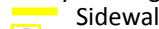
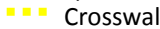








**Figure 4**  
One Quarter Mile Walk Shed

Likely walking route to/from transit stops:  
 Sidewalk  Crosswalk  
 Bus Stop  
 U Street Metrorail Station (Green & Yellow Lines)

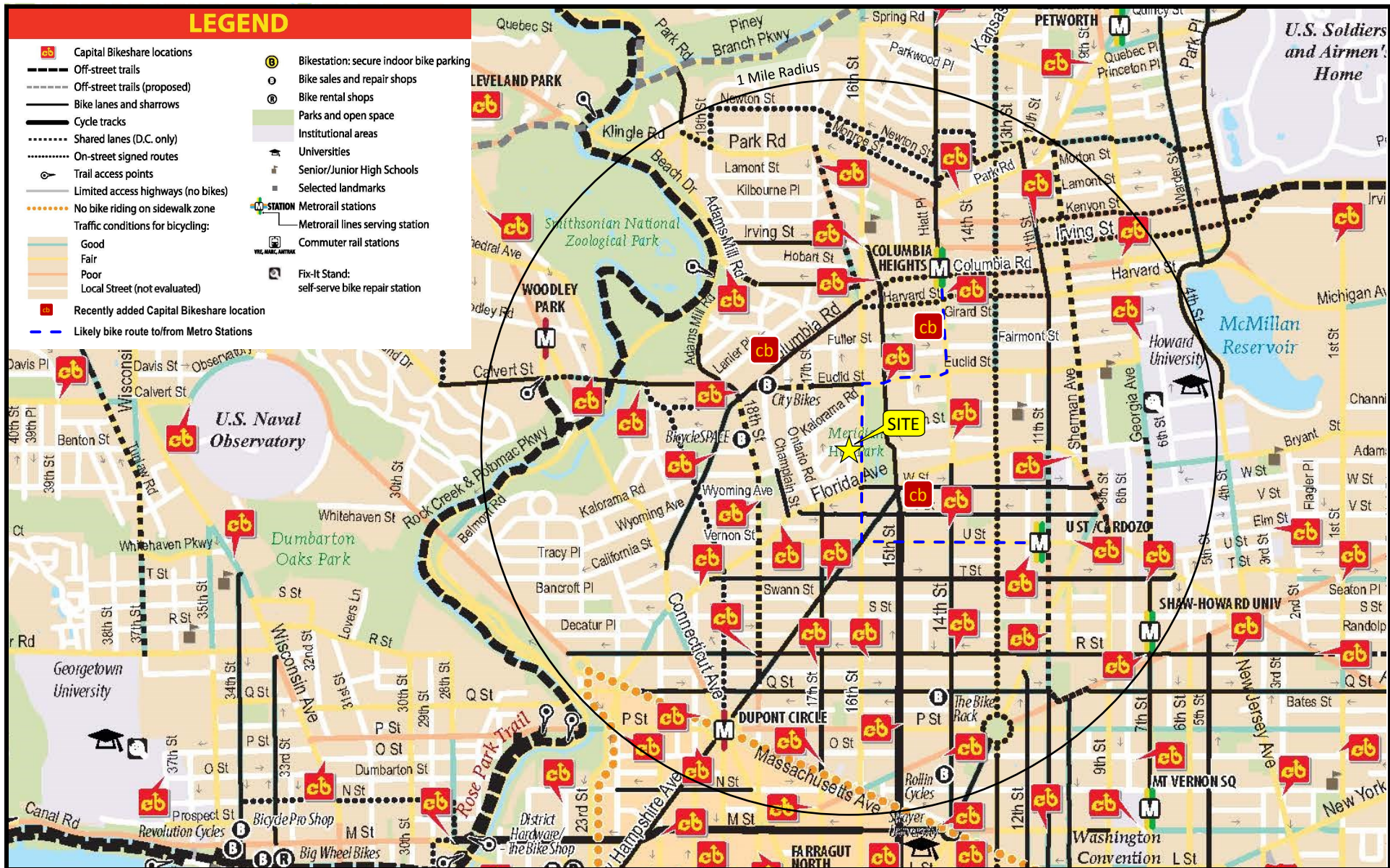
 High Pedestrian Activity and Deficiency  
 Moderate Pedestrian Activity and Deficiency  
 Low Pedestrian Activity and Deficiency  
 Very Low Pedestrian Activity and Deficiency



**2300 16th Street NW**  
 Board of Zoning Adjustment  
 District of Columbia  
 CASE NO. 19689  
 EXHIBIT NO. 262







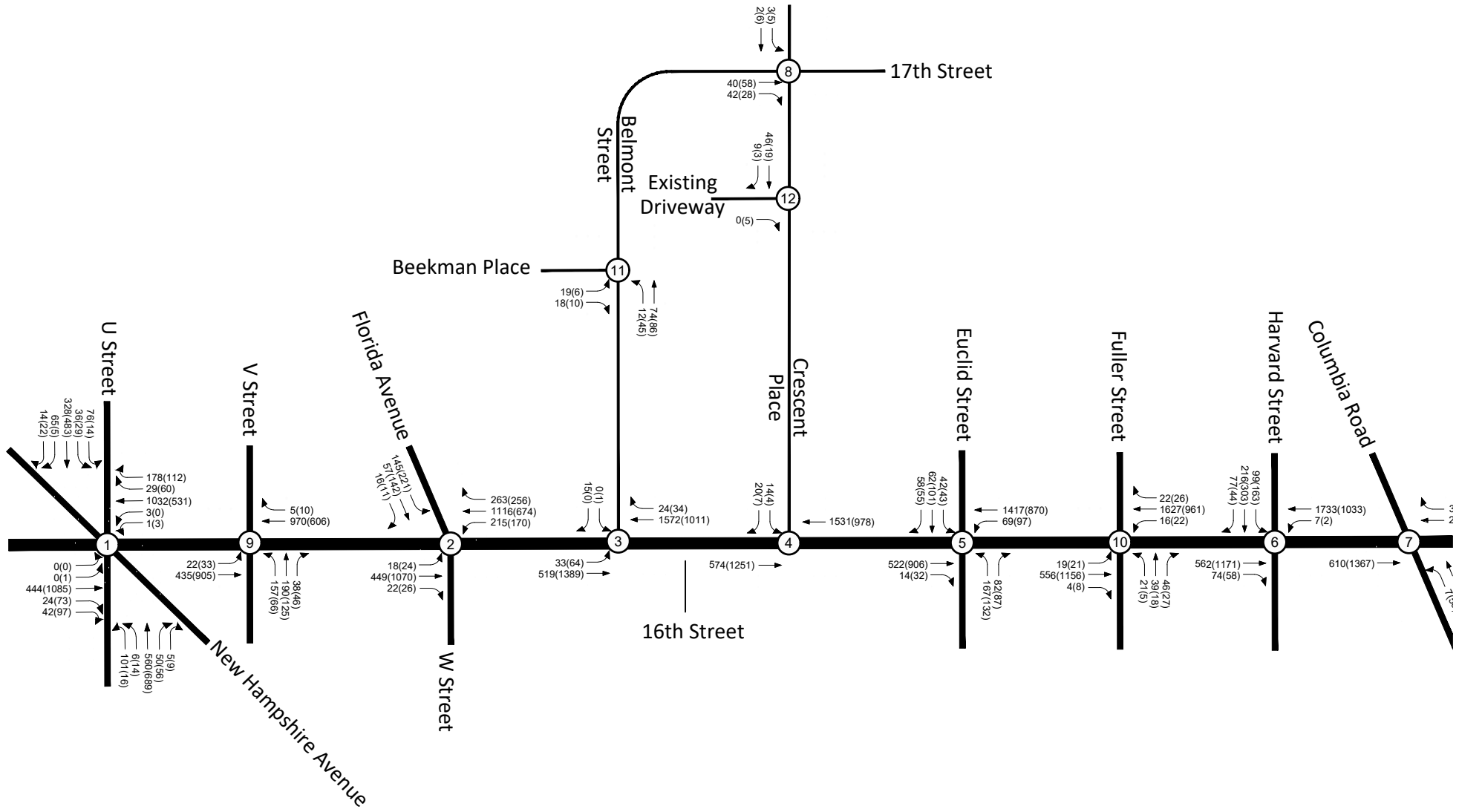
**Figure 5**  
One Mile Bike Shed



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**Figure 6**  
Existing Peak Hour Traffic Volumes

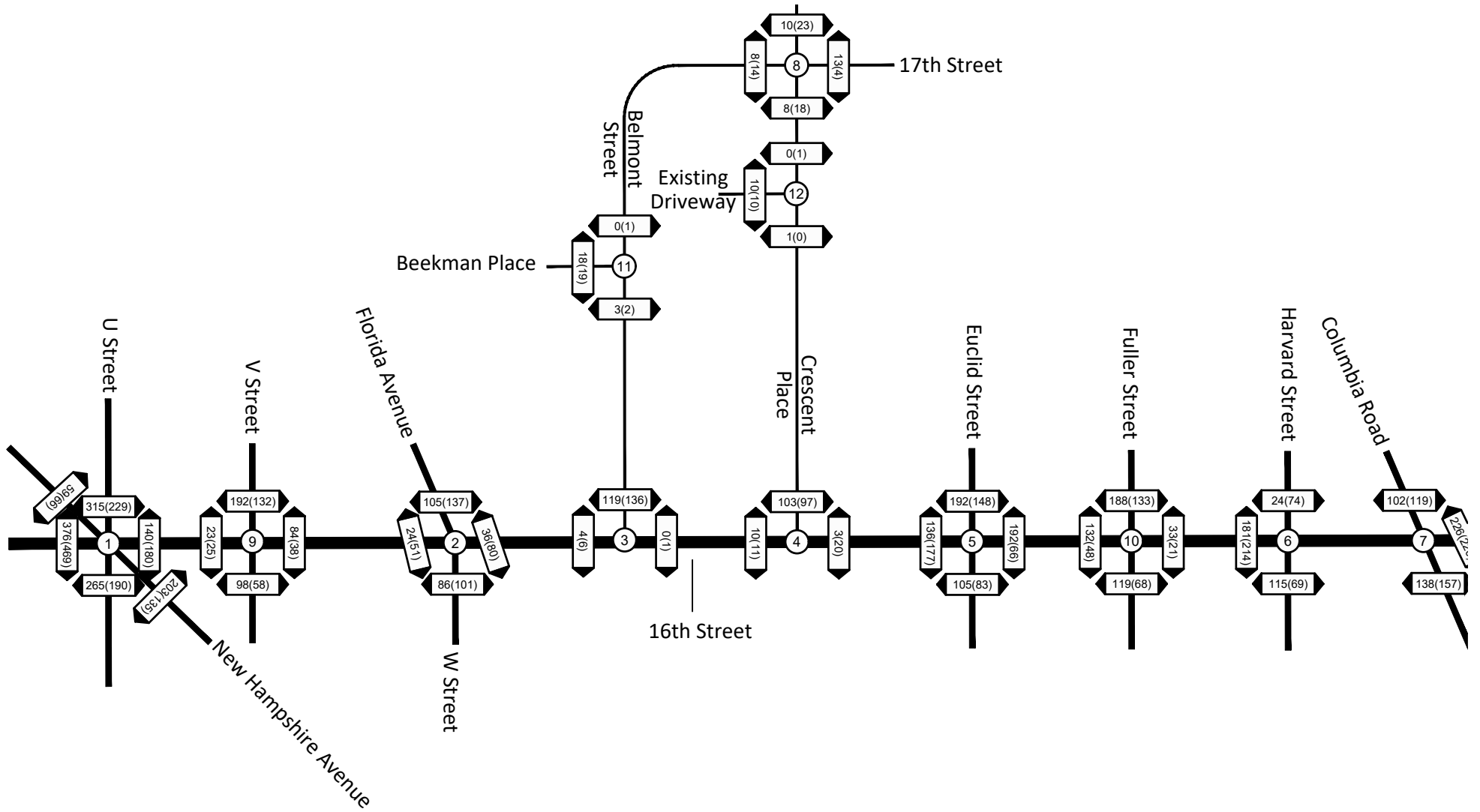
AM PEAK HOUR  
PM PEAK HOUR



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**Figure 7**  
Existing Peak Hour Pedestrian Volumes

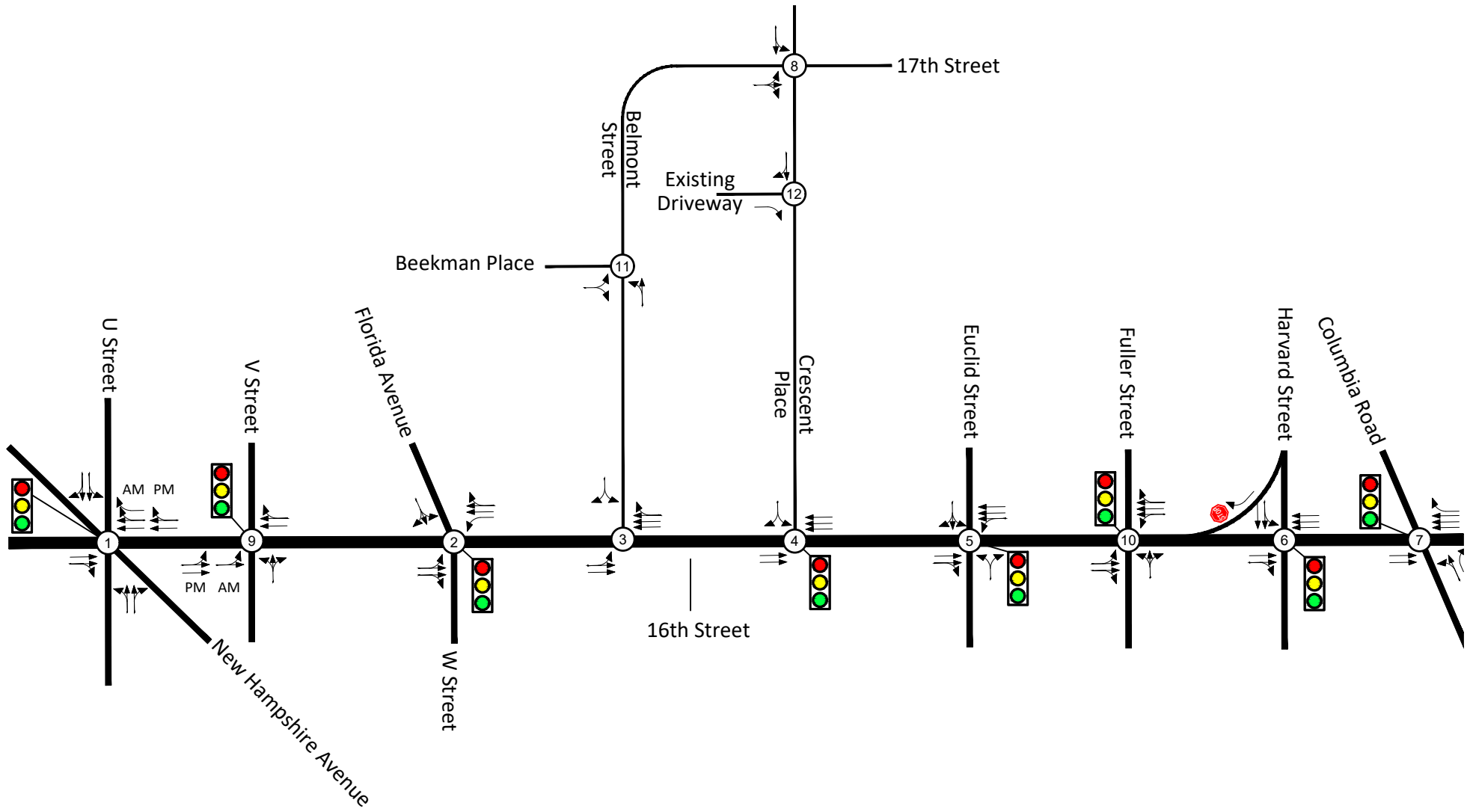
AM PEAK HOUR  
PM PEAK HOUR



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**Figure 8**  
Existing Lane Use and Traffic Control

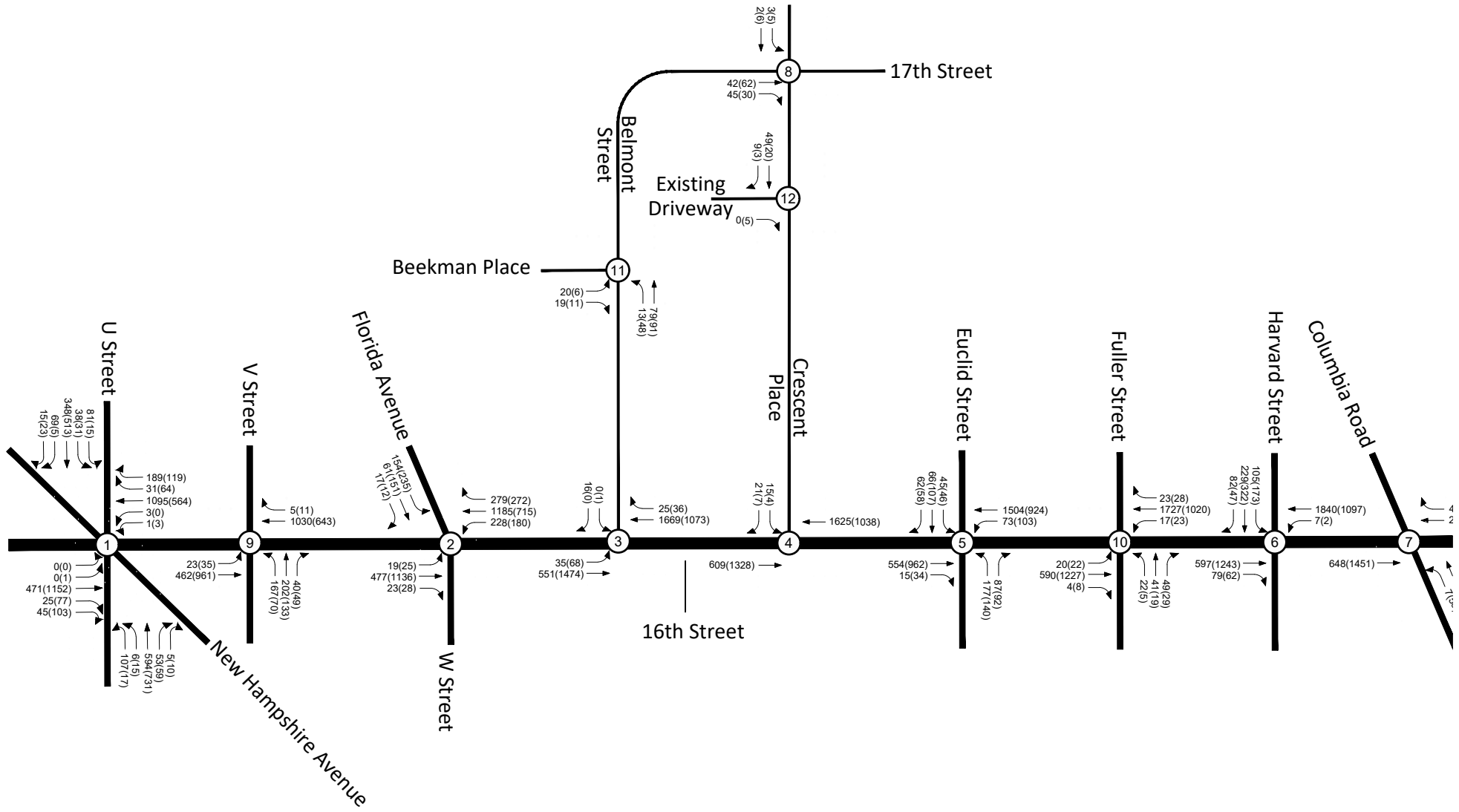
- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign



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**Figure 9**  
Existing Peak Hour Traffic Volumes with Regional Growth

AM PEAK HOUR  
PM PEAK HOUR

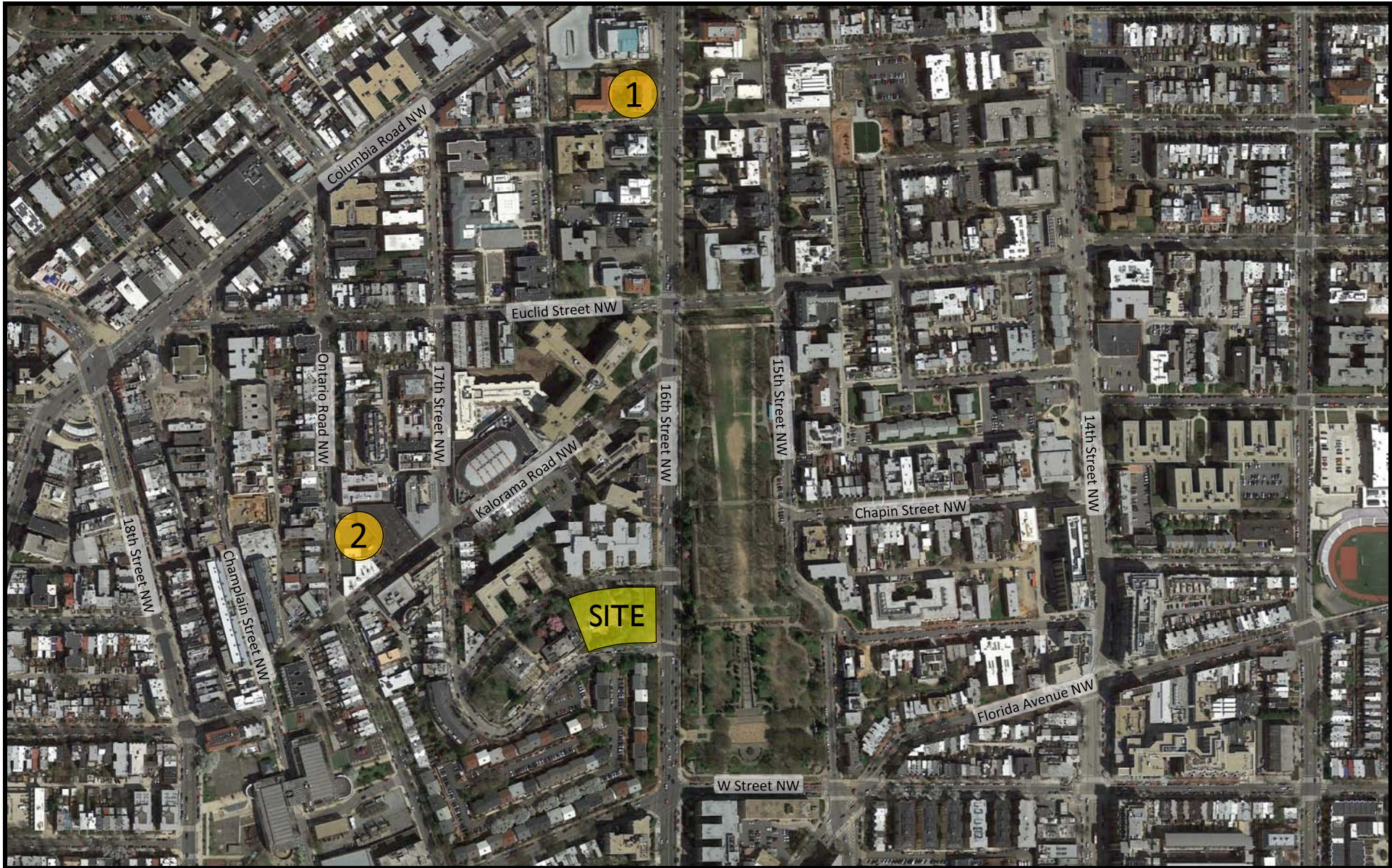


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**Figure 10**  
Pipeline Locations

- ① Il Palazzo
- ② 2341 Ontario Road NW



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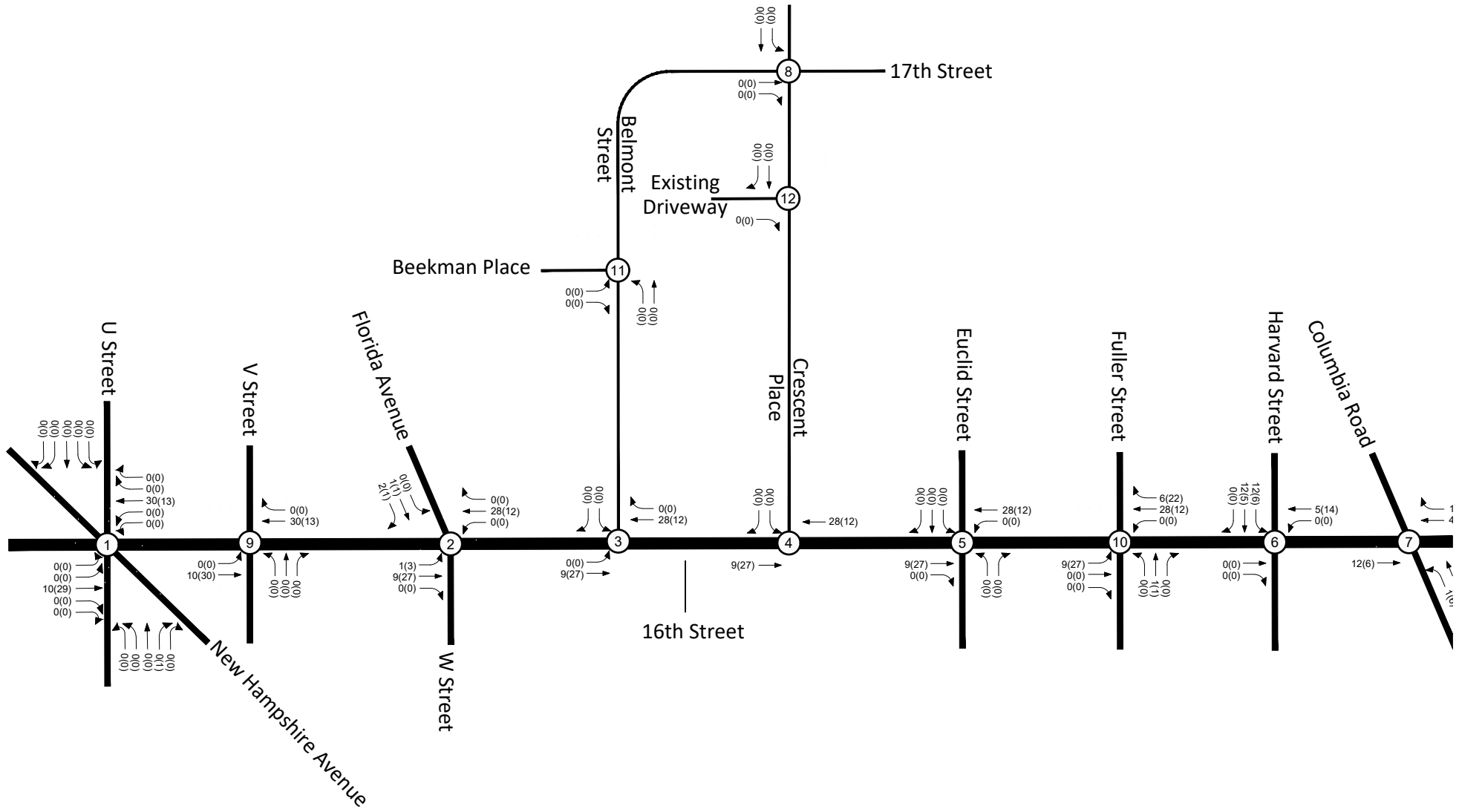


Figure 11  
Pipeline Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR



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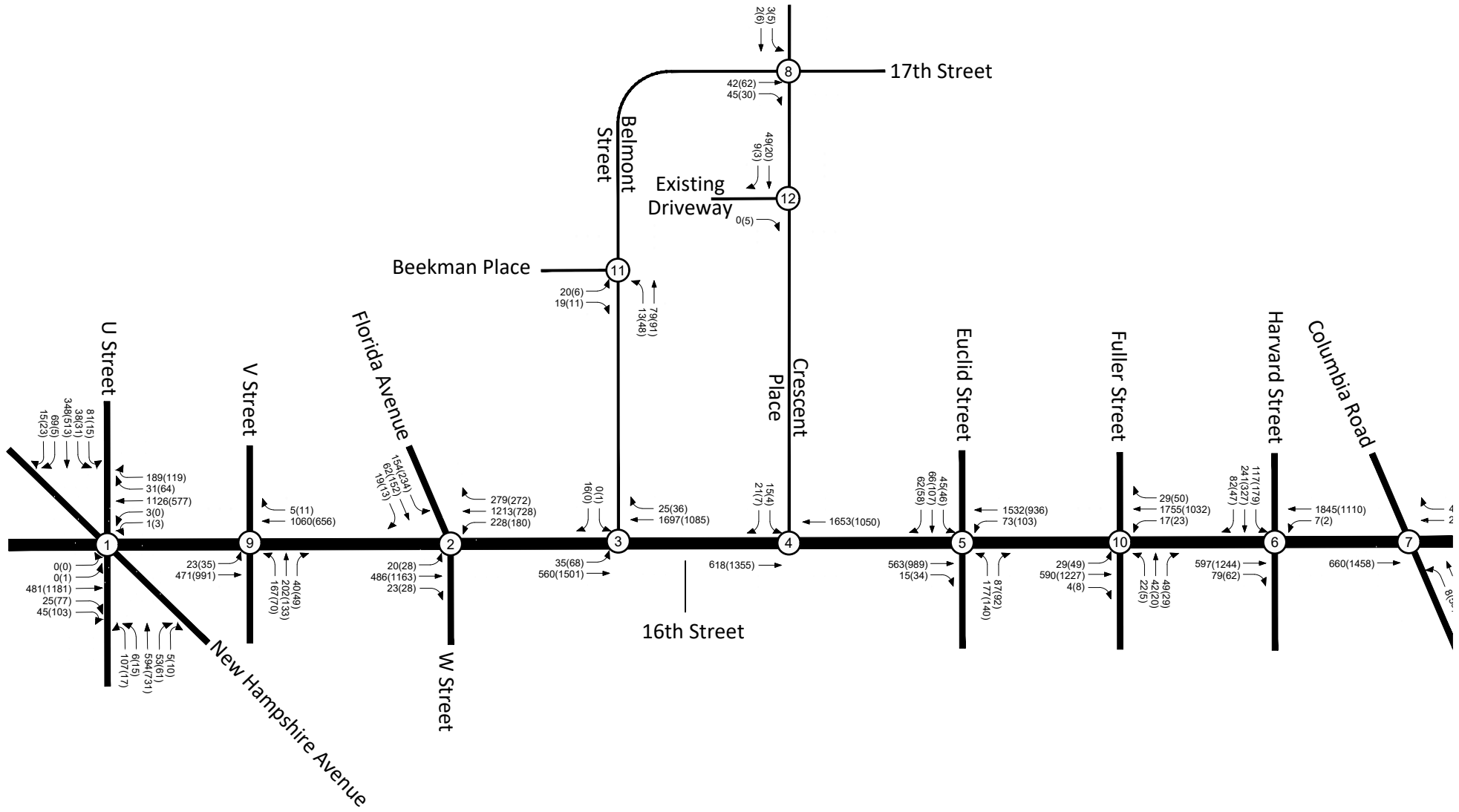


Figure 12  
2022 Background Peak Hour Traffic Volumes

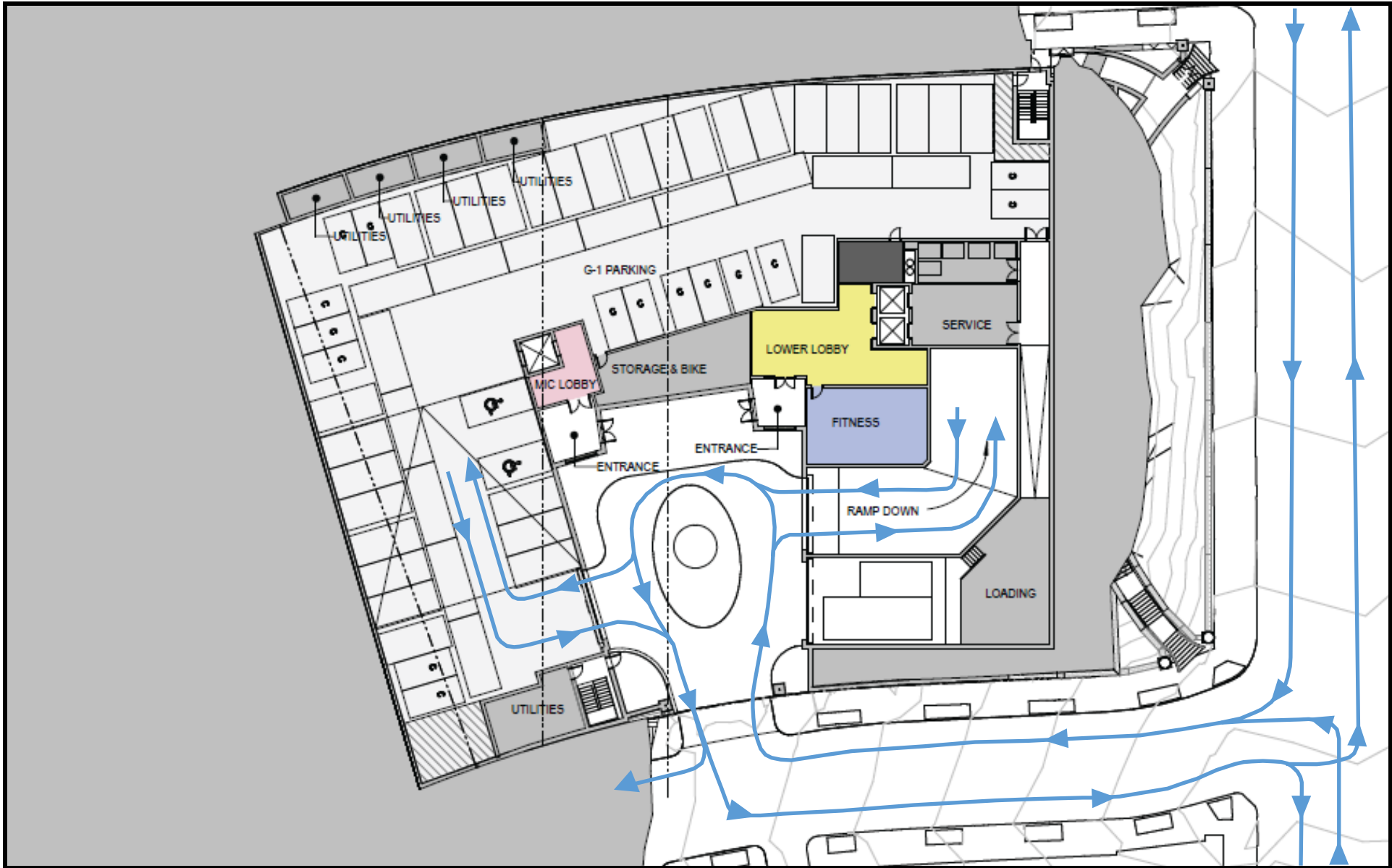
AM PEAK HOUR  
PM PEAK HOUR  
000 (000)



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**Figure 13A**  
 Vehicular Circulation  
 Parking G1

→ Vehicle Circulation

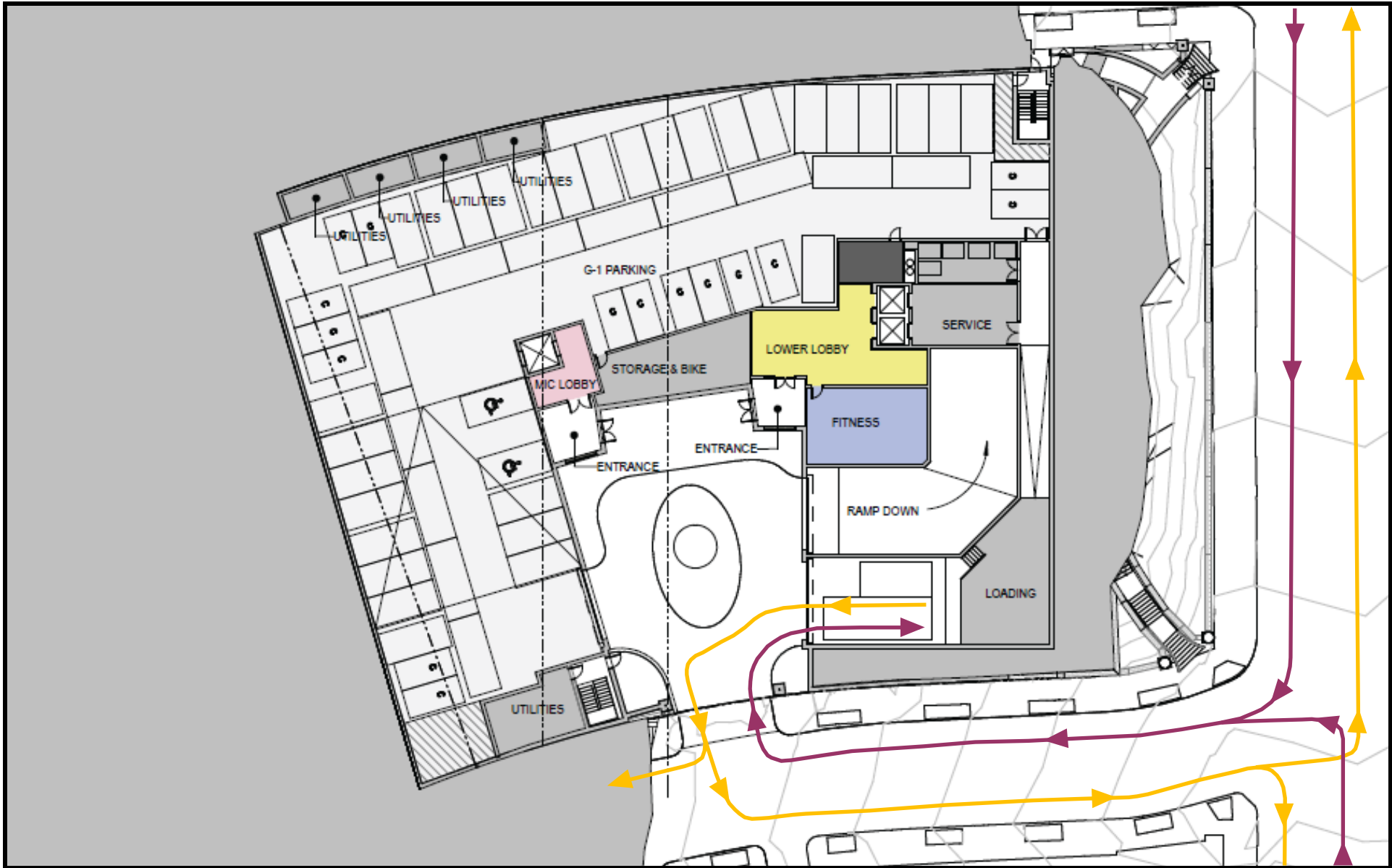


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**Figure 13B**  
 Loading Access  
 Parking G1

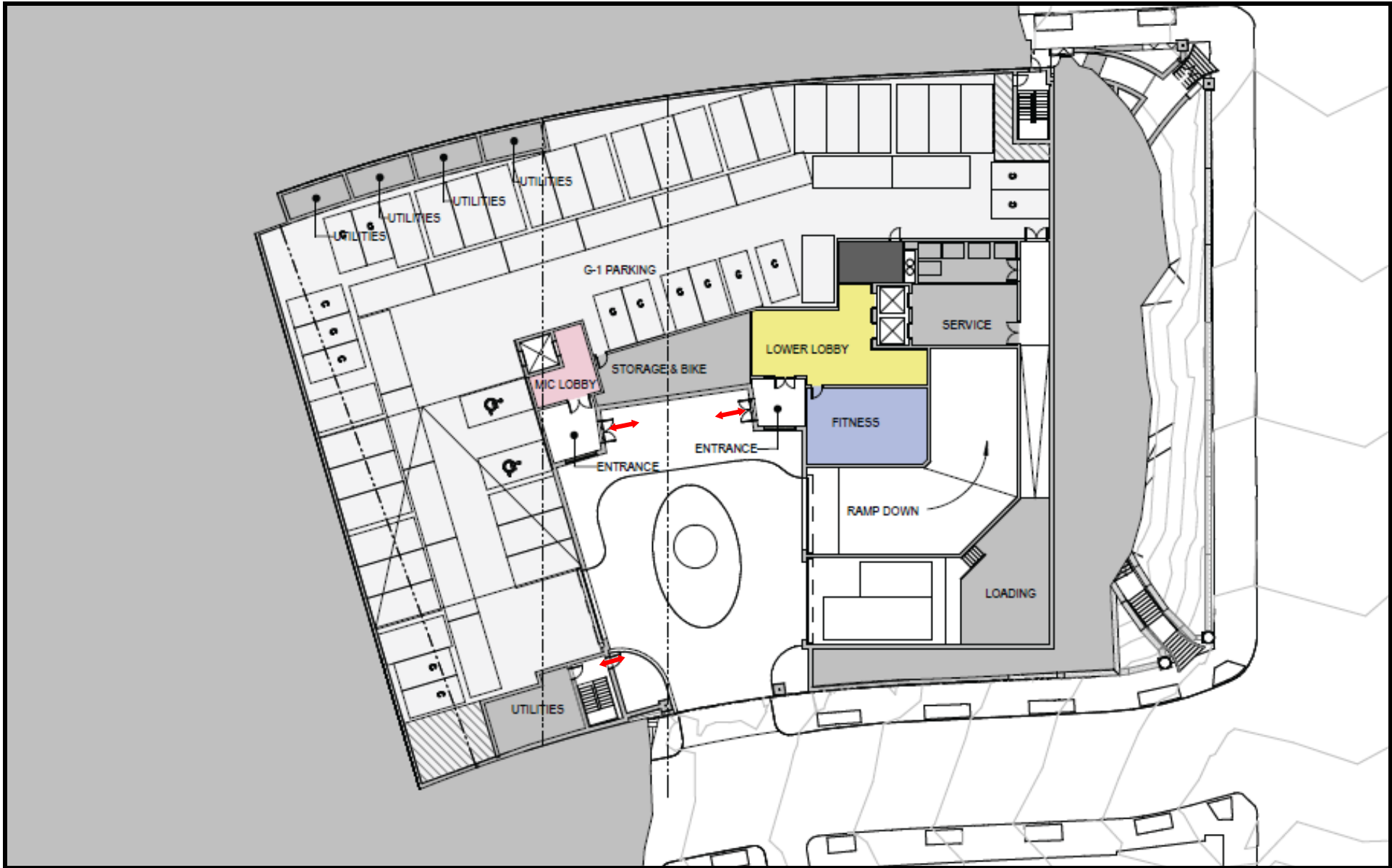
 Inbound  
 Outbound



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**Figure 13C**  
 Pedestrian Access  
 Level G1

↔ Pedestrian Access

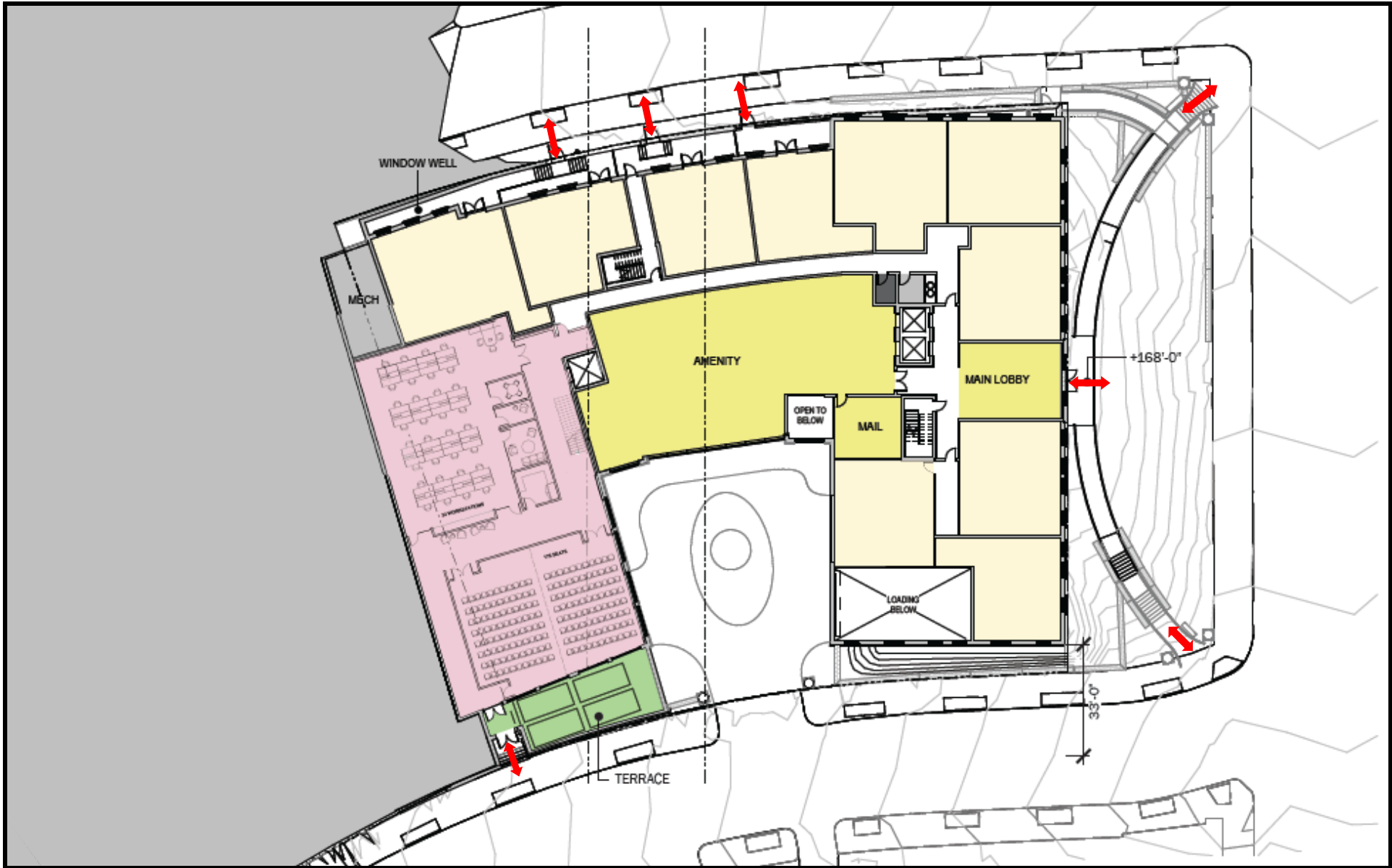


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**Figure 13D**  
 Pedestrian Access  
 First Floor

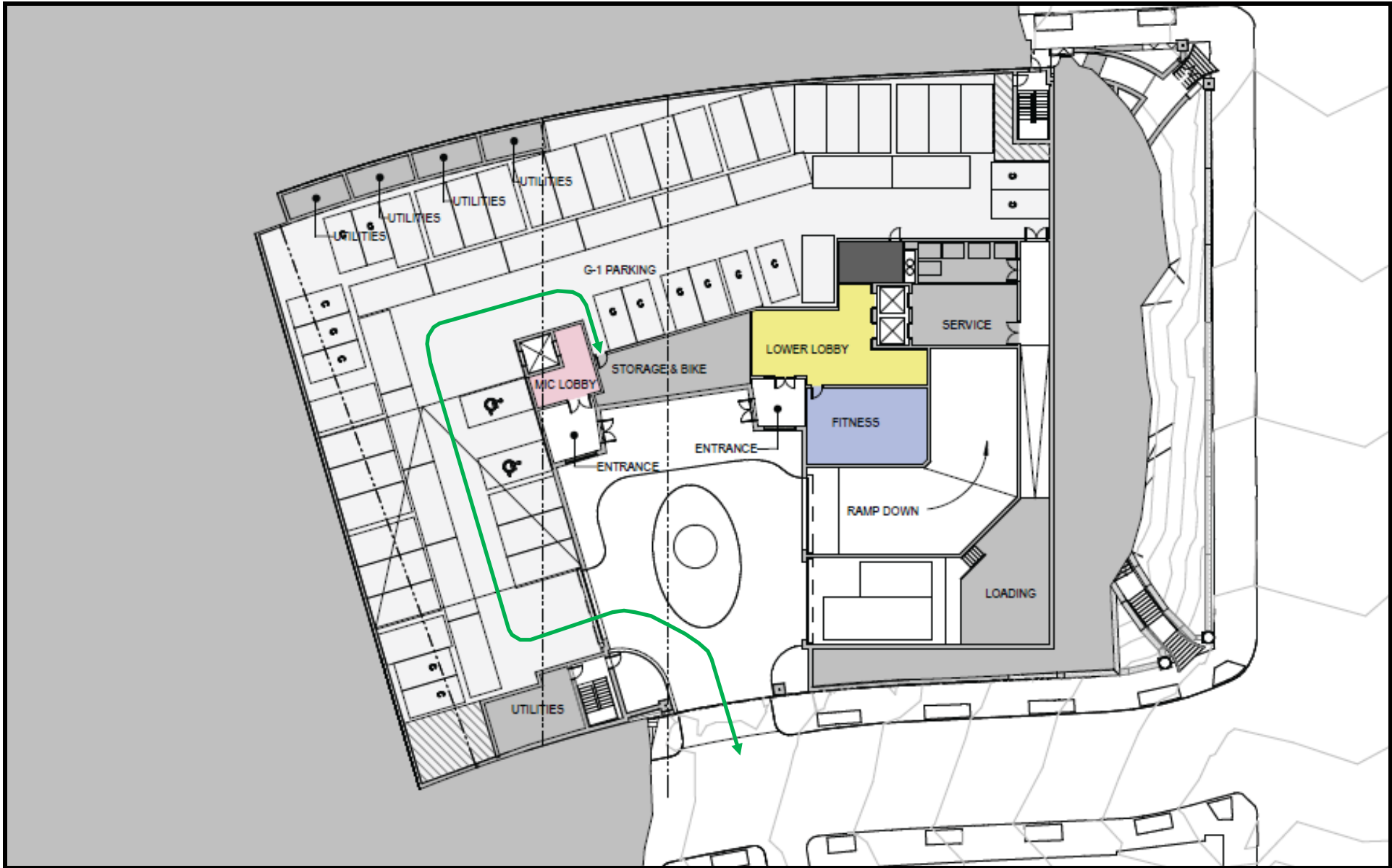
↔ Pedestrian Access



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**Figure 13E**  
 Bike Circulation  
 Parking G1

↔ Bicycle Access



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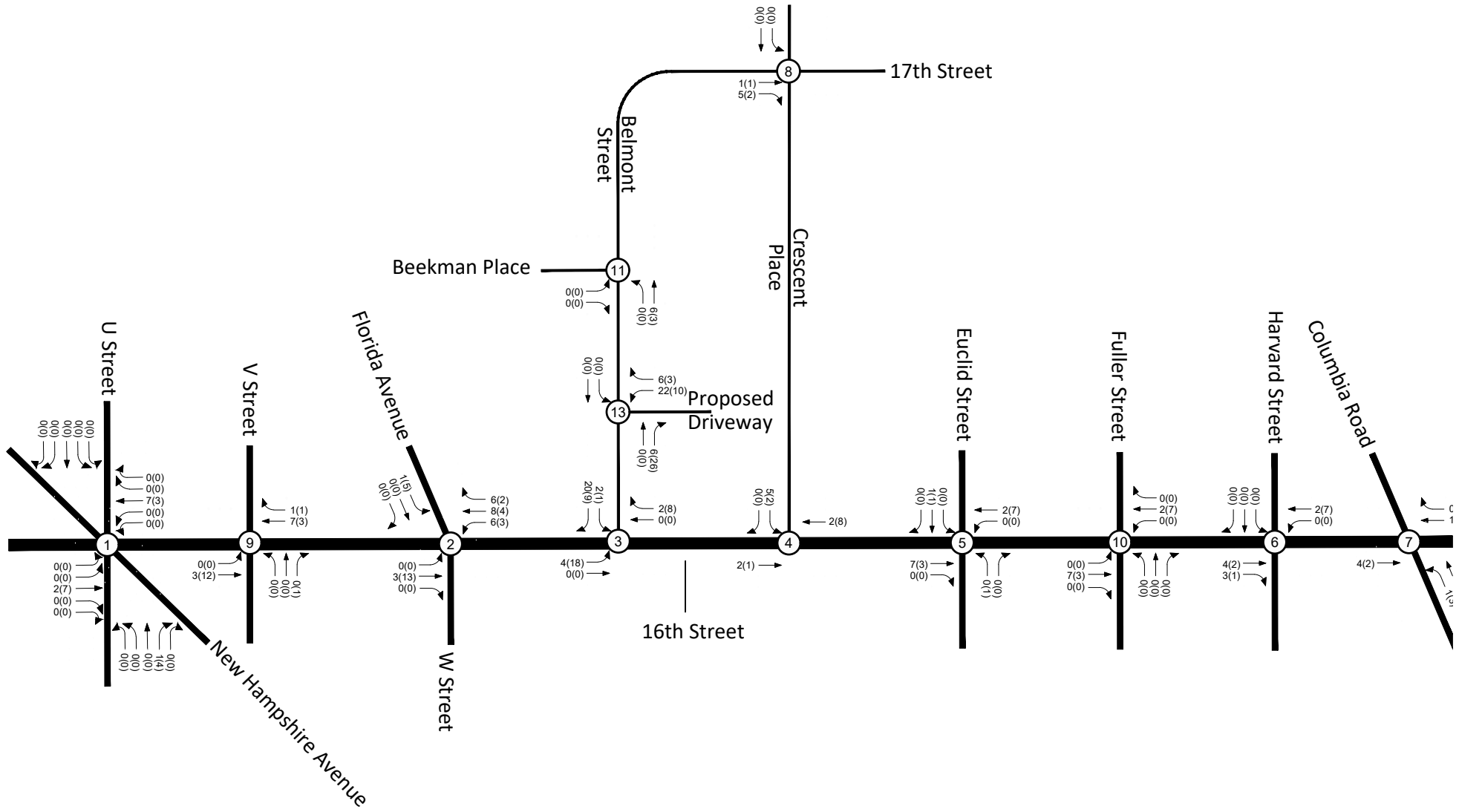


Figure 14  
Site Trips

AM PEAK HOUR  
PM PEAK HOUR



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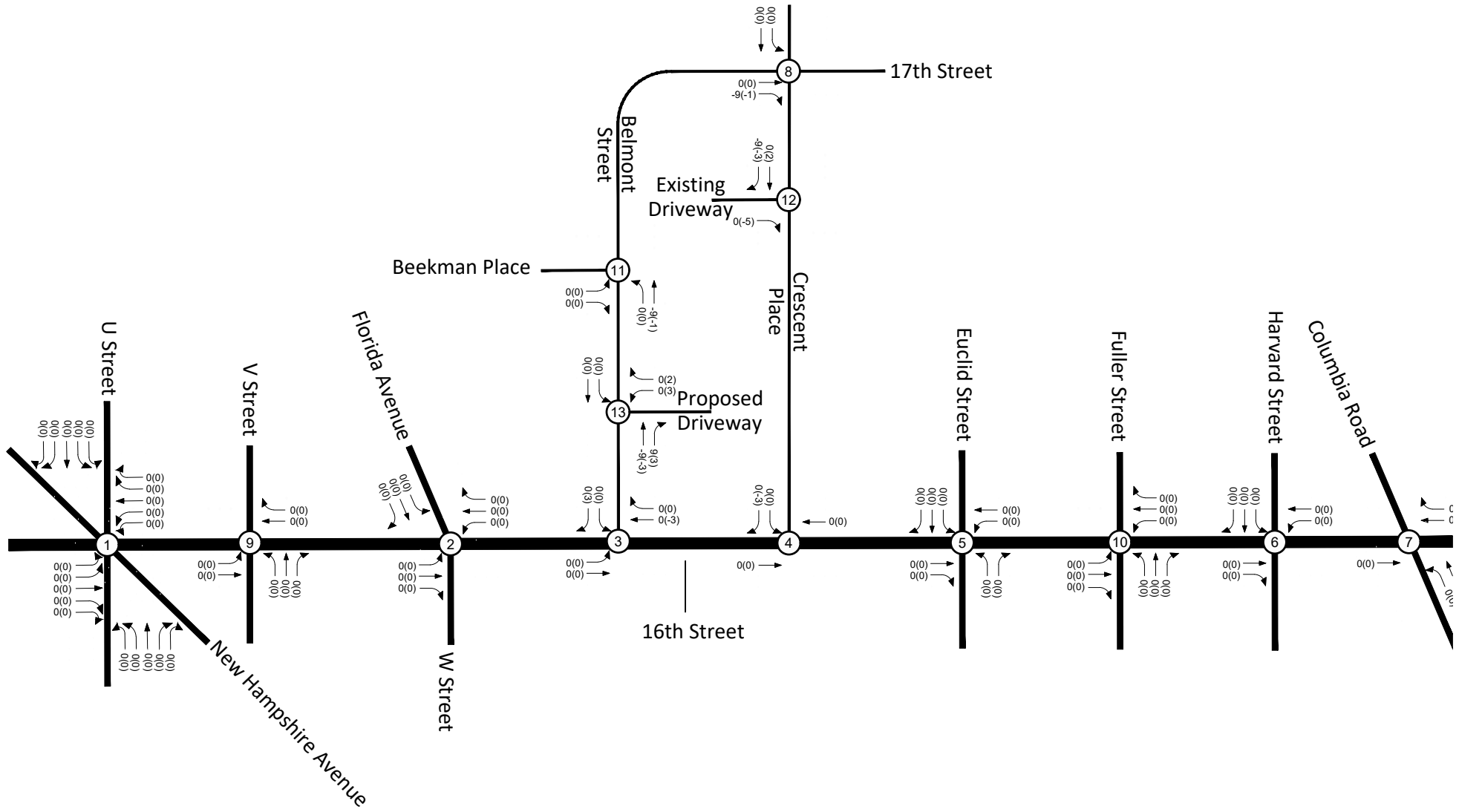


Figure 15A  
Rerouted Trips Due to Closure of Existing Driveway

AM PEAK HOUR  
PM PEAK HOUR  
000 (000)

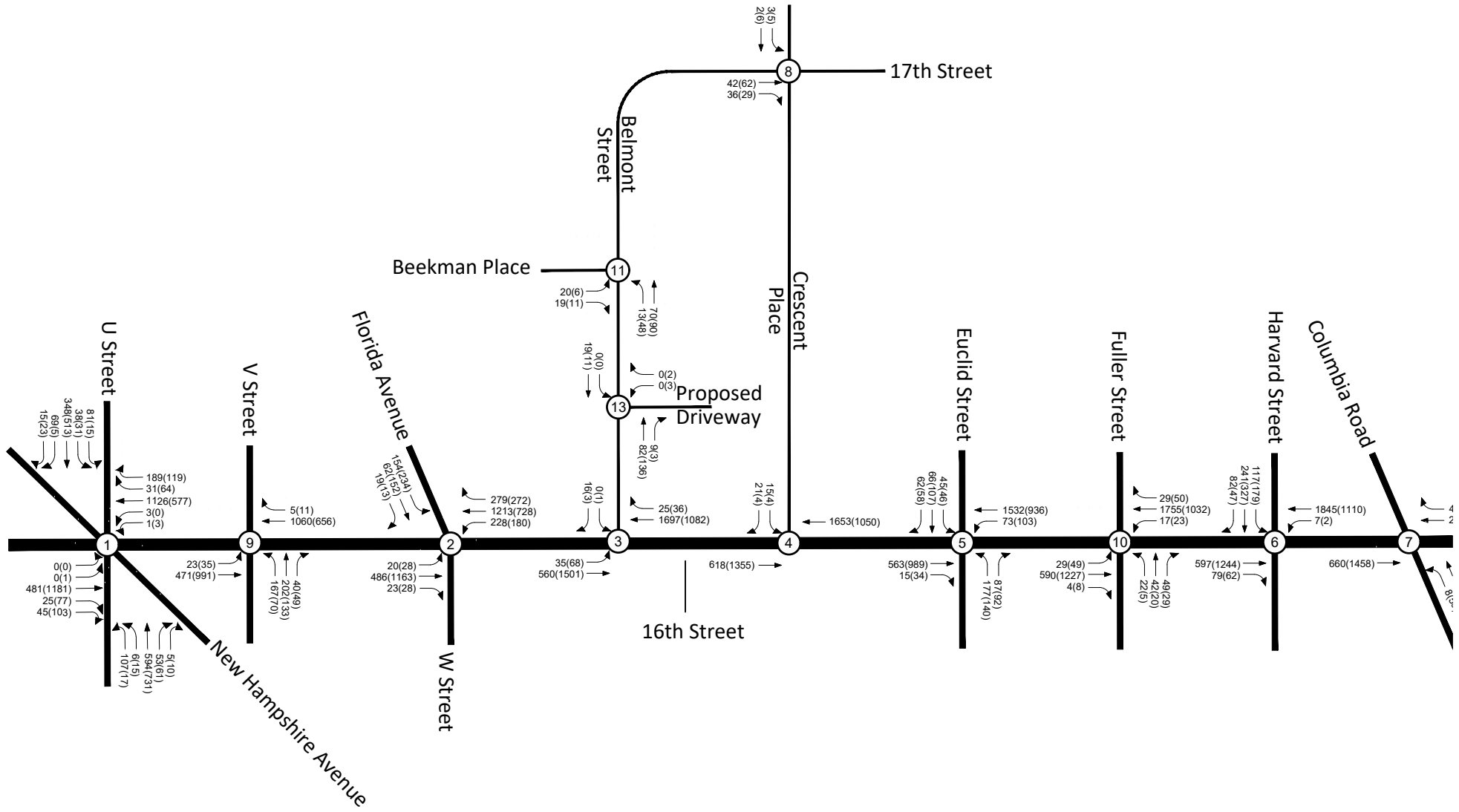


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**Figure 15B**  
2022 Background Peak Hour Traffic Volumes with Rerouting

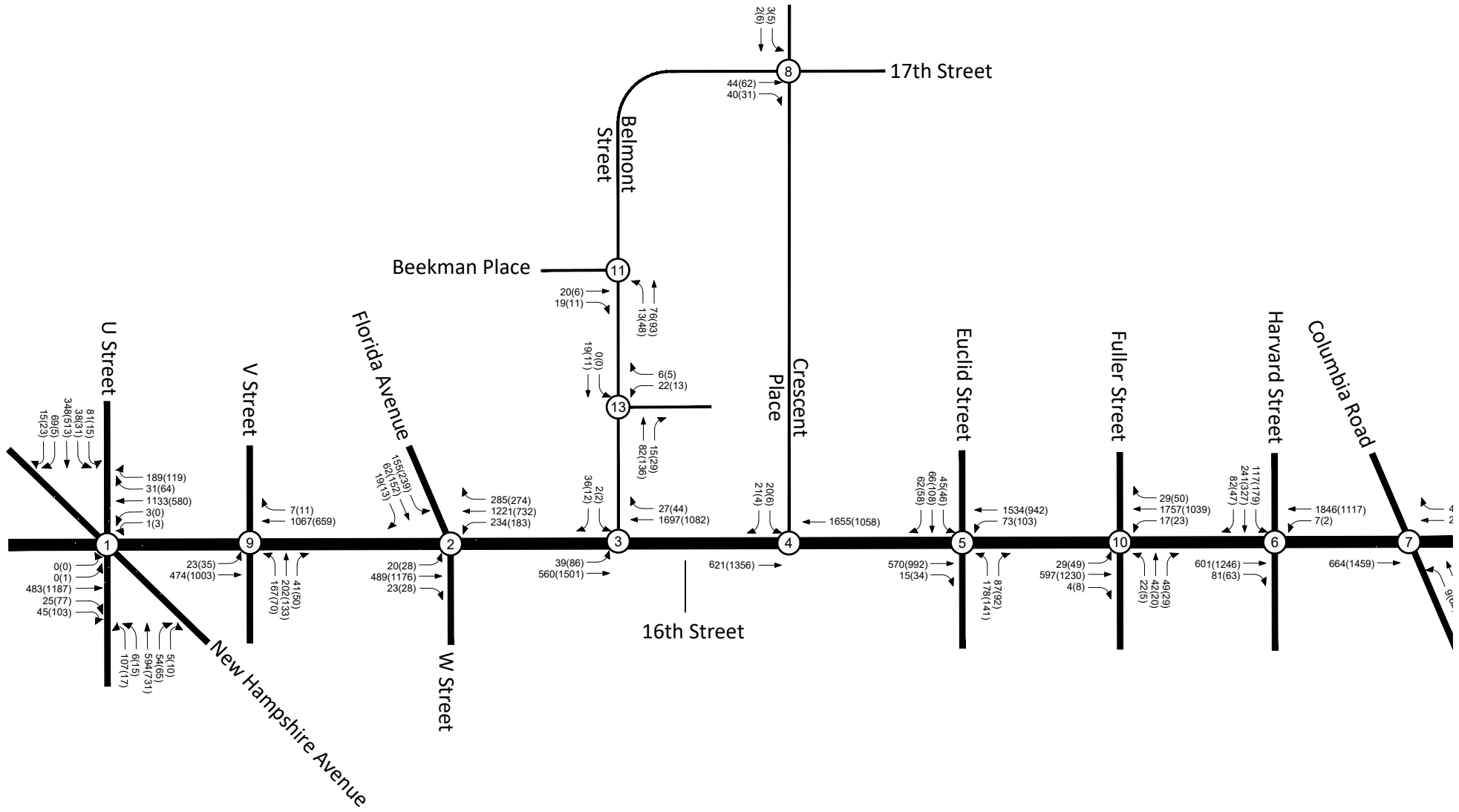
AM PEAK HOUR  
PM PEAK HOUR  
000 (000)



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**Figure 16**  
2022 Total Future Peak Hour Traffic Volumes

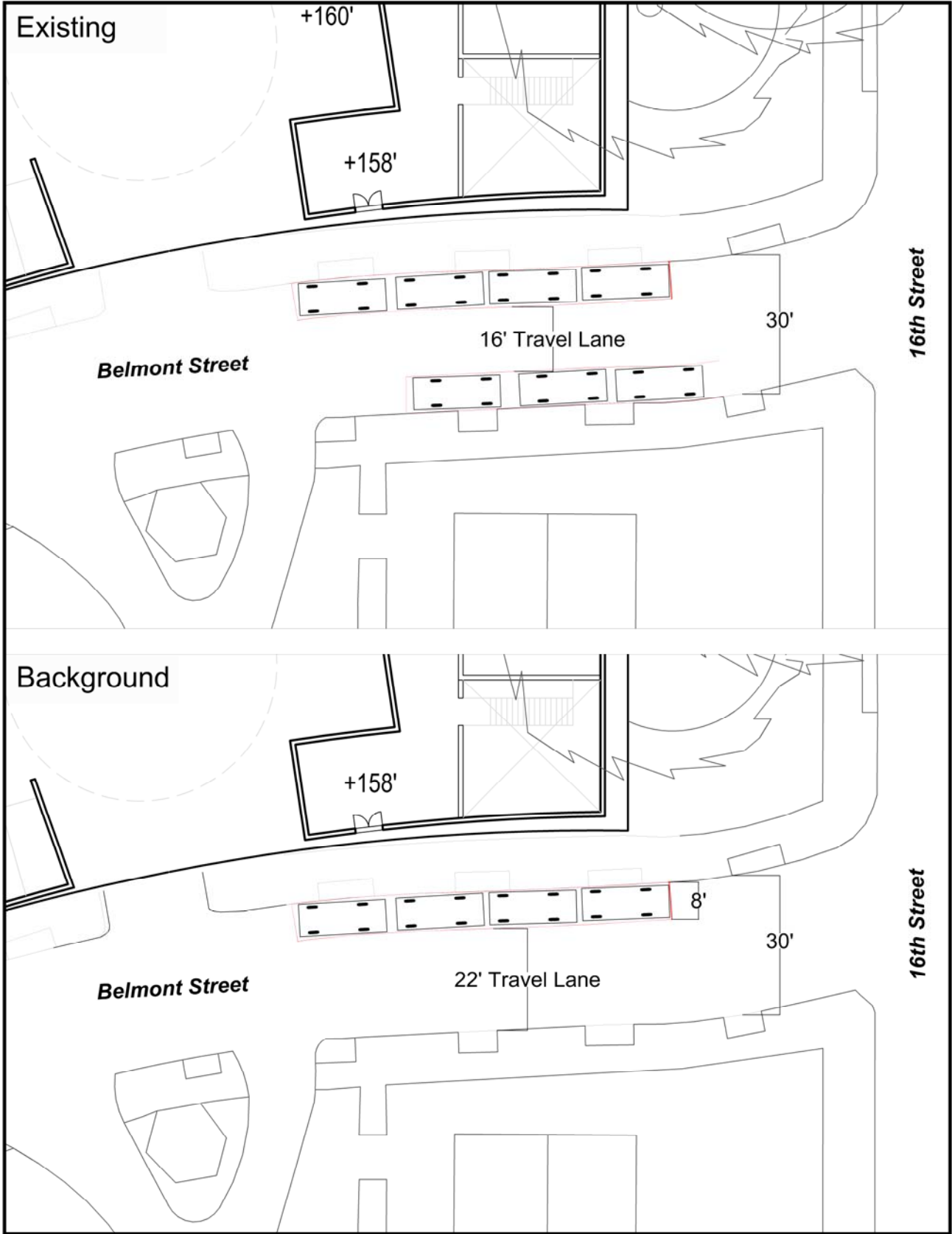
AM PEAK HOUR  
PM PEAK HOUR  
000 (000)



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**Figure 17**  
Belmont Street  
Existing and Proposed Conditions



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