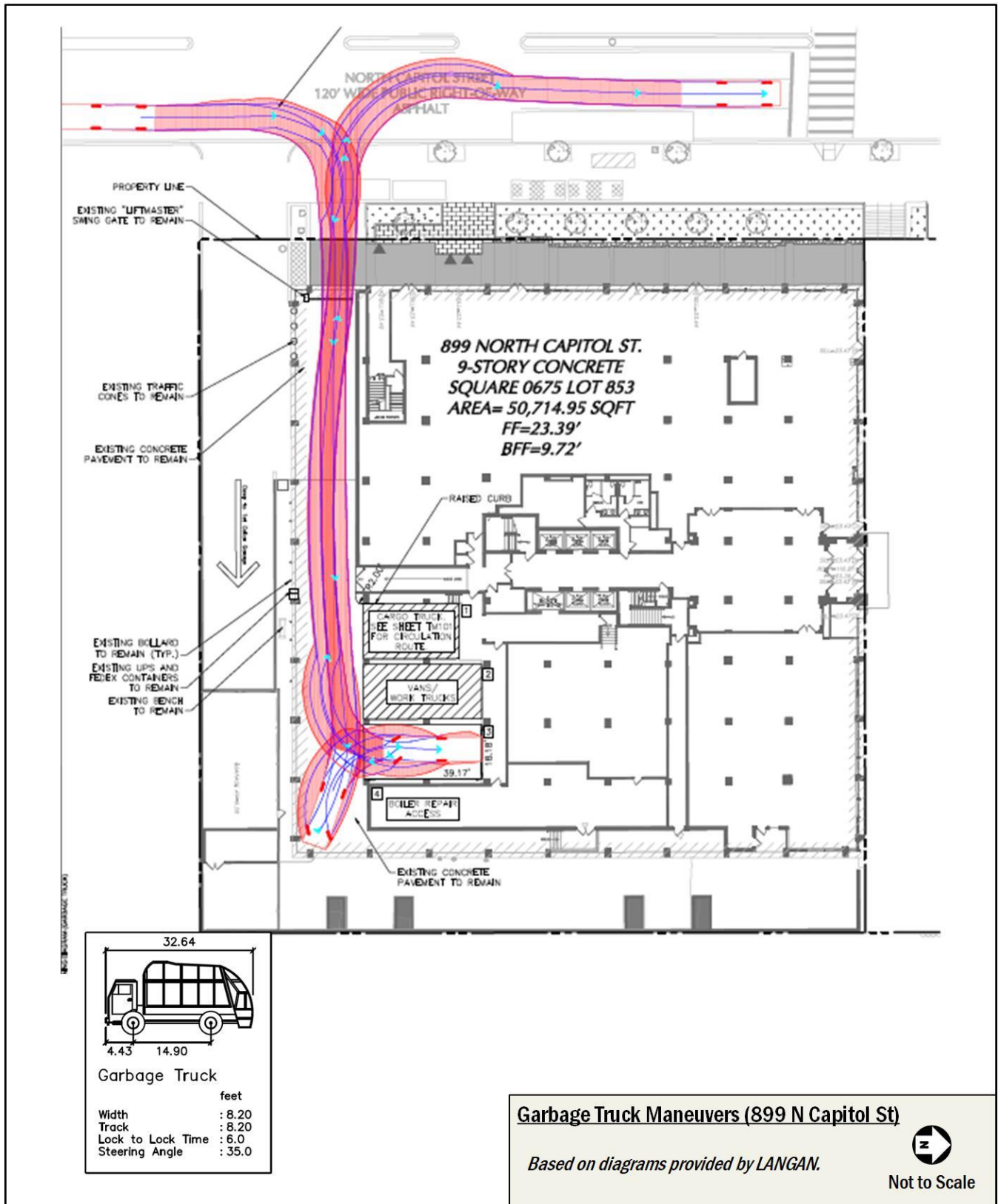


Figure 16: Garbage Truck Turning Maneuver for 899 North Capitol Street Loading Area

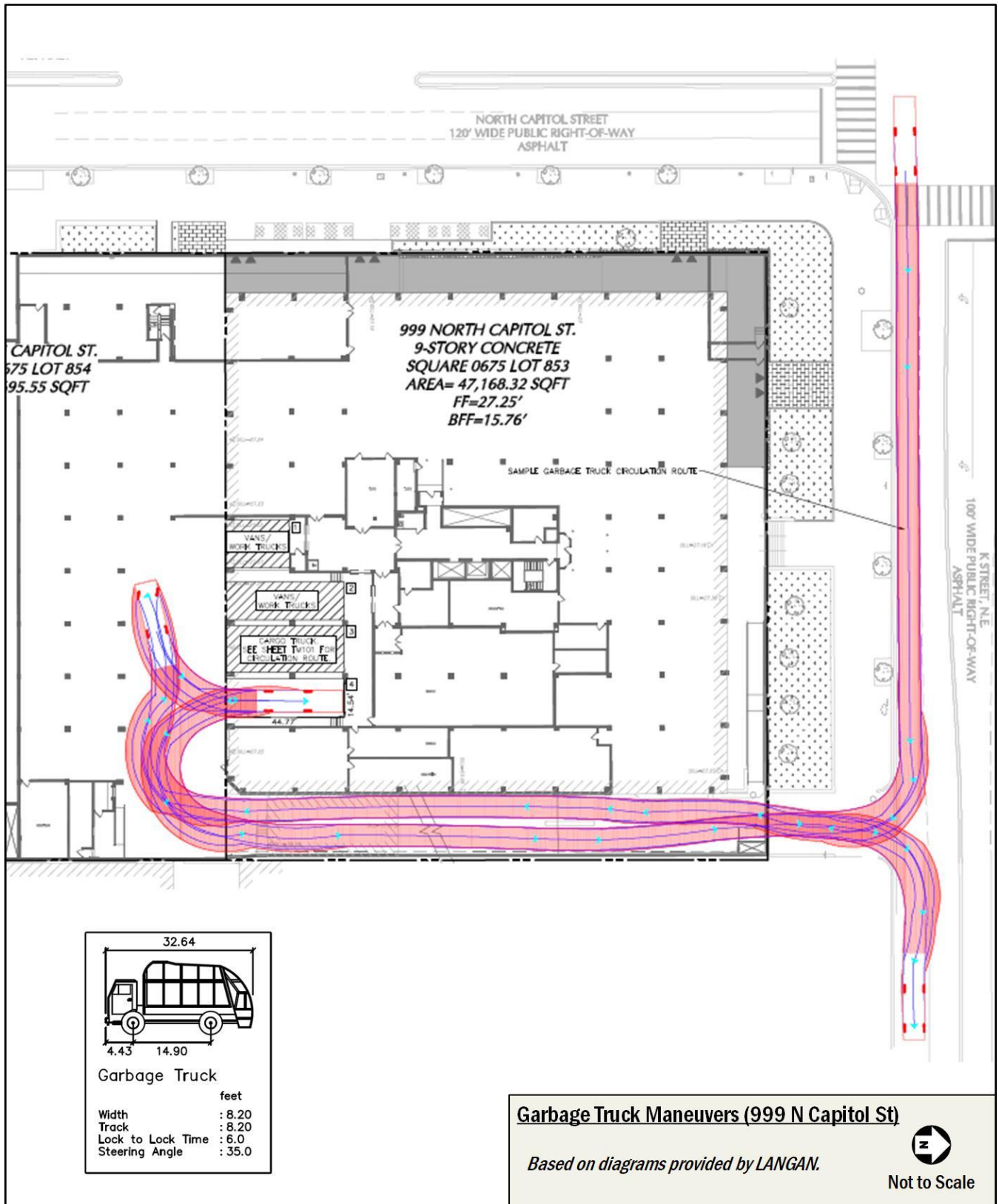


Figure 17: Garbage Truck Turning Maneuver for 999 North Capitol Street Loading Area

Transportation Demand Management (TDM)

TDM is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The following is a list of TDM strategies the Applicant proposes for the Union Square development. For each building, the Applicant proposes the following TDM measures:

899 North Capitol Street TDM Plan

Building Wide TDM Plan (Office Only)

- Unbundle the cost of parking from the cost to lease an office unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in.
- Will provide links to CommuterConnections.com and goDCgo.com on property websites.
- Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. Eight (8) short-term and 88 long-term spaces will be provided directly adjacent to or within 899 North Capitol Street with a site-total of 32 short-term and 212 long-term spaces across the Union Square development.

- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.

901 North Capitol Street TDM Plan

Hotel TDM Plan

- Unbundle the cost of parking from the cost to lease the building and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Provide guests with goDCgo's Get around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. 35 long-term spaces will be provided within 901 North Capitol Street with a site-total of 32 short-term and 212 long-term spaces across the Union Square development.
- Will post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.

- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.

Retail TDM Plan

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. 35 long-term spaces will be provided within 901 North Capitol Street with a site-total of 32 short-term and 212 long-term spaces across the Union Square development.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.

- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.

999 North Capitol Street TDM Plan

Office TDM Plan

- Unbundle the cost of parking from the cost to lease an office unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in.
- Will provide links to CommuterConnections.com and goDCgo.com on property websites.
- Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. Eight (8) short-term and 88 long-term spaces will be provided directly adjacent to or within 899 North Capitol Street with a site-total of 32 short-term and 212 long-term spaces across the Union Square development.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.

- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.

Retail TDM Plan

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators' contact information to goDCgo, conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Will meet ZR16 short- and long-term bicycle parking requirements. Long-term bicycle parking will be provided free of charge to all employees. 35 long-term spaces will be provided within 901 North Capitol Street with a site-total of 32 short-term and 212 long-term spaces across the Union Square development.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DCRA summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing continued compliance with the transportation and TDM conditions in the Order.

Summary and Conclusions

The findings of this study conclude the following:

- The Union Square site is surrounded by an existing network of transit, bicycle, and pedestrian facilities with anticipated DDOT-planned improvements to on-street bicycle facilities that will create an excellent environment for safe and effective non-vehicular transportation;
- The proposed project does not result in a significant increase in vehicular travel and will not have a significant impact on the local area's roadways;
- The proposed project introduces sufficient short- and long-term bicycle parking that exceed zoning requirements, while limiting the amount of new vehicle parking;
- The proposed project's loading areas and loading access are consistent with existing conditions, occurring underground at the 999 North Capitol Street garage and on the ground-level, out of public space at 899 North Capitol Street, and therefore will not adversely affect future traffic conditions;
- The proposed project will include TDM measures that will adequately promote non-vehicular modes of travel for visitors; and
- The proposed project will not have a detrimental impact on the surrounding transportation network.