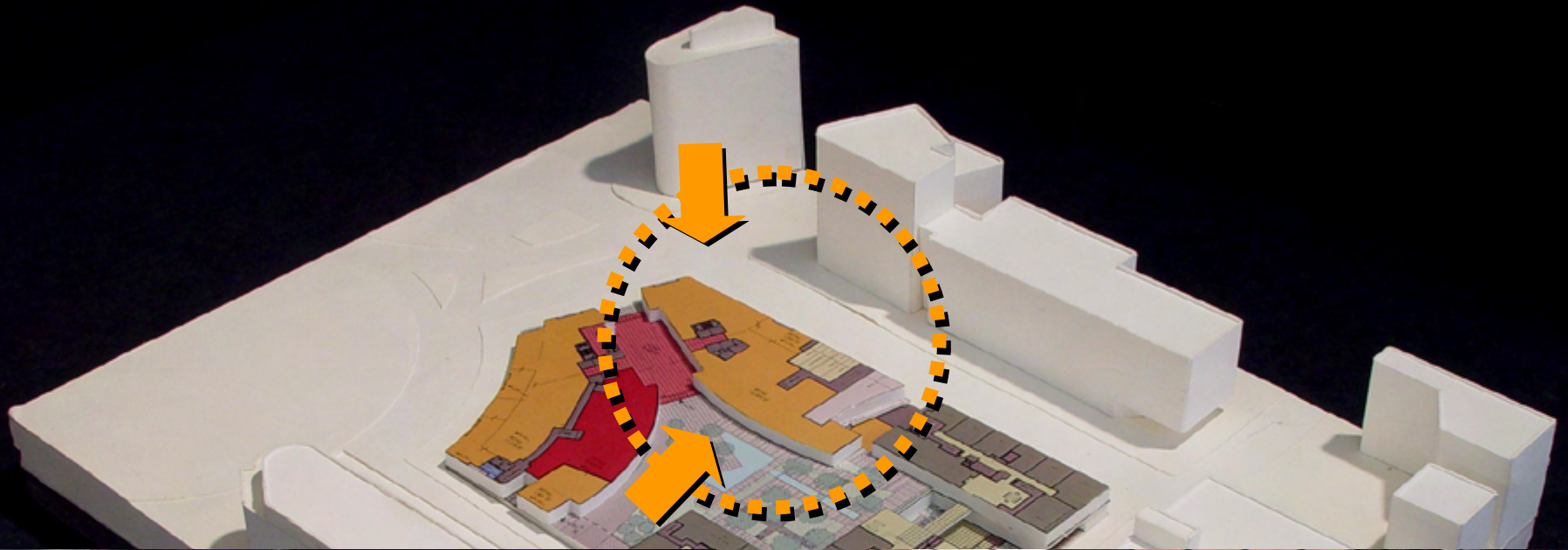
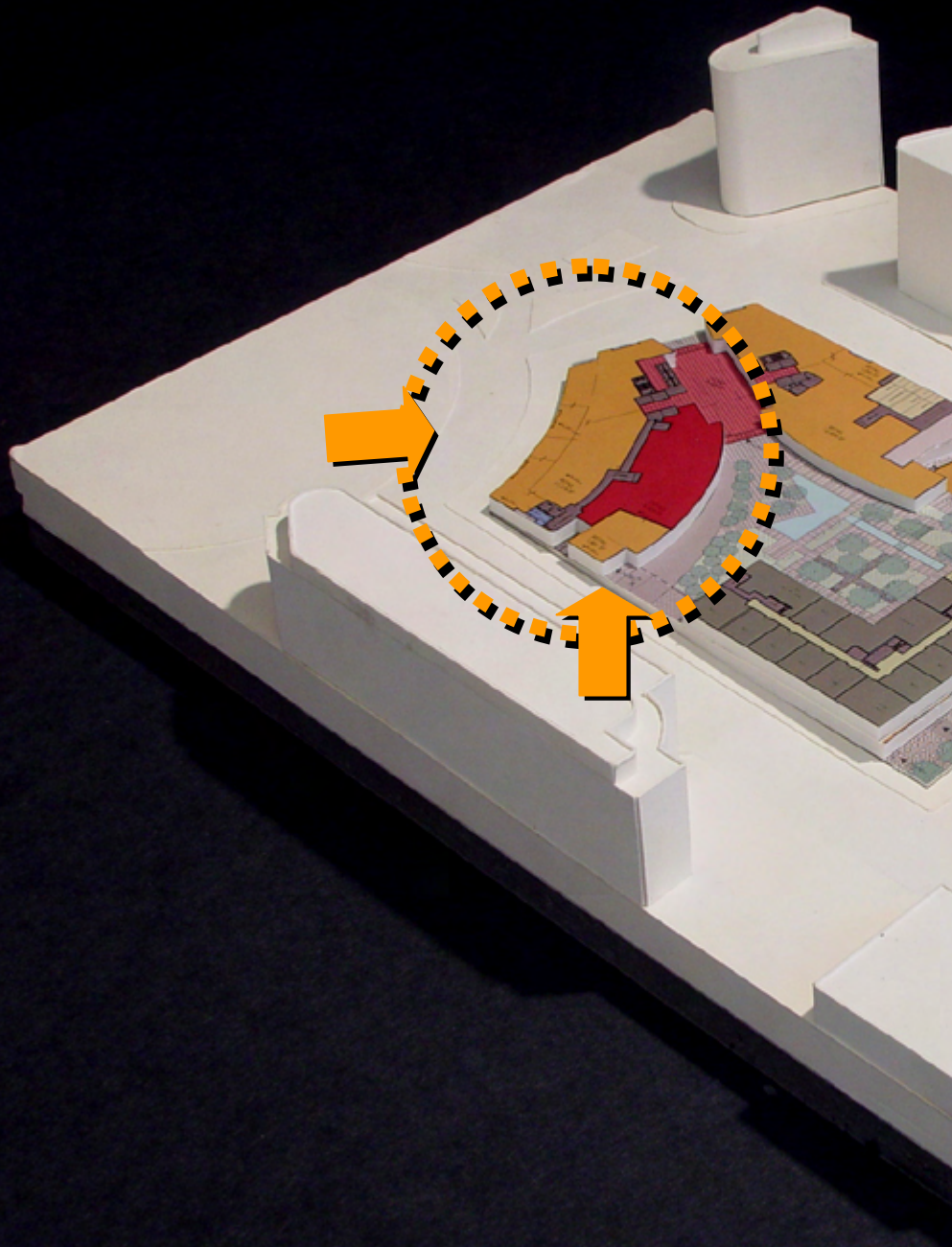


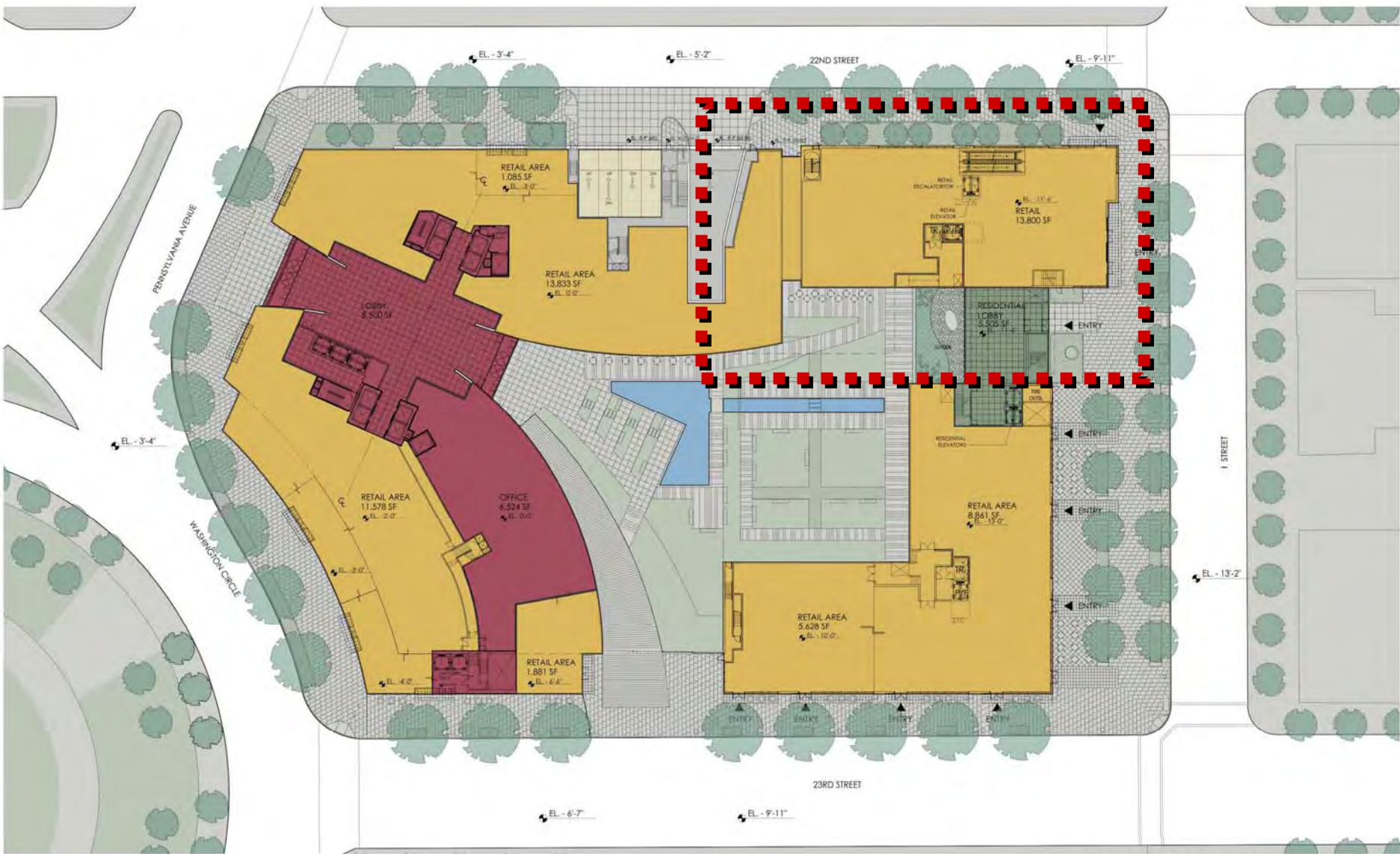


GROUND FLOOR RETAIL PLAN

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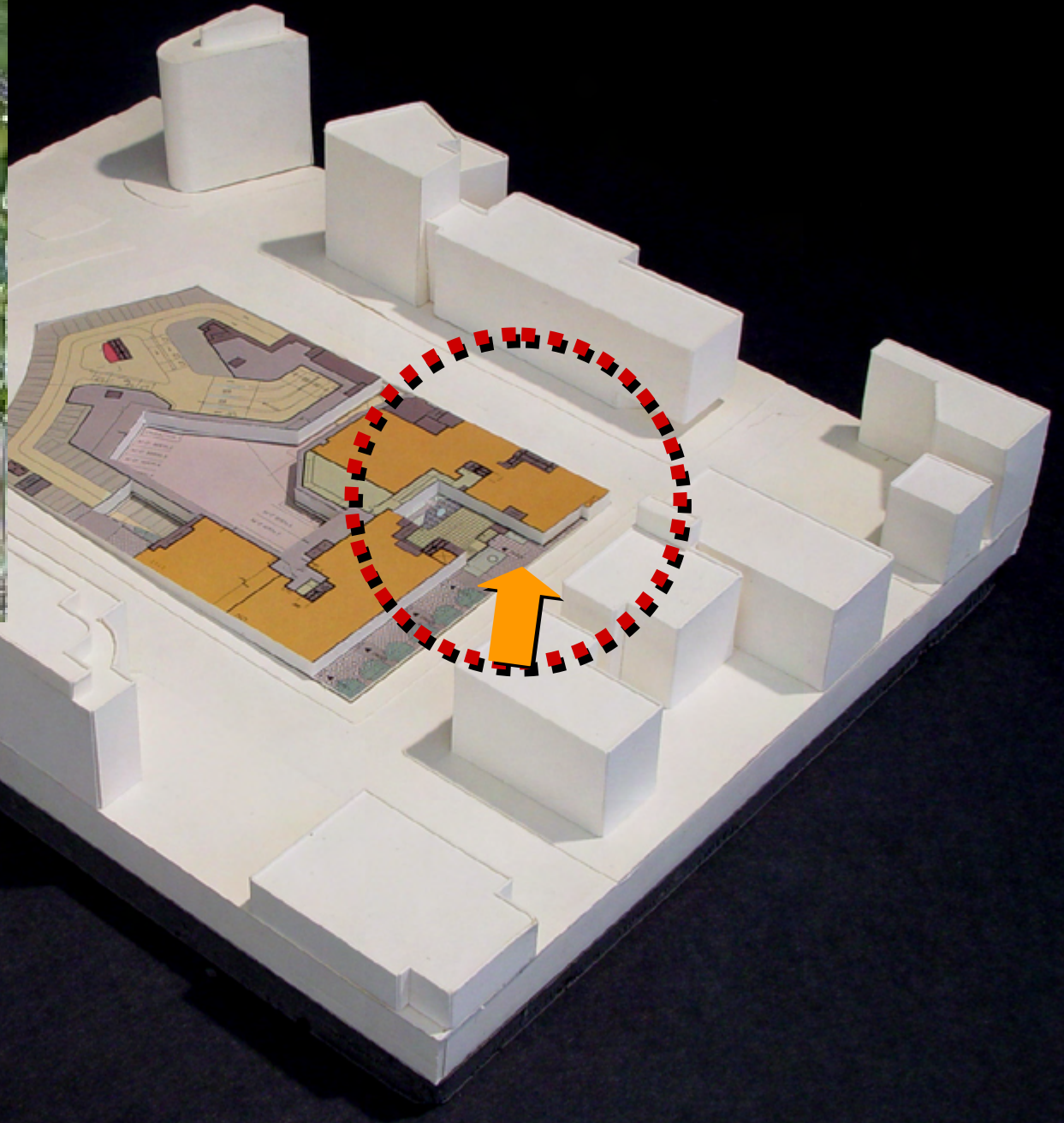


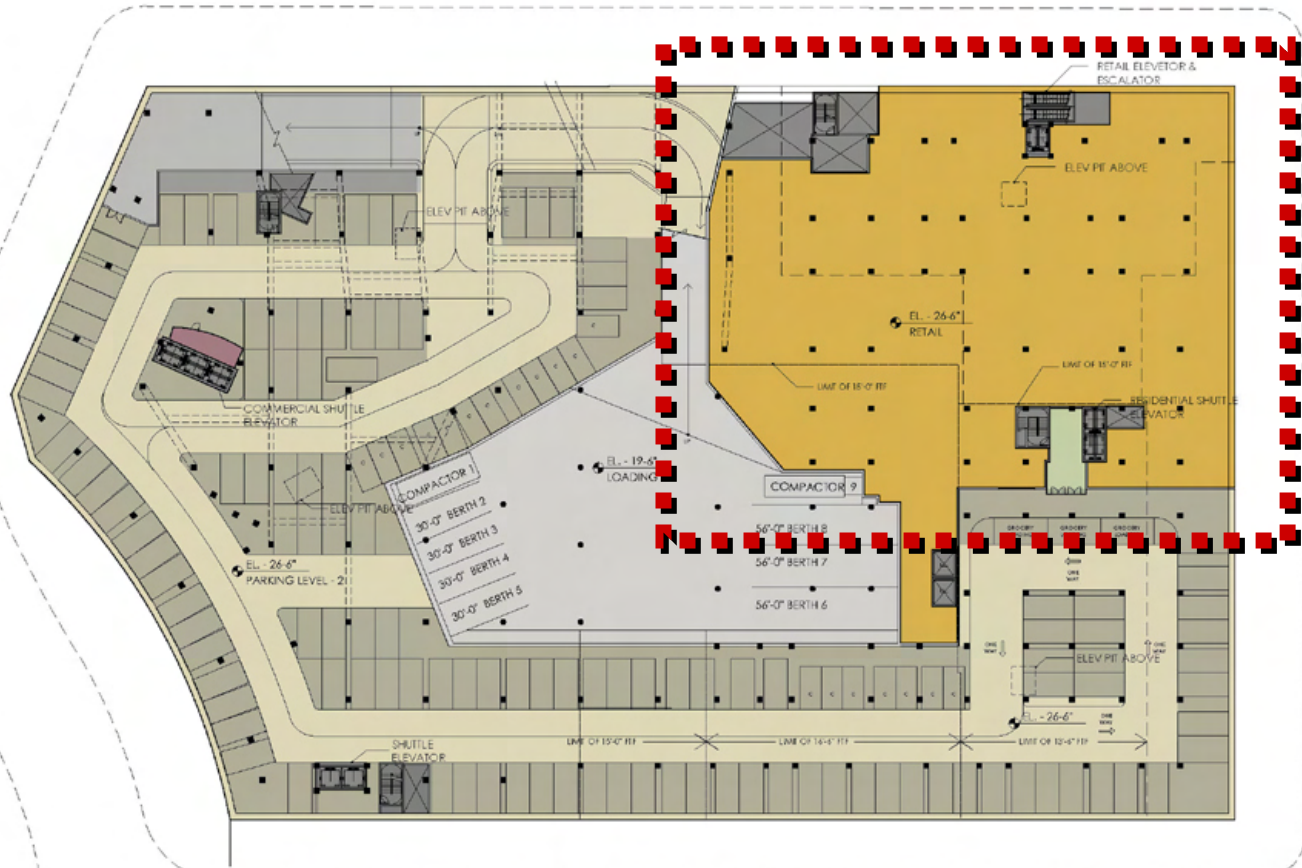
GROUND FLOOR RETAIL PLAN

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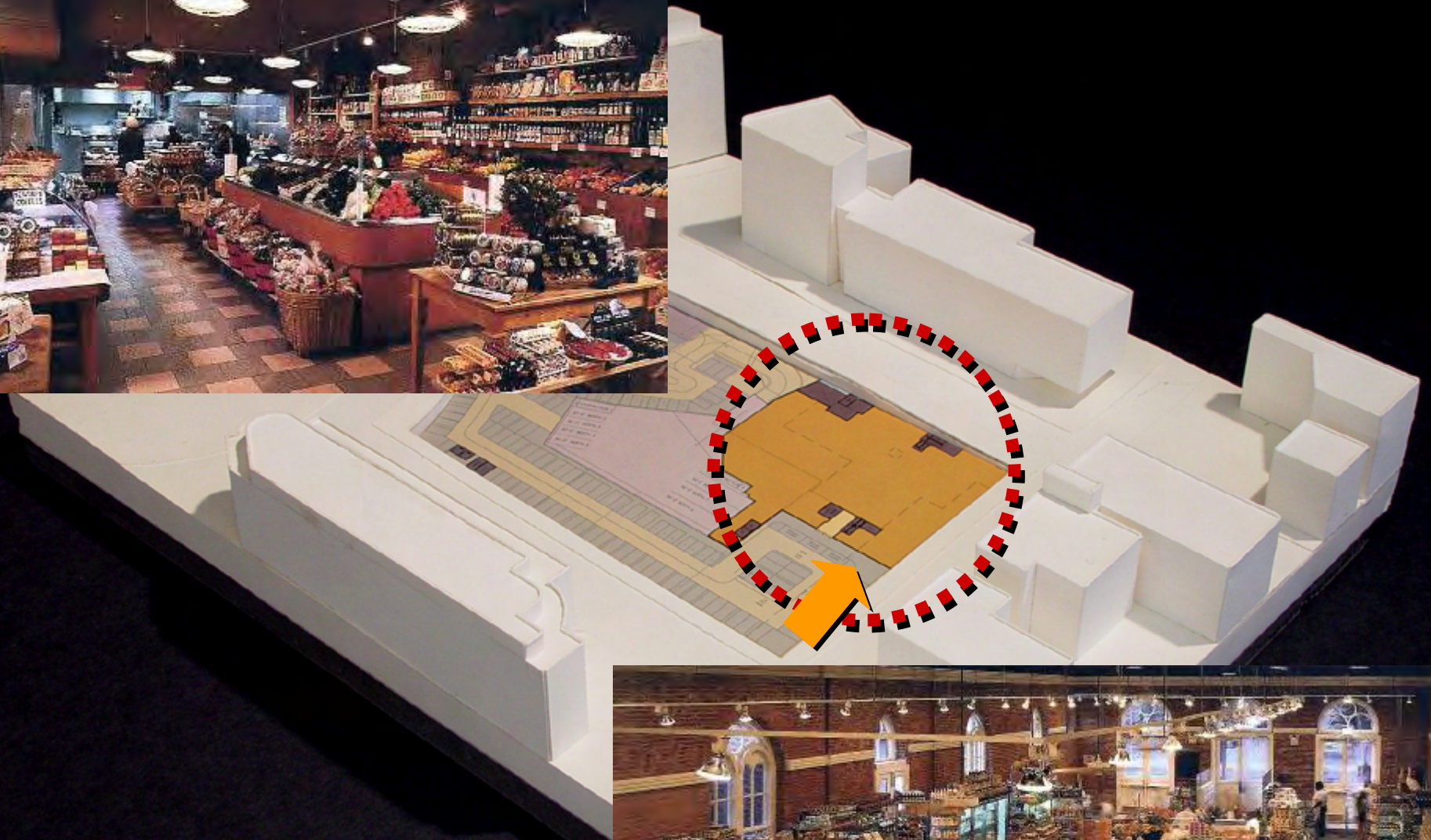
 20 NOVEMBER 2006
 SCALE: 1" = 20'-0"





A2.02 PARKING LEVEL P2

DATE: 10/15/2004 FILE: 020000.P202





GROUND FLOOR RETAIL PLAN

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20 NOVEMBER 2006
SCALE: 1" = 20'-0"

SQUARE 54







Jami Milanovich
Senior Associate
Wells & Associates LLC



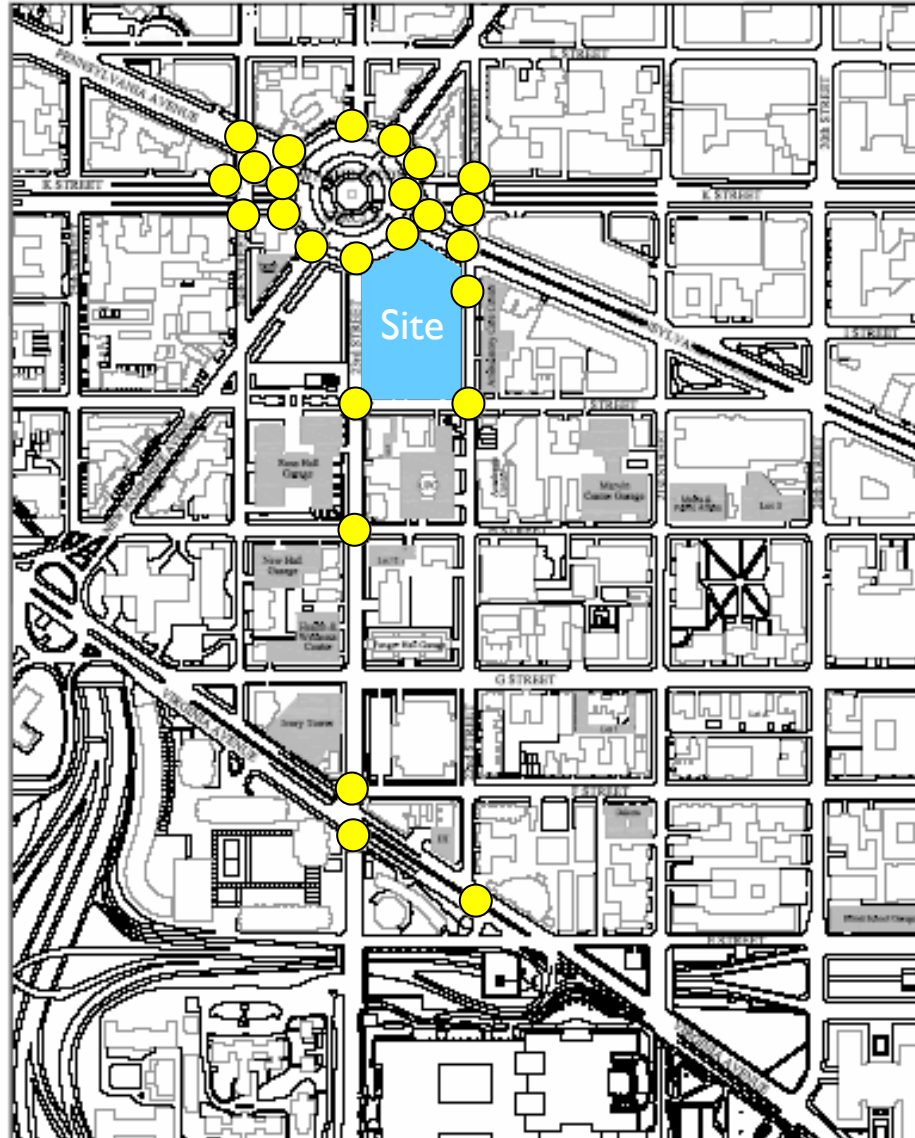
Components

1. Vehicles
2. Pedestrians
3. Transit
4. Loading
5. Transportation Demand Management

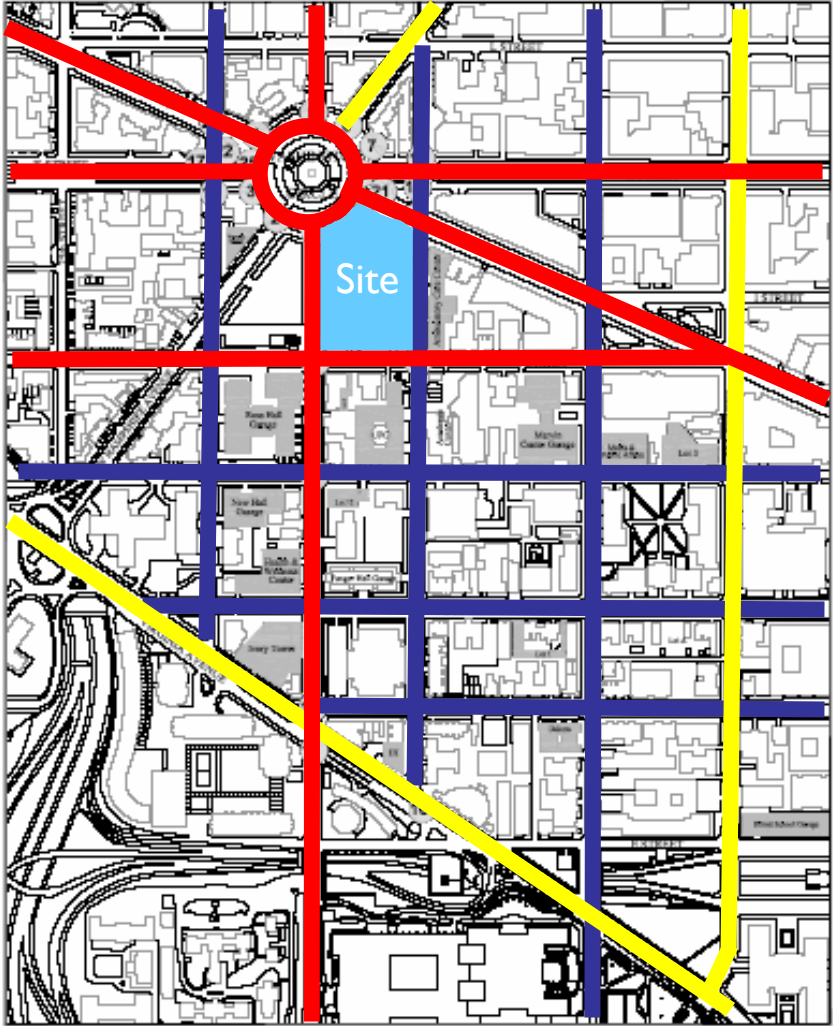


- A. Existing Conditions
- B. 2010 Conditions without the Proposed Development
- C. 2010 Conditions with the Proposed Development

Scope

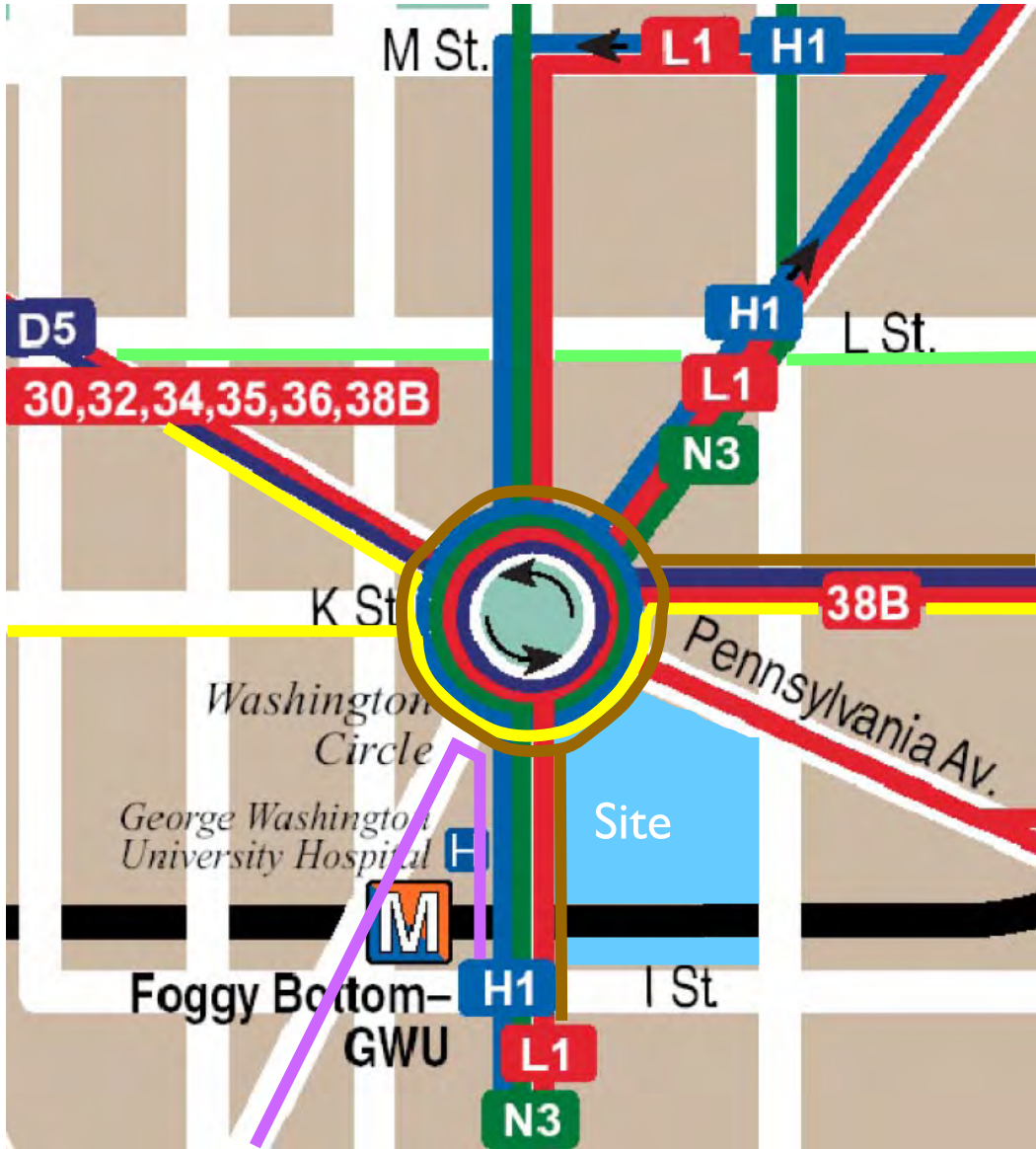







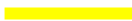

Functional Classification



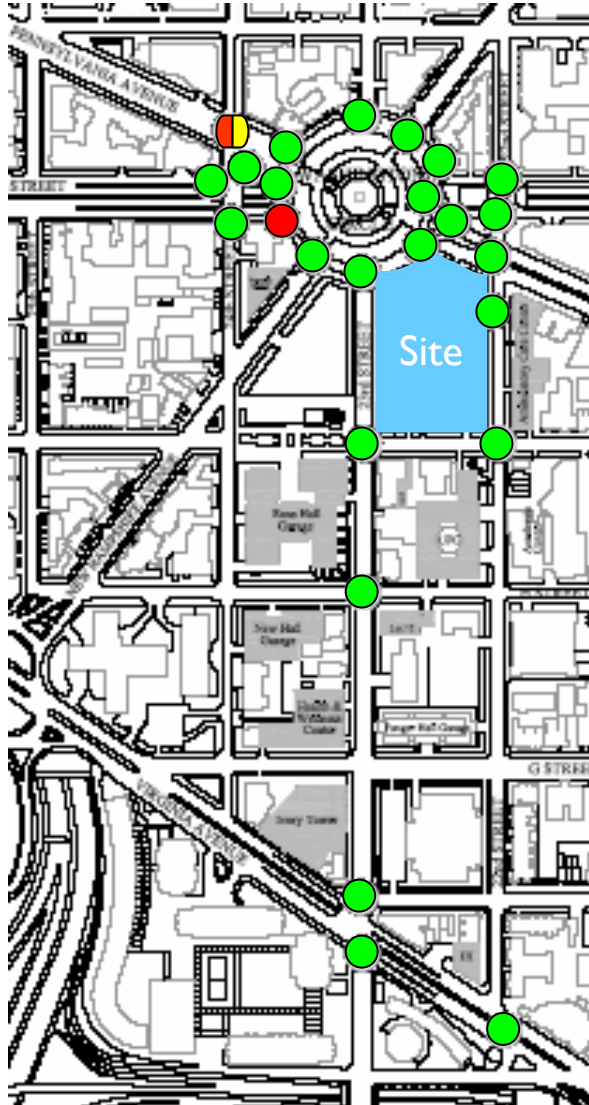
— Principal Arterial — Minor Arterial — Collector

Transit Routes



-  Metrobus
-  Metrobus
-  Metrobus
-  Maryland Commuter
-  Maryland Commuter
-  DC Circulator
-  Kennedy Center Shuttle

Existing Intersection Levels of Service

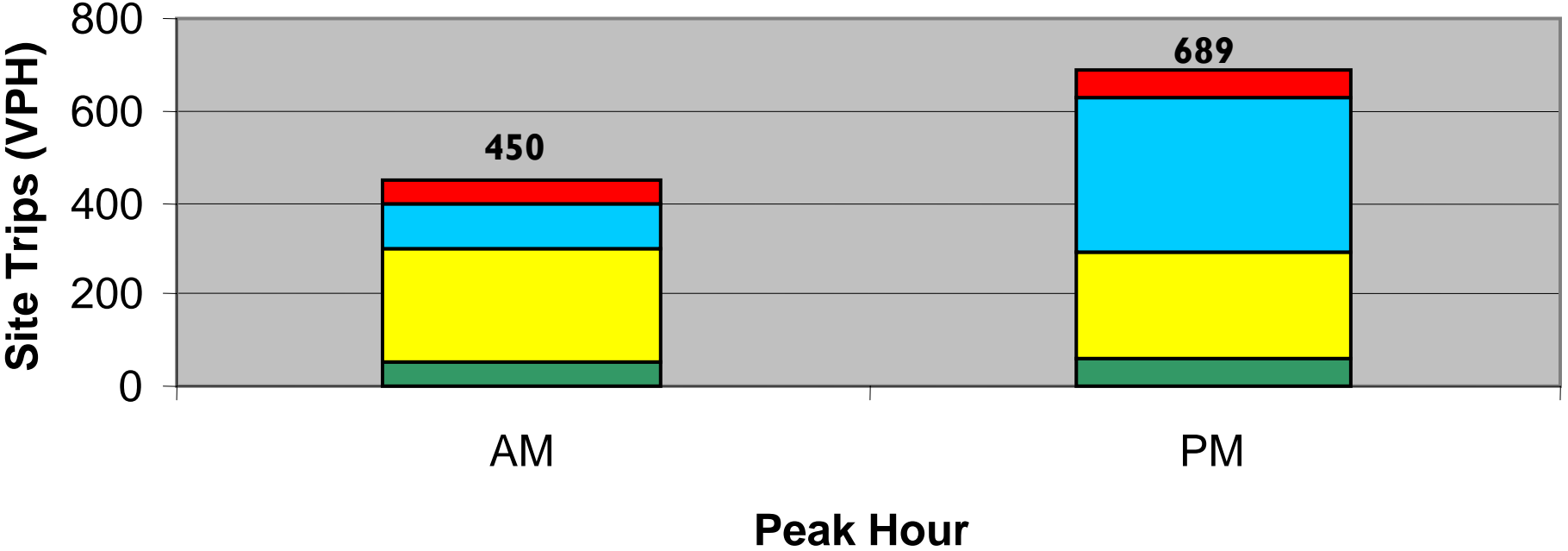


All intersections operate at overall acceptable levels of service ('D' or better) during the AM and PM peak hours except:

- Washington Circle/K Street (eastbound) (#3)
- 24th Street/Pennsylvania Avenue (#24)

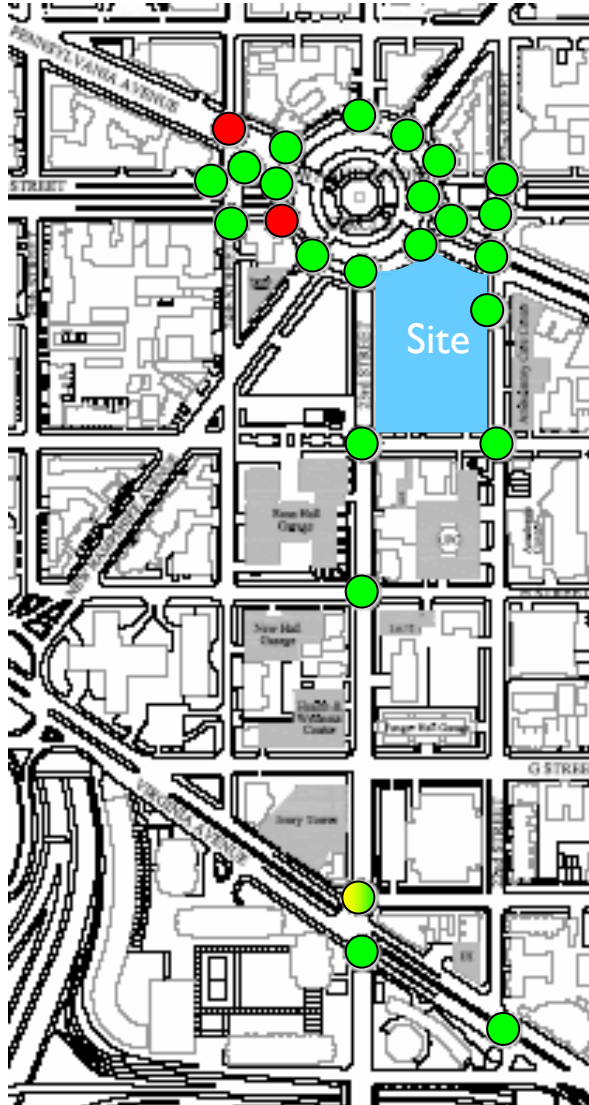
- Overall LOS D or better
- Overall LOS E or better
- Overall LOS F or better

Trip Generation

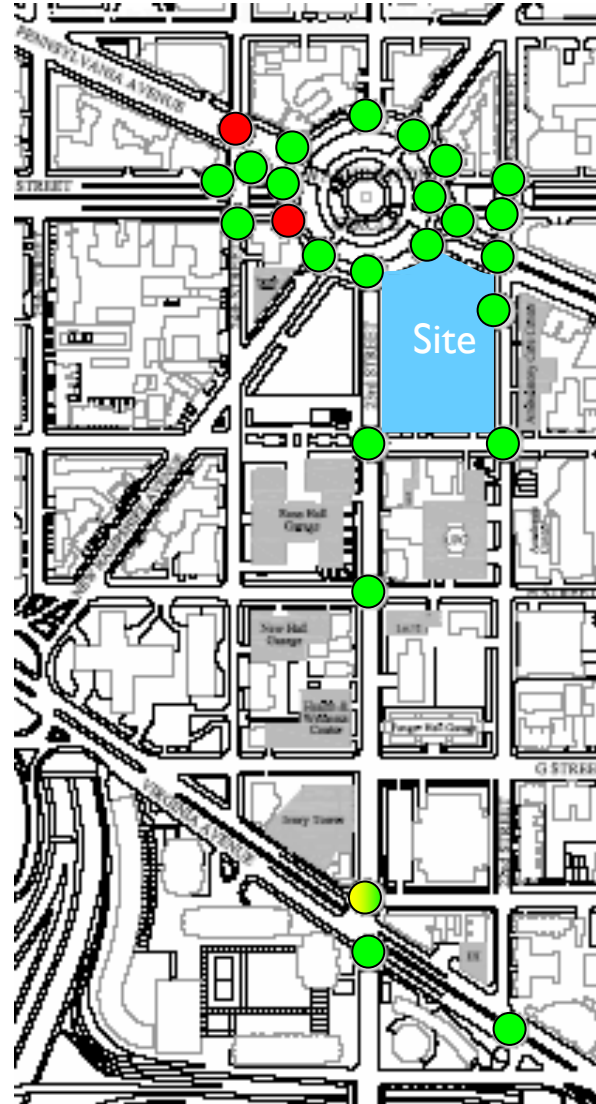


Future Conditions – Intersection Levels of Service

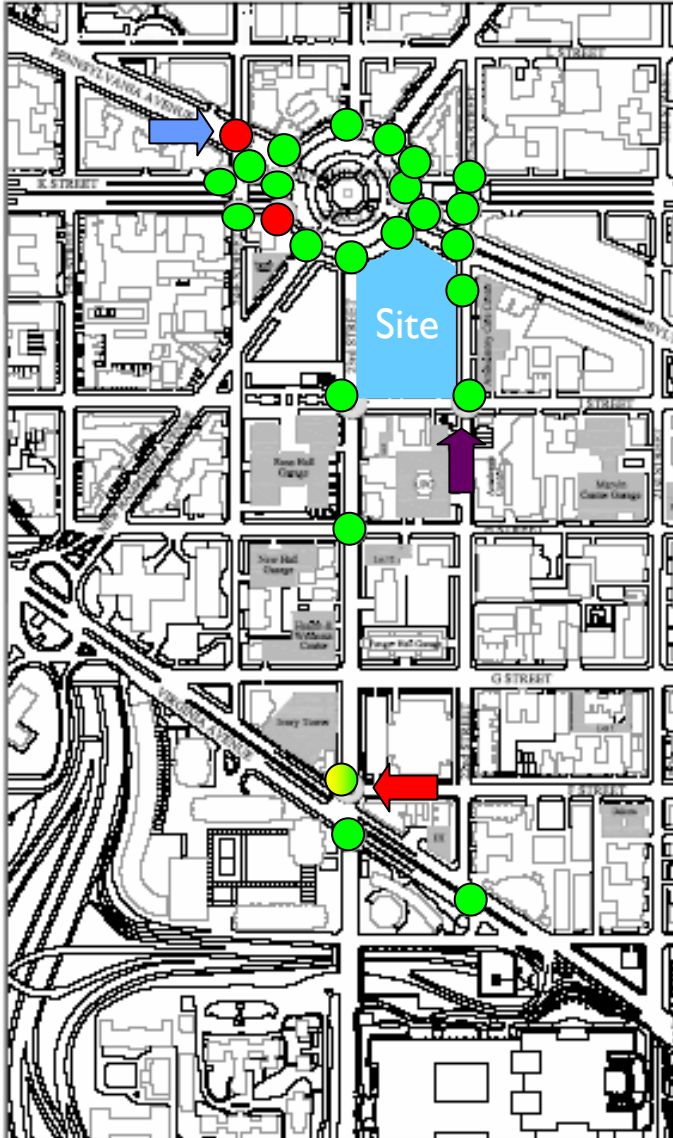
Without Proposed Development



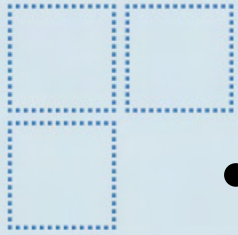
With Proposed Development & Mitigation



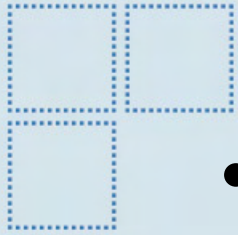
Proposed Mitigation Measures



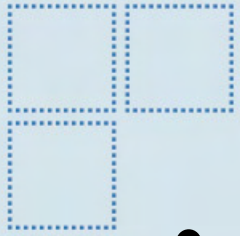
- 23rd Street / F Street / Virginia Avenue westbound (#10)
 - Adjust AM peak hour signal timings
- 22nd Street / I Street (#15)
 - Install traffic signal and restrict parking on south side of I Street
- 24th Street / Pennsylvania Avenue (#24)
 - Adjust AM and PM peak hour signal timings



- Transit Incentives
- Information Dissemination
- Telecommuting Incentives
- Carpooling Incentives
- Parking for Car Sharing
- Bicycle Storage



- On-site Loading
- Trucks Enter and Exit Front First
- Loading Dock Coordinator
- Provide Preferred Truck Circulation Route



- The impact of the proposed development can be offset with the proposed transportation improvements
- TDM Program
- Truck Management Plan



AFFE SQUARE

THE PARK