



- 1 Colonial Parking
1489 P Street NW
- 2 Urban Parking *
1425 U Street NW
- 3 Colonial Parking
1349 V Street NW
- 4 MarcParc Parking
1581 V Street NW
- 5 Colonial parking
1616 P Street NW
- # Daily Parking Only
- # Monthly Parking Only
- # Daily & Monthly Parking

* Public Parking 6 PM to Midnight Only

Figure 7
Public Parking Garages

1728 14th Street, NW
Washington, DC





- No Parking Restrictions
- Zone 1 & 2 Resident Permit Parking Only, 7:00 AM-Midnight, Monday-Sunday
- 2-Hour Parking Limit in Zone 1/2, 7:00 AM-8:30 PM, Monday-Friday, Zone 1/2 Permit Holders Excepted
- 1-Hour Parking, 9:30 AM-6:30 PM, Monday-Saturday
- 2-Hour Parking, 7:00 AM-6:30 PM, Monday-Saturday
- No Parking, Loading Zone for Commercial Vehicles Only, 7:00 AM-6:30 PM, Monday-Saturday
- Zone 2 Resident Permit Parking Only, 7:00 AM-Midnight, Monday-Sunday
- 2-Hour Parking Limit in Zone 1, 7:00 AM-8:30 PM, Monday-Friday, Zone 2 Permit Holders Excepted
- 2-Hour Parking, 7:00 AM-6:30 PM, Monday-Friday
- Zipcar Parking Only
- Load No Parking, Loading Zone, Commercial Vehicles
- No Parking/No Parking Anytime
- Bus No Parking - Bus Stop

Figure 8
On-Street Parking Inventory



1728 14th Street NW
Washington, DC



Figure 9
On-Street Parking Inventory - Road Segments

A = Road Segment (Lot)



1728 14th Street NW
Washington, DC

1728 14th Street NW
Washington, DC

ATTACHMENT A
TRIP GENERATION
ANALYSES

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 1)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	18,805	SF							
Total Trips ¹				43	6	49	17	83	100	368
TDM Reduction ²		75%		32	5	37	13	62	75	276
Vehicle Trips (External - TDM Reduction)				11	1	12	4	21	25	92
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				11	1	12	4	21	25	92
Restaurant	932	2,961	SF							
Total Trips ¹				18	16	34	19	14	33	376
TDM Reduction ²		75%		14	12	26	14	11	25	282
Vehicle Trips (External - TDM Reduction)				4	4	8	5	3	8	94
Pass-by Reduction ³		43%		1	1	2	2	1	3	40
New External Vehicle Trips (External - Pass-by)				3	3	6	3	2	5	54
Bank	911 ⁴	3,500	SF							
Total Trips ¹				8	6	14	17	25	42	200
TDM Reduction ²		75%		6	5	11	13	19	32	150
Vehicle Trips (External - TDM Reduction)				2	1	3	4	6	10	50
Pass-by Reduction ³		24%		-	-	-	1	1	2	12
New External Vehicle Trips (External - Pass-by)				2	1	3	3	5	8	38
Total Development										
Total Trips				69	28	97	53	122	175	944
TDM Reduction				52	22	74	40	92	132	708
Vehicle Trips (External - TDM Reduction)				17	6	23	13	30	43	236
Pass-by Reduction				1	1	2	3	2	5	52
New External Vehicle Trips (External - Pass-by)				16	5	21	10	28	38	184

Notes

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation Eighth Edition

² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips

³ Pass-by Trips calculated per ITE Trip Generation Handbook. For the bank, no pass-by percentage is available for walk-in banks, therefore half of the drive-in bank pass-by percentage was used. For all retail AM pass-by trip percentage was assumed to be half that of PM

⁴ For the PM peak hour of the adjacent street, ITE 8th Edition was utilized. However no information is available in the 8th Edition for the AM peak hour of the adjacent street or for weekday trip generation. Therefore, the trip generation rates from the ITE 7th Edition were utilized for the AM peak hour of the adjacent street. Wells + Associates conducted a trip generation study at the walk-in Chevy Chase Bank on the southeast corner of the Wisconsin Avenue/Q Street intersection in June 2007. The trip generation calculated for the AM peak hour of the adjacent street was very comparable to the trip generation rate from the ITE 7th Edition. Additionally the PM peak hour of the adjacent street rate from the ITE 8th Edition is about 63% lower than the same rate in the ITE 7th Edition. This is attributable to ITE's decision to eliminate data points from counts performed prior to the year 2000 (due to online banking, changes in bank hours, etc.). Wells' Chevy Chase count further verified the lower PM peak hour rate (i.e. the trip generation count was 65% lower than ITE 7th Edition). Finally per all of this information, for the daily trip generation ITE 7th Edition was used but was reduced by 63% (i.e. the reduction between the PM rate in 7th Edition vs. 8th Edition).

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 2)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday ADT
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Office	710	22,295	SF							
Total Trips ¹				49	7	56	18	86	104	420
TDM Reduction ²		75%		37	5	42	14	65	78	315
Vehicle Trips (External - TDM Reduction)				12	2	14	4	21	26	105
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				12	2	14	4	21	26	105
Restaurant	932	6,461	SF							
Total Trips ¹				38	36	74	42	30	72	822
TDM Reduction ²		75%		29	27	56	32	23	55	617
Vehicle Trips (External - TDM Reduction)				9	9	18	10	7	17	205
Pass-by Reduction ³		43%		2	2	4	4	3	7	88
New External Vehicle Trips (External - Pass-by)				7	7	14	6	4	10	117
Total Development										
Total Trips				87	43	130	60	116	176	1,242
TDM Reduction				66	32	98	46	88	133	932
Vehicle Trips (External - TDM Reduction)				21	11	32	14	28	43	310
Pass-by Reduction				2	2	4	4	3	7	88
New External Vehicle Trips (External - Pass-by)				19	9	28	10	25	36	222

Notes

¹ Trips generated using Institute of Transportation Engineers (ITE) Trip Generation Eighth Edition

² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips

³ Pass-by Trips calculated per ITE Trip Generation Handbook. For all retail AM pass-by trip percentage was assumed to be half that of PM

#5566 - 1728 14th Street, NW - Site Trip Generation Summary (Scheme 3)

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday
				IN	OUT	TOTAL	IN	OUT	TOTAL	ADT
PROPOSED USES										
Office	710	15,503	SF							
Total Trips ¹				37	5	42	16	80	96	318
TDM Reduction ²		75%		28	4	32	12	60	72	239
Vehicle Trips (External - TDM Reduction)				9	1	10	4	20	24	79
Pass-by Reduction ³		0%		-	-	-	-	-	-	-
New External Vehicle Trips (External - Pass-by)				9	1	10	4	20	24	79
Shopping Center	820	13,453	SF							
Total Trips ¹				29	18	47	81	85	166	1,844
TDM Reduction ²		75%		22	14	36	61	64	125	1,383
Vehicle Trips (External - TDM Reduction)				7	4	11	20	21	41	461
Pass-by Reduction ³		34%		1	1	2	7	7	14	157
New External Vehicle Trips (External - Pass-by)				6	3	9	13	14	27	304
Total Development										
Total Trips				66	23	89	97	165	262	2,162
TDM Reduction				50	18	68	73	124	197	1,622
Vehicle Trips (External - TDM Reduction)				16	5	21	24	41	65	540
Pass-by Reduction				1	1	2	7	7	14	157
New External Vehicle Trips (External - Pass-by)				15	4	19	17	34	51	383

Notes

¹ Trips generated using Institute of Transportation Engineers (ITE) *Trip Generation*, Eighth Edition² Non-Auto Mode Split for office use based on survey results from potential tenant. Non-Auto Mode Split for retail based on 2005 Washington Metropolitan Area Transit Authority (WMATA) data and increased to account for walk/bike trips³ Pass-by Trips calculated per ITE Trip Generation Handbook. For all retail AM pass-by trip percentage was assumed to be half that of PM

1728 14th Street NW
Washington, DC

ATTACHMENT B
PARKING OCCUPANCY
COUNTS

Project: #5566 - 1728 14th Street NW

Surveyors: Damir & Admir

Date: 9/19/2012

Hours: 10:00 AM - 11:00 PM

Roadway Segment	Parked Vehicles (Occupied Spaces/Available Spaces/Percent Occupied)																				
	10:00 AM			11:00 AM			12:00 PM			1:00 PM			2:00 PM			3:00 PM			4:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%
Lot A	14	15	93%	14	15	93%	14	15	93%	14	15	93%	14	15	93%	14	15	93%	13	15	87%
Lot B	13	17	76%	13	17	76%	12	17	71%	11	17	65%	14	17	82%	11	17	65%	11	17	65%
Lot C	16	20	80%	16	20	80%	17	20	85%	16	20	80%	16	20	80%	16	20	80%	15	20	75%
Lot D	12	17	71%	12	17	71%	13	17	76%	9	17	53%	9	17	53%	11	17	65%	7	17	41%
Lot E	12	16	75%	14	16	88%	14	16	88%	14	16	88%	14	16	88%	14	16	88%	14	16	88%
Lot F	12	17	71%	12	17	71%	12	17	71%	14	17	82%	13	17	76%	13	17	76%	12	17	71%
Lot G	26	30	87%	21	30	70%	26	30	87%	24	30	80%	25	30	83%	20	30	67%	23	30	77%
Lot H	10	14	71%	12	14	86%	13	14	93%	13	14	93%	11	14	79%	10	14	71%	9	14	64%
Lot I	7	8	88%	5	8	63%	7	8	88%	7	8	88%	5	8	63%	5	8	63%	5	8	63%
Lot J	13	20	65%	14	20	70%	16	20	80%	16	20	80%	14	20	70%	12	20	60%	13	20	65%
Lot K	18	21	86%	14	21	67%	12	21	57%	15	21	71%	14	21	67%	14	21	67%	13	21	62%
Lot L	9	15	60%	10	15	67%	7	15	47%	11	15	73%	9	15	60%	8	15	53%	6	15	40%
Lot M	4	6	67%	4	6	67%	5	6	83%	4	6	67%	4	6	67%	2	6	33%	1	6	17%
Lot N	20	25	80%	18	25	72%	22	25	88%	23	25	92%	21	25	84%	19	25	76%	18	25	72%
Lot O	1	7	14%	4	7	57%	6	7	86%	7	7	100%	6	7	86%	6	7	86%	5	7	71%
Lot P	12	13	92%	15	13	115%	17	13	131%	14	13	108%	15	13	115%	14	13	108%	10	13	77%
Lot Q	13	13	100%	17	13	131%	9	13	69%	15	13	115%	9	13	69%	5	13	38%	11	13	85%
Lot R	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%
Lot S	8	7	114%	7	7	100%	7	7	100%	6	7	86%	5	7	71%	5	7	71%	4	7	57%
Lot T	7	7	100%	6	7	86%	7	7	100%	8	7	114%	8	7	114%	6	7	86%	3	7	43%
Lot U*	5	7	71%	6	7	86%	6	7	86%	5	7	71%	7	7	100%	4	7	57%	4	7	57%
Lot V	19	24	79%	22	24	92%	22	24	92%	23	24	96%	24	24	100%	18	24	75%	14	24	58%
Lot W	11	27	41%	11	27	41%	6	27	22%	2	27	7%	4	27	15%	9	27	33%	10	27	37%
Lot X	20	22	91%	21	22	95%	22	22	100%	21	22	95%	23	22	105%	16	22	73%	15	22	68%
Lot Y	8	25	32%	7	25	28%	4	25	16%	2	25	8%	1	25	4%	10	25	40%	11	25	44%
Lot Z	22	22	100%	20	22	91%	18	22	82%	21	22	95%	21	22	95%	18	22	82%	16	22	73%
Lot AA	20	25	80%	18	25	72%	12	25	48%	6	25	24%	4	25	16%	16	25	64%	16	25	64%
Occupied Spaces	338			339			332			327			316			302			285		
Total Spaces		446			446			446			446			446			446			446	
Percent Occupied		76%			76%			74%			73%			71%			68%			64%	

Project: #5566 - 1728 14th Street NW

Surveyors: Damir & Admir

Date: 9/19/2012

Hours: 10:00 AM - 11:00 PM

Roadway Segment	Parked Vehicles (Occupied Spaces/Availabe Spaces/Percent Occupied)																				
	5:00 PM			6:00 PM			7:00 PM			8:00 PM			9:00 PM			10:00 PM			11:00 PM		
	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%	Occ.	Av.	%
Lot A	14	15	93%	14	15	93%	15	15	100%	15	15	100%	15	15	100%	15	15	100%	15	15	100%
Lot B	10	17	59%	15	17	88%	14	17	82%	16	17	94%	17	17	100%	17	17	100%	17	17	100%
Lot C	15	20	75%	17	20	85%	18	20	90%	18	20	90%	18	20	90%	18	20	90%	20	20	100%
Lot D	4	17	24%	9	17	53%	16	17	94%	13	17	76%	17	17	100%	16	17	94%	14	17	82%
Lot E	13	16	81%	14	16	88%	15	16	94%	15	16	94%	15	16	94%	15	16	94%	15	16	94%
Lot F	16	17	94%	16	17	94%	16	17	94%	16	17	94%	16	17	94%	17	17	100%	17	17	100%
Lot G	20	30	67%	24	30	80%	30	30	100%	30	30	100%	29	30	97%	29	30	97%	26	30	87%
Lot H	10	14	71%	8	14	57%	13	14	93%	14	14	100%	13	14	93%	13	14	93%	12	14	86%
Lot I	5	8	63%	7	8	88%	7	8	88%	9	8	113%	8	8	100%	6	8	75%	6	8	75%
Lot J	9	20	45%	12	20	60%	18	20	90%	15	20	75%	16	20	80%	16	20	80%	13	20	65%
Lot K	13	21	62%	15	21	71%	20	21	95%	20	21	95%	20	21	95%	20	21	95%	17	21	81%
Lot L	10	15	67%	11	15	73%	10	15	67%	13	15	87%	13	15	87%	13	15	87%	12	15	80%
Lot M	3	6	50%	3	6	50%	6	6	100%	6	6	100%	6	6	100%	6	6	100%	6	6	100%
Lot N	18	25	72%	22	25	88%	23	25	92%	24	25	96%	24	25	96%	23	25	92%	24	25	96%
Lot O	6	7	86%	5	7	71%	7	7	100%	7	7	100%	7	7	100%	4	7	57%	4	7	57%
Lot P	15	13	115%	15	13	115%	16	14	114%	17	14	121%	17	14	121%	13	14	93%	17	14	121%
Lot Q	14	13	108%	12	13	92%	14	13	108%	14	13	108%	15	13	115%	12	13	92%	5	13	38%
Lot R	5	6	83%	6	6	100%	6	6	100%	6	6	100%	7	6	117%	6	6	100%	4	6	67%
Lot S	6	7	86%	5	7	71%	7	7	100%	7	7	100%	7	7	100%	6	7	86%	3	7	43%
Lot T	5	7	71%	8	7	114%	8	7	114%	7	7	100%	8	7	114%	8	7	114%	4	7	57%
Lot U*	4	7	57%	7	7	100%	8	7	114%	7	7	100%	7	7	100%	8	7	114%	5	7	71%
Lot V	19	24	79%	16	24	67%	23	24	96%	24	24	100%	24	24	100%	23	24	96%	10	24	42%
Lot W	12	27	44%	15	27	56%	21	27	78%	23	27	85%	22	27	81%	22	27	81%	13	27	48%
Lot X	13	22	59%	14	22	64%	19	22	86%	20	22	91%	18	22	82%	17	22	77%	13	22	59%
Lot Y	14	25	56%	17	25	68%	20	25	80%	23	25	92%	23	25	92%	23	25	92%	19	25	76%
Lot Z	16	22	73%	16	22	73%	21	22	95%	22	22	100%	20	22	91%	21	22	95%	19	22	86%
Lot AA	20	25	80%	21	25	84%	24	25	96%	26	25	104%	23	25	92%	23	25	92%	21	25	84%
Occupied Spaces	309			344			415			427			425			410			351		
Total Spaces		446			446			447			447			447			447			447	
Percent Occupied		69%			77%			93%			96%			95%			92%			79%	

1728 14th Street NW
Washington, DC

ATTACHMENT C
PARKING DEMAND
ANALYSES



WELLS + ASSOCIATES

Scheme 1 - Parking Demand Analysis

Scheme 1	Square Footage	Parking Rates		Parking Demand		Parking Demand w/Mode Split ^a	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Bank	3,500	3	1.6	11	6	3	2
Restaurant	2,961	9	1.5	27	5	7	2
Office~	18,805	0.3	0.0	6	0	2	0

^aRetail has been assumed to be a combination 3,500 SF of Bank (LUC 911) and 2,961 SF of Restaurant (LUC 932).

^a Non-Auto Mode split of 75% for both land uses based on site trip generation.

~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Bank													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%
	3	2	2	2	3	2	3	3	0	0	0	0	0	0
Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%
	2	2	2	2	2	2	2	2	2	0	0	0	0	0
Total	5	4	4	4	5	4	5	5	2	0	0	0	0	0

User	Parking Demand Based on Time-of-Day - Restaurant													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%
	6	7	7	7	4	4	4	6	6	6	6	5	4	4
Employee	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%
	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total	8	9	9	9	6	6	6	8	8	8	8	7	6	6

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	13	13	13	13	11	10	11	13	10	8	8	7	6	6
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	15	14	14	14	13	11	12	14	11	9	9	7	6	6
Site + Existing Demand	353	353	346	341	329	313	297	323	355	424	436	432	416	357

Scheme 2 - Parking Demand Analysis

Scheme 2	Square Footage	Parking Rates		Parking Demand		Parking Demand w/Mode Split ^a	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Retail*	6,461	9	1.5	59	10	15	3
Office~	22,295	0.3	0.0	7	0	2	0

*Retail has been assumed to be a High-turnover Restaurant (LUC 932).

^a Non-Auto Mode split of 75% for both land uses based on site trip generation.

~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Restaurant													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%
	13	14	15	14	8	7	7	12	12	12	12	9	9	8
Employee	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%
	3	3	3	3	3	3	3	3	3	3	3	3	2	2
Total	16	17	18	17	11	10	10	15	15	15	15	12	11	10

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	16	17	18	17	11	10	10	15	15	15	15	12	11	10
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	18	18	19	18	13	11	11	16	16	16	16	12	11	10
Site + Existing Demand	356	357	351	345	329	313	296	325	360	431	443	437	421	361

Scheme 3 - Parking Demand Analysis

Scheme 3	Square Footage	ULI Parking Rates		Parking Demand		Parking Demand w/Mode Split ^a	
	Total	Visitor	Employee	Visitor	Employee	Visitor	Employee
Retail*	13,453	2.9	0.70	40	10	10	3
Office~	15,503	0.3	0.00	5	0	2	0

* Retail has been assumed to be a Shopping Center (LUC 820).
^a Non-Auto Mode split of 75% for both land uses based on site trip generation.
~ Office employee parking demand assumed to be zero since three employees drive and can be accommodated on-site.

User	Parking Demand Based on Time-of-Day - Retail													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%
	7	9	10	10	10	9	9	10	10	10	8	5	3	1
Employee	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%
	3	3	3	3	3	3	3	3	3	3	3	3	2	1
Total	10	12	13	13	13	12	12	13	13	13	11	8	5	2

User	Parking Demand Based on Time-of-Day - Office													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Visitor	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%
	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Employee	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	2	1	1	1	1	1	1	0	0	0

	Time-of-Day													
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Existing Demand	338	339	332	327	316	302	285	309	344	415	427	425	410	351
Available Supply	446	446	446	446	446	446	446	446	446	447	447	447	447	447
85% Practical Supply	379	379	379	379	379	379	379	379	379	380	380	380	380	380
Retail Demand	10	12	13	13	13	12	12	13	13	13	11	8	5	2
Office Demand	2	1	1	1	2	1	1	1	1	1	1	0	0	0
Total Site Demand	12	13	14	14	15	13	13	14	14	14	12	8	5	2
Site + Existing Demand	350	352	346	341	331	315	298	323	358	429	439	433	415	353

1728 14th Street NW
Washington, DC

ATTACHMENT D
TRUCK TURNING
TEMPLATES

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

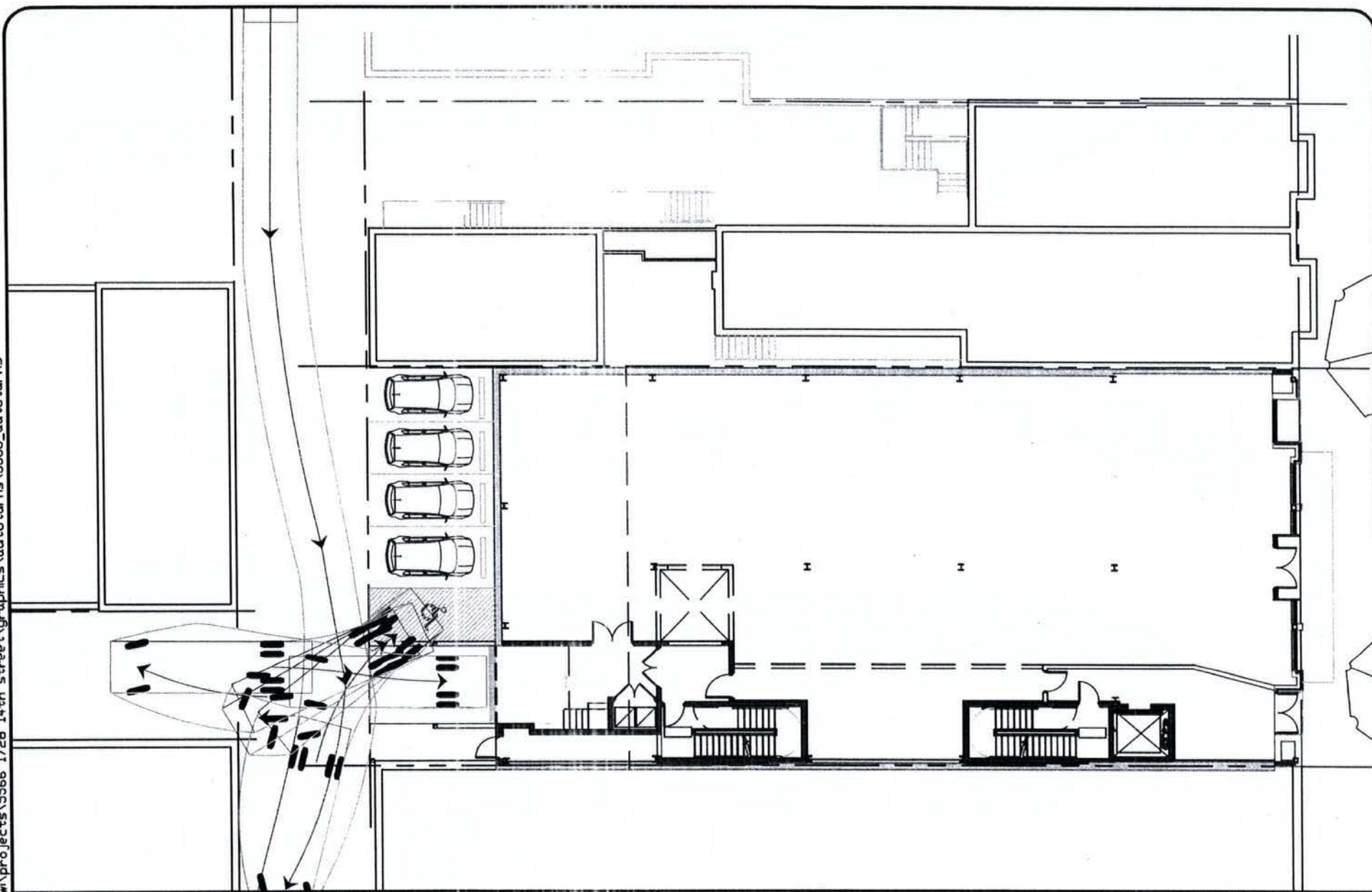


Figure D1
SU-30 Ingress From The North

North
Scale 1:20

1728 14th Street NW
Washington, D.C.

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

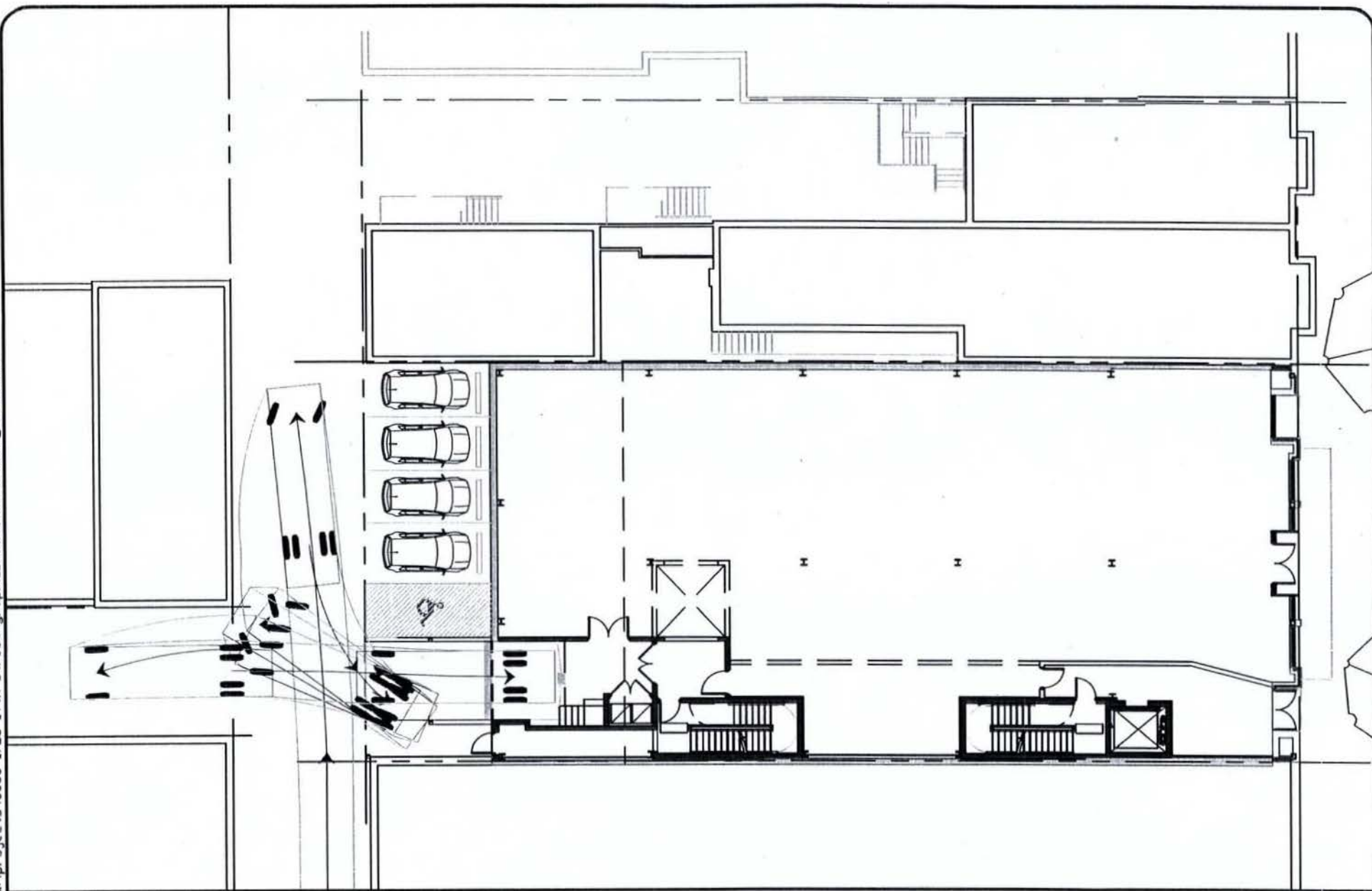


Figure D2
SU-30 Ingress From The South

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



Wells + Associates

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

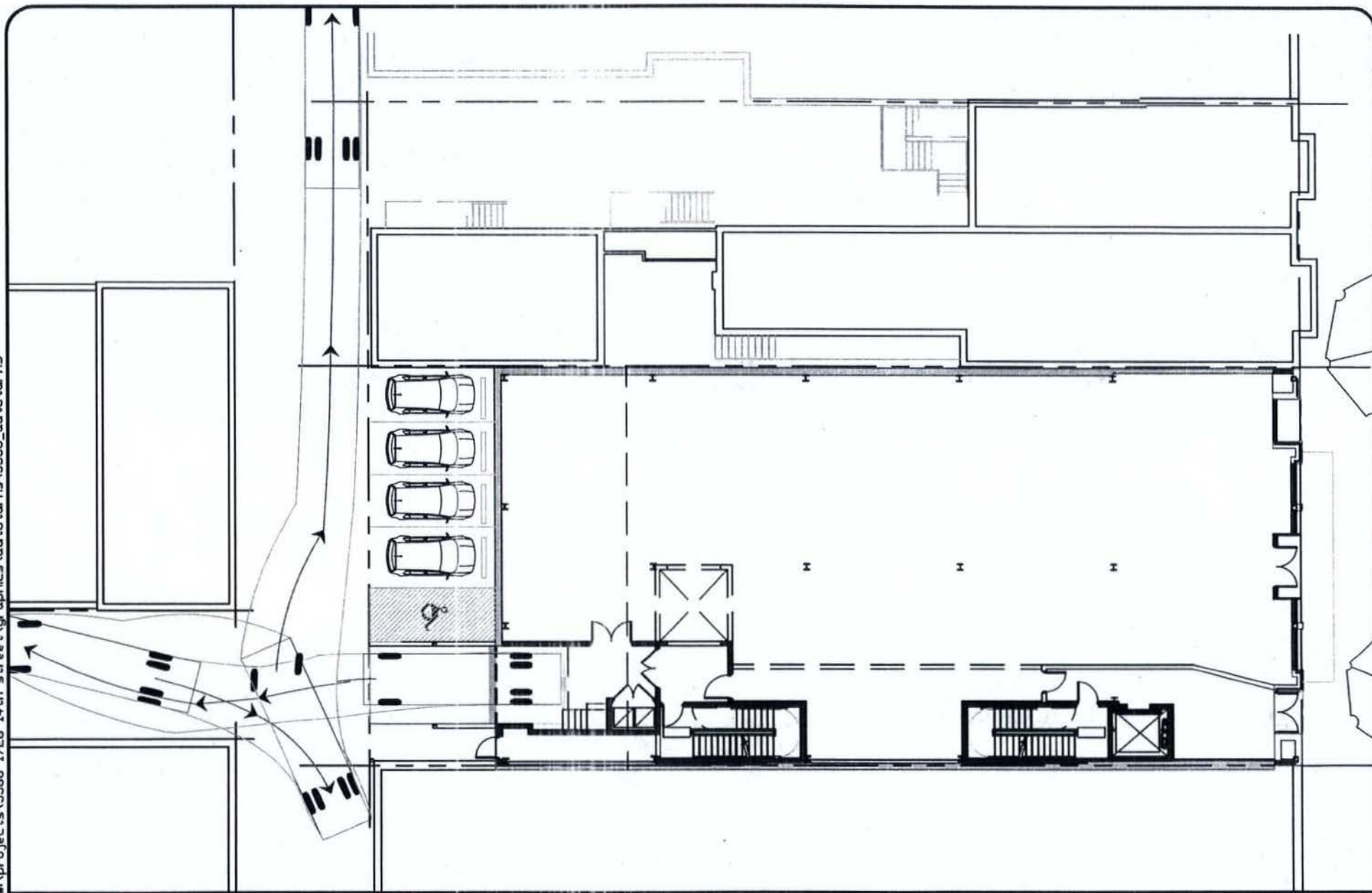


Figure D3
SU-30 Egress To The North

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



Wells + Associates

w:\projects\5566 1728 14th street\graphics\autoturns\5566_autoturns

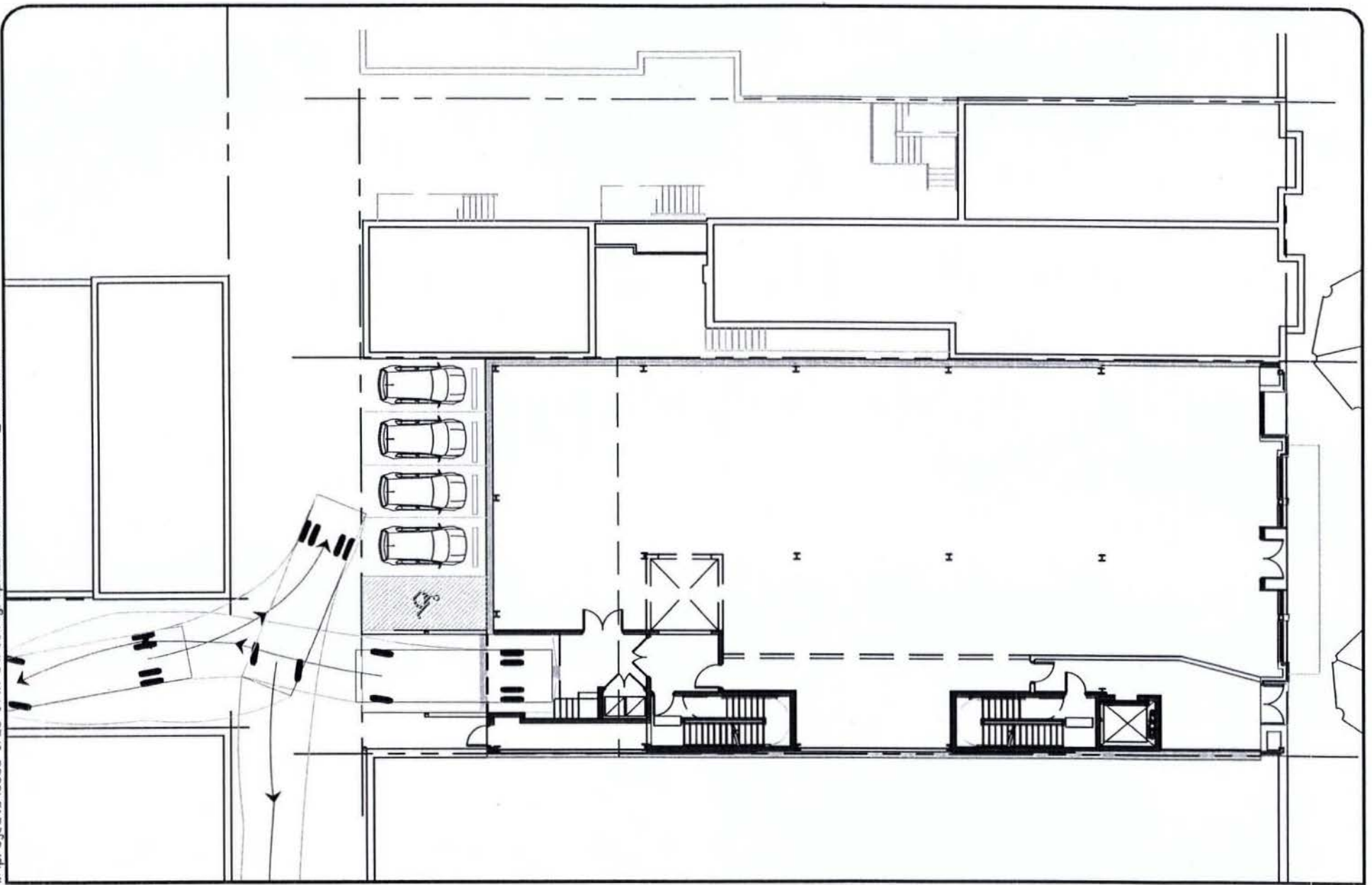


Figure D4
SU-30 Egress To The South

North
Scale 1:20

1728 14th Street NW
Washington, D.C.



Wells + Associates