

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Anna Chamberlin, AICP *AC*
Associate Director

DATE: September 3, 2021

SUBJECT: ZC Case No. 21-09 – 899, 901, 999 North Capitol Street NE (Union Square)

PROJECT SUMMARY

US Union Square DC 899 LLC, US Union Square DC 901 LLC, & US Union Square DC 999 LLC (jointly the “Applicant”) has requested Design Review approval of new construction along North Capitol Street for a property bounded by North Capitol Street NE to the west, K Street NE to the north, and private property to the east and south. The site currently contains two (2) office buildings and an open plaza. The proposal to construct a mixed-use development includes the following development program:

- Renovate the existing 899 and 999 North Capitol Street NE office buildings (approximately 1,674 SF net increase);
- Add first-floor retail to the existing office buildings (approximately 5,023 SF in each building);
- Construct a new mixed-use building (901 N. Capitol Street) with lodging and ground-floor retail (approximately 102 rooms, 7,695 SF retail);
- 610 on-site vehicle parking spaces (existing 591 spaces);
- 212 long-term and 32 short-term bicycle parking spaces; and
- Continue to use existing five (5) loading berths and three (3) delivery spaces.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, constructing safer streets, and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within, and take advantage of, the District’s multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- Vehicular access to the site is proposed via two (2) existing two-way parking garage entrances on K Street NE and North Capitol Street;
- The total number of parking spaces is increasing from 591 to 610 spaces to accommodate government fleet vehicles;
- The project is using the existing parking facilities, which has a higher parking ratio than DDOT would typically expect near a transit hub. The presence of extra vehicle parking has the potential to induce demand for additional driving;
- The Applicant has not stated whether they plan to install electric vehicle charging stations in the garage. DDOT recommends a minimum of 1 per 50 vehicle parking spaces (13 total for this project);
- Given the existing high parking ratio and new retail and hotel uses, the Applicant should implement a robust TDM program to encourage non-automotive travel to and from the site;
- The project will utilize the existing five (5) loading berths and three (3) delivery spaces. There will be an internal connection between the 999 and 901 North Capitol Street buildings to serve the future hotel's loading needs;
- The project is not required to add more loading berths since the project is not increasing in gross floor area by more than 25%;
- All loading activities are proposed to continue to occur on private property with head-in/head-out movements to public streets, consistent with DDOT standards;
- The Applicant is proposing to increase the number of existing long-term bicycle spaces from 72 to 212 and increase short-term spaces from 20 to 32;
- Final locations of the short-term spaces (inverted U-racks) will be determined during public space permitting, but should be in easily accessible locations near building entrances;
- The Applicant appears to be meeting the ZR16 requirements for showers and lockers for the overall site. However, since the 901 building is not proposed to have these facilities, there should be a commitment in the TDM Plan that the Applicant will permit employees of 901 to utilize showers and lockers in the 899 and 999 buildings; and
- The Applicant will be required to update the public realm along K Street NE and North Capitol Street NE along the 899, 901, and 999 building frontages.

Travel Assumptions

- The Applicant utilized sound methodology and assumptions to perform the analysis in the transportation statement;
- To account for the high existing parking ratio and its potential to induce additional demand for driving, the trip generation assumptions assumed a higher automobile mode share than would be typical for a project located near a transit station; and

- The project will generate fewer than 25 net new peak hour vehicle trips in the peak direction (either inbound or outbound) during the critical weekday peak period. Saturday does have a larger increase in vehicle peak trips, but the adjacent roadway volumes are typically much lower on Saturdays. As such, a full roadway capacity analysis was not required.

Multi-Modal Evaluation

- The project is surrounded by a robust public transit network and bicycle network. Union Station is located two (2) blocks away;
- The pedestrian network is mostly complete and up to DDOT standards adjacent to the project;
- There is a missing ADA ramp on the west side of North Capitol Street where it intersects with I Street NW and the proposed hotel, along the site frontage. The Applicant should include this item in the TDM Plan to encourage walking to and from the site;
- The proposed site design does not provide hotel guest parking which means that guests will likely be dropped off on North Capitol Street, which is rush hour restricted. The Applicant has discussed installing No Parking signage in front of the 901 building to facilitate this activity;
- Since DDOT does not approve signage or pick-up/drop-off zones during zoning review, the Applicant is also considering an alternative where this activity would occur in the 999 garage off of K Street NE; and
- The TDM plan should include a commitment that if curbside signage is not approved by DDOT during public space permitting, then an alternate pick-up/drop-off plan for the garage will be implemented.

Mitigations

- The TDM plan proposed in the July 30, 2021 transportation statement is sufficiently robust to encourage non-auto travel and help mitigate the potential for induced demand from the high parking ratio of the overall project, so long as the missing curb ramp on the northwest corner of North Capitol Street and I Street NW is included in the TDM plan; and
- Additional TDM strategies should be included in the TDM plan to address vehicle pick-up/drop off and usage of shower and locker facilities.

RECOMMENDATION

DDOT has no objection to approval of this Design Review application with the following condition:

- Implement the Transportation Demand Management (TDM) Plan as proposed in the Applicant's July 30, 2021 Transportation Statement (Exhibit 11 and outlined at the end of this report), for the life of the project, unless otherwise noted, with the following additions:
 - Add to TDM Plan: Prior to issuance of a Certificate of Occupancy associated with either Phase 1 or Phase 2 development, whichever occurs first, the Applicant will fund and construct the missing ADA curb ramp on the west side of North Capitol Street on the northern side of the intersection with I Street NW, subject to DDOT approval.
 - Add to TDM Plan: Future employees of the 901 N. Capitol Street NE building will be permitted and encouraged to use shared shower and locker facilities located in the 899 and 999 buildings.

- Add to TDM Plan: Applicant will implement a pick-up/drop-off plan in the 999 parking garage for the future 901 N. Capitol Street NE hotel if curbside signage on N. Capitol Street is not approved by DDOT. The contents of this pick-up/drop-off plan will be further discussed and finalized during public space permitting.

CONTINUED COORDINATION

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, curb ramps, and other features within the public rights of way, are expected to be designed and built to DDOT standards following the North Capital Streetscape Guidelines;
- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the Applicant's initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a follow-up Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and OP;
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required they will be at the Applicant's expense;
- Coordinate with DDOT's Parking and Ground Transportation Division (PGTD) on the curbside plan and any proposal for hotel pick-up and drop-off. The proposed site design does not provide hotel guest parking which means that guests will likely be dropped off on North Capitol Street, which is rush hour restricted. Since curbside signage, loading zones, and valets are not approved by PGTD during zoning review and might not be supported on a rush hour restricted roadway, an alternate arrangement may need to be developed for pick-up/drop-off in the parking garage;
- Coordinate with DDOT's Infrastructure Project Management Division (IMPD) regarding the traffic control plan for the project and DDOT's H Street Bridge project; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Transportation Statement in order to determine the action's impact on the overall transportation network. Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A Transportation Statement should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the Transportation Statement that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, multi-modal evaluation, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive,

sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

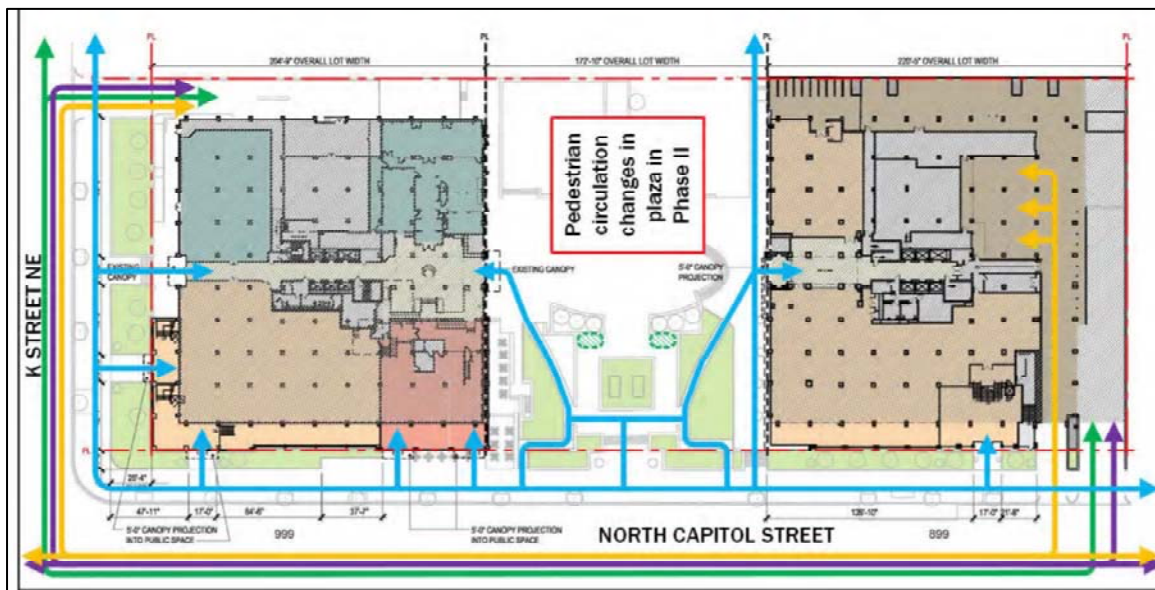
Site Design

Site design, which includes site access, loading, vehicle parking, and public realm design, plays a critical role in determining a proposed action’s impact on the District’s infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT’s development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

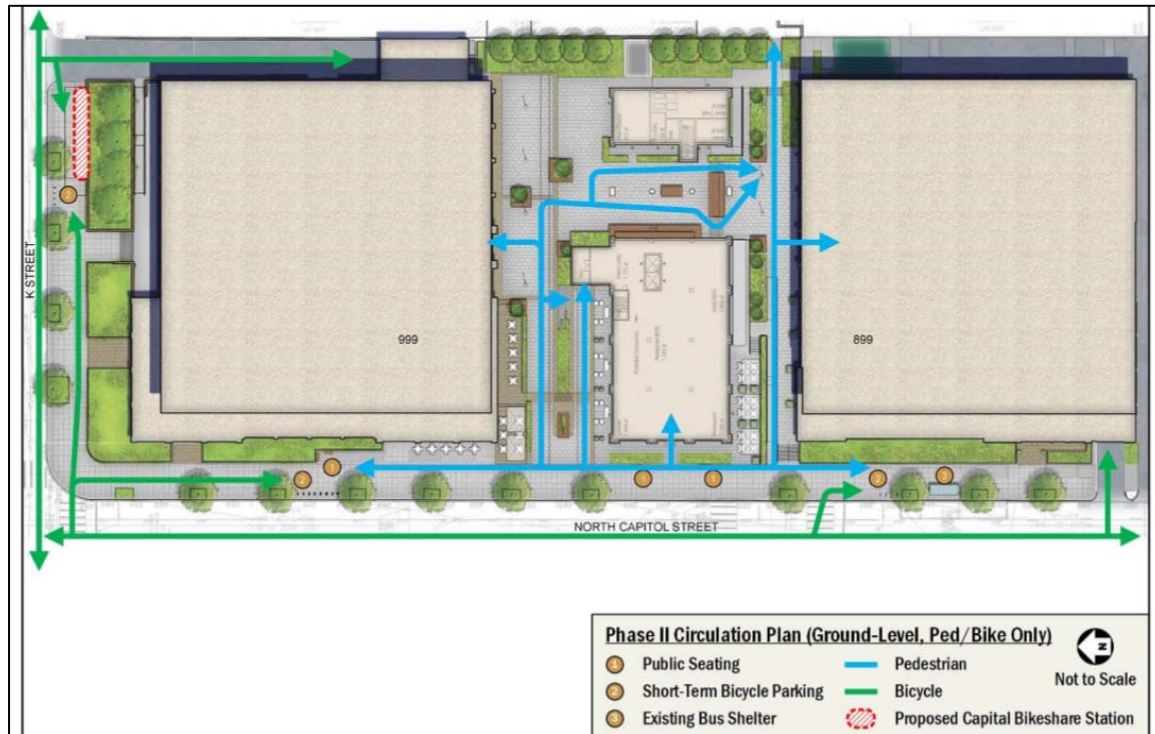
Pedestrian access is located across the North Capitol Street NE frontage and K Street NE as there are several retail entrances in addition to proposed office building entrances. Vehicular access to the parking garage is proposed via two (2) existing curb cuts: one on K Street NW for the 999 building and one for the 899 building on North Capitol Street. The loading will remain consistent with existing conditions with two (2) loading berths and one (1) service/delivery space accessed via a curb cut on North Capitol Street for the 899 building and three (3) loading berths and two (2) service/delivery spaces for the 999 building with access off of K Street NE. The project proposes no new curb cuts to the public street network to serve the new 901 building. Figures 1 and 2 below show the site layout of the proposed project in Phase 1 and 2.

Figure 1 | Phase 1 Site Plan (899 and 999 Buildings)



Source: *Grove Slade 7/30/21 Transportation Statement, Figure 10*

Figure 2 | Phase 2 Site Plan (901 Building)



Source: *Grove Slade 7/30/21 Transportation Statement, Figure 11*

Loading

DDOT’s practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm.

Per Subtitle C § 901.6 of the 2016 Zoning Regulations (ZR16), since the project is not increasing the gross floor area by more than 25%, no new loading facilities are required. The loading will remain consistent with existing conditions for both the 899 and 999 North Capitol Street buildings. The 999 North Capitol Street building has three (3) loading berths and two (2) service/delivery spaces with access off of K Street NE, all of which meet or exceed the minimum 30-foot and 20-foot requirements. Per Subtitle C § 901.6, shared loading is allowed between structures as long as there is internal access between the two structures. The 999 North Capitol Street garage will be shared between office, hotel, and retail uses at 999 and the new 901 building via a shared elevator to be constructed during Phase II along the south side of the garage’s first level. The 899 building has two (2) loading berths and one (1) service/delivery space accessed via a curb cut on North Capitol Street. No changes are proposed to the 899 building’s loading facilities.

The truck turning diagrams included in the July 30, 2021 Transportation Statement demonstrate that 23-foot and 33-foot trucks can enter and exit the loading facilities with head-in and head-out movements, consistent with DDOT standards. Trucks are able to maneuver and turn around while on private property, so that they can exit to K Street NE or North Capitol Street.

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential users.

Per Subtitle I § 212.1 of the 2016 Zoning Regulations (ZR16), no additional parking is required for D-zoned properties east of 20th Street NW. The Applicant is proposing to minimally increase the existing number of parking spaces from 591 to 610 spaces (19 spaces). The parking garage at 999 North Capitol Street will decrease from 350 to 346 spaces, while the garage at 899 North Capitol Street will increase from 241 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 hotels uses of 999 and 901 North Capitol Street.

DDOT finds the amount of vehicle parking proposed on-site to be high given the project size, mix of uses, distance from transit, and continued use of existing structures. Based on DDOT's preferred maximum parking rates published in the recently released June 2019 *Guidance for Comprehensive Transportation Review*, a total number of spaces for all three buildings would be approximately 300 spaces if the project were to be constructed new. However, given the project is using existing parking garages, they are utilizing the full garage capacity. The total number of parking spaces is increasing by 19 spaces to accommodate government fleet vehicles. There will be more foot-traffic with the addition of retail and a hotel. As such, DDOT recommends that the Applicant make physical improvements to the adjacent pedestrian network and implement a robust TDM program to encourage walking to and from the site rather than driving (see Pedestrian Network and TDM sections later in this report). It is noted that these additional vehicle trips have also been accounted for in the mode split and trip generation assumptions of the traffic impact analysis.

The Applicant has not stated whether they plan to install electric vehicle charging stations in the garage. DDOT recommends a minimum of 1 per 50 vehicle parking spaces (13 total for this project). It is noted that a new District law, the Electric Vehicle Readiness Amendment Act of 2020, calls for 20% of all new off-street parking spaces to be EV-ready starting January 1, 2022. At this time, the law has not gone into effect because it has not been funded. The Applicant should be aware that this requirement may go into effect prior to pulling their building permits.

Bicycle Parking

Per ZR16 Subtitle C § 802.5, the Applicant is not required to provide additional bicycle parking since the project is not increasing the gross floor area by more than 25%. However, the Applicant is proposing to increase the number of existing long-term spaces from 72 to 212 and increase short-term bicycle parking spaces from 20 to 32, exceeding the ZR16 requirements for both. The locations of 32 short-term spaces are not currently shown on the submitted drawings, but should be accommodated by installing inverted U-racks in public space or on private property. The final locations of short-term bicycle parking will be determined during public space permitting. 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. The long-term bicycle parking spaces are currently shown on the first level of the 899 and 999 buildings. The 35 long-term bicycle parking spaces for the 901 building should be located no lower than the first cellar level or the first complete parking level below grade, and no higher than the first above-grade level in compliance with ZR16.

No additional showers are being added, but the 10 existing showers will be shared among the three buildings. The project is increasing the number of lockers from 62 to 117 (57 in the 999 building and 60 in the 899 building). DDOT finds the number of showers and lockers sufficient given ZR16 requires no more than six (6) showers for non-residential uses.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (OP) to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's most recent version of the *Design and Engineering Manual (DEM)* and the *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process.

The Applicant participated in a Preliminary Design Review Meeting (PDRM) May 18, 2021 and should make changes to the public space based on comments from the meeting which are outlined below.

While the preliminary public space plans, shown above in Figures 1 and 2, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- Given the project is constructing a new building, renovating two existing buildings, and adding retail, they will be expected to update all public space elements along the building frontages along K Street NE and North Capitol Street;
- The Applicant must work with DDOT to identify a bikeshare station location in public space;
- While there are existing vaults in public space, any new vaults must be located on private property;
- The Applicant will need to reference the North Capitol Streetscape Guidelines for the public space design on North Capitol Street and the NoMa Streetscape Guidelines Booklet for K Street;
- There is a missing ADA ramp on the west side of North Capitol Street where it intersects I Street NW and should be constructed;
- Any canopies or building projects will need to comply with projection guidelines:

- Canopies should project no more than 5-feet and should extend laterally on a building so as to cover display windows or space and a reasonable distance on either side not to exceed a total width of 8 feet;
- Pilaster projections are limited to 4" beyond building line.
- The sidewalk scoring along K Street NE and North Capitol Street must continue across the existing curb cuts to prioritize the pedestrian path;
- Submit a signage plan for a No Parking zone along the east side of North Capitol Street in front of the 901 building. If this request is denied by PGTD, then develop and implement a pick-up/drop-off plan in one of the parking garages, in coordination with DDOT;
- There are existing steps leading down in public space on North Capitol Street which are only permitted to project up to 4-ft in public space in mixed-use zone areas. The Applicant is proposing to keep these steps as well as add a ramp leading down onto private property. The design as shown is not compliant with public space regulations must be modified to push the steps and ramp onto private space for compliance; and
- DDOT is working on the design of a multi-year project at H Street NE, just south of the site, which may present construction staging conflicts. The Applicant will need to coordinate with DDOT's design team during construction.

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and DDOT's Urban Forestry Division (UFD), Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan in order to preserve the Non-Hazardous Heritage Trees. Special Trees are defined as being between 44 inches and 99.99 inches in circumference. Special trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, protection is necessary.

It is recommended that the Applicant coordinate with the Ward 6 arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Travel Assumptions

The purpose of the Transportation Statement is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to understanding who is traveling to the site, from where, and by which modes.

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided trip generation estimates which utilized the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (Land Use Code 710 General Office Building, Code 820 Shopping Center, and Code 310 hotel) and the assumed mode-split to convert base

vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

Mode split assumptions used in the subject analysis were informed by the Census, WMATA’s 2005 Development-Related Readership Survey, and mode splits used for nearby developments. Figure 3 below shows the mode splits assumed for the traffic impact analysis within the CTR. It is noted that DDOT and the Applicant agreed to use a much higher automobile mode share (90%) than would typically be assumed in this part of the District (65%-70%) to present a conservative or “worst case” scenario from a vehicle trip standpoint and to account for the presence of additional available parking which has the potential to induce more driving to the site.

Figure 2 | Summary of Mode Split Assumptions

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

Source: *Gorove Slade 7/30/21 Transportation Statement, Table 5*

Based on the ITE trip generation rates and mode split assumptions, Figure 4 shows the predicted number of weekday and Saturday peak hour trips generated by each mode.

Figure 4 | Multi-Modal 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

Source: *Gorove/Slade 7/30/21 Transportation Statement, Table 6*

Based on this, the project will generate fewer than 25 net new peak hour vehicle trips in the peak direction on weekdays. Saturday, does show a higher increase of vehicle peak trips, but adjacent roadway volumes are typically lower on Saturdays than during weekday commuter rush hours. Therefore, a full capacity analysis was not required. The proposed project is expected to generate a moderate amount of transit, bicycle and a significant increase in walking trips during the peak hours.

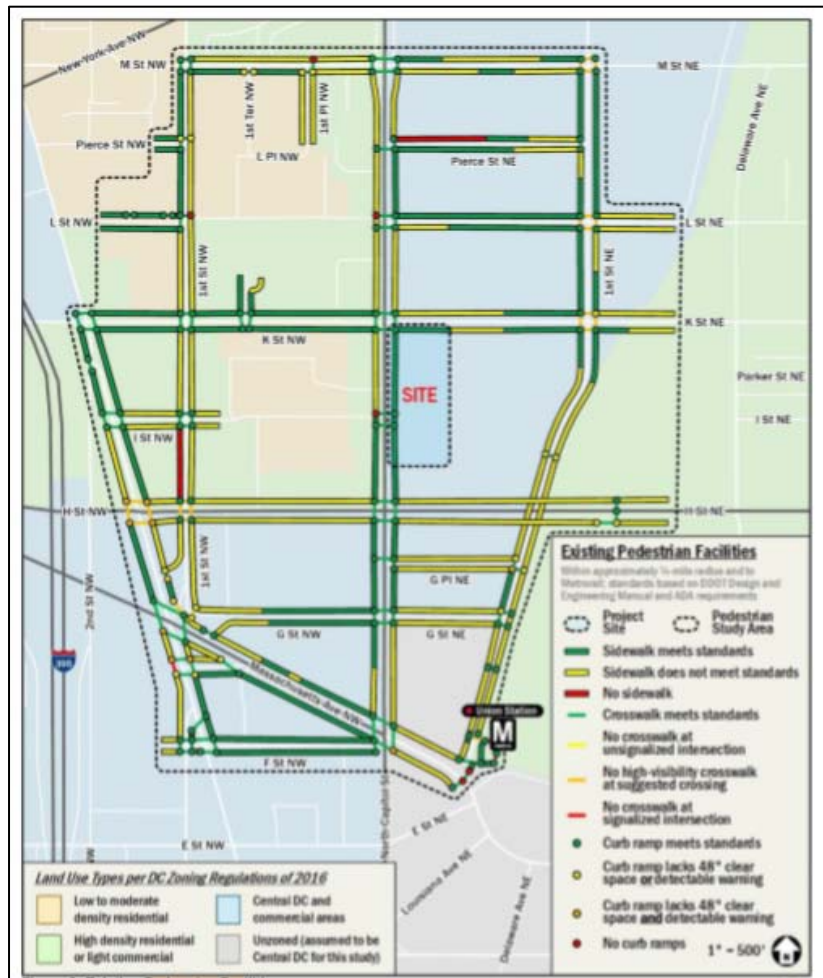
Multi-Modal Network Evaluation

Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments or redevelopment to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects that the Applicant will reconstruct the public space along the frontage on both K Street NE and North Capitol Street and upgrade any pedestrian facilities to current DDOT standards.

The Applicant’s inventory of existing pedestrian infrastructure, as shown in Figure 5 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. In particular, there is a missing ADA ramp on the west side of North Capitol Street where it intersects with I Street NW and the proposed hotel. Given the existing high parking ratio and new retail and hotel uses, the Applicant should include the construction of the ramp in their TDM Plan (see end of this report).

Figure 5 | Existing Pedestrian Network



Source: Gorove/Slade 7/30/21 Transportation Statement, Figure 9

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT’s vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is well served by public transportation, located approximately 2 blocks from the regional transit hub Union Station, and approximately 1.0 mile from the NoMa-Gallaudet University, Judiciary Square, and Gallery Place-Chinatown Metrorail stations, as shown in Figure 7 below, which are served by the Red Line. Trains serve the Metrorail station every 6 minutes during weekday peak hours, 12-15 minutes during weekday non-peak times, and 12-15 minutes on weekends.

Figure 7 | Existing Transit Facilities



Source: *Gorove Slade 7/30/21 Transportation Statement, Figure 4*

As shown above, 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. There is as WMATA bus stop at North Capitol Street and I Street NW, in front of the 899 North Capitol Street building. The DC Streetcar stop is located within 0.3 miles (a six-minute walk) of the site at H Street NE and Union Station. 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.

Curbside Management

The Applicant is proposing a hotel at the new 901 North Capitol Street building which will likely include pick-up and drop-off for hotel guests. The Applicant should consider how to accommodate pick-up and drop-off for hotel guests. The proposed site design does not provide hotel guest parking which means that guests will likely be dropped off on North Capitol Street, which is rush hour restricted. Since DDOT does not approve signage, loading zones, or valets during zoning review, the Applicant will need to continue this discussion on an appropriate pick-up/drop-off treatment with DDOT during permitting. The Applicant has conceptually agreed to formalize a pick-up and drop-off area in the 999 parking garage off of K Street in the event that DDOT does not approve a curbside zone on North Capitol Street.

Mitigations

DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, a reduction in parking and implementation of TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

The following analysis is a review of the Applicant's proposed mitigations and a description of DDOT's suggested conditions for inclusion in the Zoning Order:

899 North Capitol Street 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 (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. 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 Strategies

- 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 nonautomotive 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 (MWCOCG) or other comparable service if MWCOCG 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 Strategies

- 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 (MWCOCG) or other comparable service if MWCOCG 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 Strategies

- 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 (MWCOCG) or other comparable service if MWCOCG 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 Strategies

- 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.

DDOT finds the proposed TDM plan to be sufficiently robust for this project if implemented in conjunction with the following revisions:

- Add to TDM Plan: Prior to issuance of a Certificate of Occupancy associated with either Phase 1 or Phase 2 development, whichever occurs first, the Applicant will fund and construct the missing ADA curb ramp on the west side of North Capitol Street on the northern side of the intersection with I Street NW, subject to DDOT approval.
- Add to TDM Plan: Future employees of the 901 N. Capitol Street NE building will be permitted and encouraged to use shared shower and locker facilities located in the 899 and 999 buildings.
- Add to TDM Plan: Applicant will implement a pick-up/drop-off plan in the 999 parking garage for the future 901 N. Capitol Street NE hotel if curbside signage on N. Capitol Street is not approved by DDOT. The contents of this pick-up/drop-off plan will be further discussed and finalized during public space permitting.

AC:kb