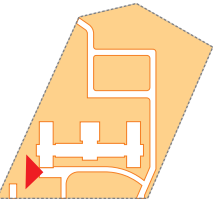




\*Renderings provide to illustrate general character of project. Massing, facades, roof structures may vary in design but still comply with current zoning regulations.



**3900 WISCONSIN AVE**      WASHINGTON, DC

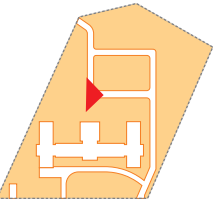
MASTER PLAN DESIGN

**ILLUSTRATIVE VIEW OF PARK & HOTEL FROM PAVILION\***





\*Renderings provide to illustrate general character of project. Massing, facades, roof structures may vary in design but still comply with current zoning regulations.



**3900 WISCONSIN AVE**

WASHINGTON, DC

MASTER PLAN DESIGN

**ILLUSTRATIVE VIEW FROM EAST LANE TOWARDS PLAZA\***

21



NASH Advisory Services, LLC  
A NORTH AMERICA SEKISUI HOUSE COMPANY

September 18, 2017  
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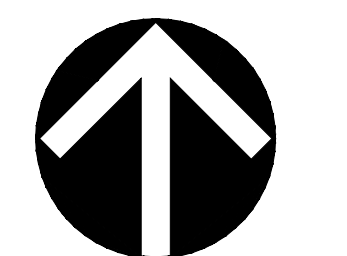


LEGEND

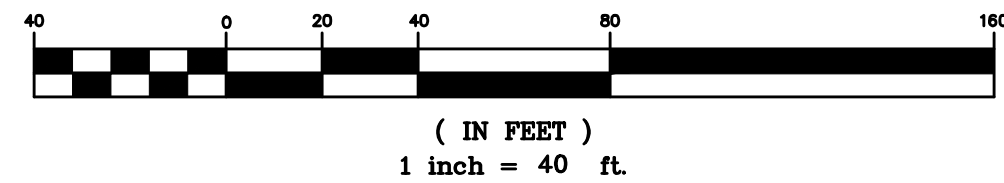
—E—E—E—E—	CABLE TELEVISION CONDUIT	●	SANITARY CLEANOUT	CONC.	CONCRETE
—X—X—X—X—	ELECTRICAL CONDUIT	○	STORM DRAIN MANHOLE	C&G	CURB AND GUTTER
—G—G—G—G—	EDGE OF PAVEMENT	⊗	ELECTRICAL JUNCTION BOX	BLDG.	BUILDING
—OHW—	FENCE LINE	⊙	ELECTRICAL MANHOLE	STY.	STORY
—T—T—T—T—	NATURAL GAS CONDUIT	⊕	FIRE DEPARTMENT CONNECTION	TRV.	ELECTRICAL TRANSFORMER
—T—T—T—T—	OVERHEAD WIRES	⊖	FIRE HYDRANT	ASPH.	ASPHALT
—T—T—T—T—	TELEPHONE/COMMUNICATIONS CONDUIT	⊗	GAS MANHOLE	ESMT.	EASEMENT
—T—T—T—T—	PROPERTY LINES	⊕	GUY POLE	RCF.	REINFORCED CONCRETE PIPE
—S—S—S—S—	PUBLIC UTILITIES EASEMENTS	⊖	GAS VALVE	CMP.	CORRUGATED METAL PIPE
—SD—SD—SD—SD—	SANITARY SEWER CONDUIT	⊗	LIGHT POLE	BRL.	BUILDING RESTRICTION LINE
—W—W—W—W—	STORM DRAIN CONDUIT	⊕	PHONE PEDESTAL	R/V	RIGHT-OF-WAY
	WATER CONDUIT	⊖	PHONE MANHOLE		
		⊗	UTILITY POLE		

HERITAGE / SPECIAL TREE NOTE:

THE THREE (3) HERITAGE TREES (>100" IN CIRCUMFERENCE) NOTED WILL EITHER BE RELOCATED ON-SITE, OR WILL REMAIN IN PLACE AND BE PROTECTED PENDING A HEALTH ANALYSIS. ADDITIONAL SPECIAL TREES (44" TO 100" IN CIRCUMFERENCE) FROM THE SITE MAY BE RETAINED OR RELOCATED ON-SITE AS DETERMINED WITH THE FINAL SITE LAYOUT.



GRAPHIC SCALE



NOTES:

1. THE SUBJECT PROPERTY IS IDENTIFIED IN THE RECORDS OF THE ASSESSMENT AND TAXATION OFFICE OF THE DISTRICT OF COLUMBIA AS: 1823 0801 (3900 WISCONSIN AVE, N.W.)
2. THE SUBJECT PROPERTIES ARE LOCATED IN ZONE "X" ( AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY PANEL NO. 110001 0004 C, FOR THE DISTRICT OF COLUMBIA, WASHINGTON, D.C., DATED SEPTEMBER 27, 2010. ZONE "X" IS NOT IDENTIFIED AS A SPECIAL FLOOD HAZARD ZONE AREA.
3. THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO RECORD AS SHOWN ON SURVEY PAPERS RECORDED AMONG THE RECORD OF THE OFFICE OF THE SURVEYOR FOR THE DISTRICT OF COLUMBIA. THE VERTICAL DATUM IS BASED ON A DISTRICT OF COLUMBIA BENCHMARK (SEE BENCHMARK NOTE).
4. THE ONE (1) FOOT CONTOURS SHOWN HEREON.
5. THE SUBJECT PROPERTY HAS DIRECT VEHICULAR ACCESS TO AND FROM A PUBLIC STREET (WISCONSIN AVENUE, NW AND 39TH STREET, NW) AS SHOWN HEREON.
6. THERE IS NO EVIDENCE OF DELINEATED WETLANDS MARKED BY JURISDICTIONAL AUTHORITIES ON THE SUBJECT PROPERTY.
7. THE APPROXIMATE LOCATION OF STORM AND SEWER UNDERGROUND UTILITY LINE INFORMATION WITHIN LOT 801, SQUARE 1823 WAS OBTAINED FROM A COMPILED OF FIELD SURVEYED INFORMATION, A TOPOGRAPHIC SURVEY ENTITLED FANNIE MAE BUILDING, 3900 WISCONSIN AVENUE N.W. PREPARED BY KIDDE CONSULTANTS, INC. DATED JULY, 1988. DENOTED BY (K) SYMBOL ON SHEET 2, A SITE UTILITIES PLAN ENTITLED FEDERAL NATIONAL MORTGAGE ASSOCIATION PREPARED BY JOHN CARL WARNECKE, F.A.I.A. ARCHITECTS DATED APRIL 22, 1977 DENOTED BY (\*\*) SYMBOL ON SHEET 2, AND A MECHANICAL PLOT PLAN ENTITLED THE HOME OFFICE BUILDING FOR EQUITABLE LIFE INSURANCE COMPANY DATED AUGUST 22, 1956 PREPARED BY CHATELAIN, GAUGER AND NOLAN DENOTED BY (\*\*\*) SYMBOL ON SHEET 2.
8. THE TREES SHOWN HEREON ARE A COMPILED OF FIELD SURVEYED AND MEASURED TREES AND TREE CIRCUMFERENCE SIZE AND AVERAGE CROWN RADIUS INFORMATION COMPILED FROM AN EXISTING INVENTORY AND CONDITION ANALYSIS PLAN DATED 12/16/2016 AND PREPARED BY NELSON P. KIRCHNER, REGISTERED LANDSCAPE ARCHITECT & ISA CERTIFIED ARBORIST/TREE RISK ASSESSOR, OF VIKI VIRGINIA, LLC (AS REFERENCED BY NOTE ON THIS SURVEY).

PARKING TABULATION:

PARKING GARAGE	
STANDARD STRIPED PARKING SPACES	447
HANDICAP STRIPED PARKING SPACES	11
TOTAL STRIPED GARAGE PARKING SPACES ON SITE.....	458
SURFACE	
STANDARD STRIPED PARKING SPACES	61
HANDICAP STRIPED PARKING SPACES	4
TOTAL STRIPED SURFACE PARKING SPACES ON SITE.....	65
TOTAL STRIPED PARKING SPACES ON SITE.....	523

\* PARKING SPACES SHOWN HEREON ARE BASED ON FIELD LOCATIONS AND VISUAL INSPECTION. VIKI VIRGINIA, LLC DOES NOT CERTIFY THAT SPACES ARE STRIPED IN ACCORDANCE WITH REQUIRED JURISDICTIONAL STANDARDS.

D.C. BENCHMARK NOTE:

THE VERTICAL DATUM FOR THE POINT ELEVATIONS ARE BASED ON A D.C. BENCHMARK:  
ARE SOUTH OF TENLEY CIRCLE  
SECTION: NW  
VICINITY: EAST SIDE OF WISCONSIN AVENUE  
LOCATION: #4333 WISCONSIN AVENUE  
ELEVATION: 378.85 FEET

SITE BENCHMARK NOTE:

BM#1 IRON PIPE WITH CAP ALONG WESTERLY LINE OF WISCONSIN AVENUE, WEST OF THE BACK OF CURB  
AND SOUTH OF SOUTHERLY MOST CONCRETE APRON FOR ACCESS TO AND FROM THE SITE.  
BM#2 IRON PIPE WITH CAP ALONG THE NORTHERLY LINE OF MACADAM DRIVE, NORTH OF THE BACK OF CURB  
AND SOUTH OF THE WESTERLY END OF A BRICK WALL.

UTILITY NOTE:

THE UNDERGROUND UTILITY LOCATIONS SPECIFICALLY NOTED IN THE TABLE BELOW AND GRAPHICALLY SHOWN HEREON HAVE BEEN LOCATED FROM A COMBINATION OF FIELD SURVEY INFORMATION, AERIAL SURVEY LOCATIONS, AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. ALTHOUGH HE DOES CERTIFY THAT THEY ARE INDICATED FROM THE INFORMATION NOTED IN THE TABLE BELOW WHICH COMPRISES THE RECORD INFORMATION OBTAINED BY THE SURVEYOR, THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES, UNLESS SPECIFICALLY NOTED ON THE DRAWING.

THE FOLLOWING UTILITY COMPANIES HAVE BEEN SOLICITED FOR THEIR PLANS AND RECORD UTILITY DRAWINGS, LISTED BELOW ARE SPECIFIC PLAN/SHEET NUMBERS OF DRAWINGS PROVIDED BY THE UTILITY COMPANY OR LACK OF RESPONSE IS NOTED. SEE NOTE #7 FOR ADDITIONAL UTILITY REFERENCES.

UTILITY COMPANY	PLAN # / SHEET #
TELEPHONE.....	MCI COMMUNICATIONS VERIZON COMMUNICATIONS AT&T LEVEL 3 COMMUNICATIONS NO RESPONSE AT THIS TIME ROUGH SKETCH NO FACILITIES ON SITE NO FACILITIES ON SITE
GAS.....	WASHINGTON GAS WG-1059 (7/25/2016) NO FACILITIES ON SITE
ELECTRIC.....	PEPCO NO RESPONSE AT THIS TIME
CABLE TV.....	FIBERLIGHT COMCAST NO FACILITIES ON SITE ROUGH SKETCH
WATER AND SEWER...	D.C. WATER NO 17-18 NW SEWER & WATER MN 17-18 NW WATER

THE OWNER/DEVELOPER OF THE SUBJECT PROPERTY IS RESPONSIBLE FOR OBTAINING INFORMATION AND COORDINATING WITH ALL OTHER UTILITIES NOT LISTED IN THE TABLE ABOVE. THE OWNER/DEVELOPER IS ALSO RESPONSIBLE FOR CONTACTING "MISS UTILITY" 48 HOURS PRIOR TO CONSTRUCTION.

PROJECT COORDINATOR: MICHAEL BENTON  
E-MAIL: benton@wikicapitol.com

**CAPITOL**  
ENGINEERS ★ PLANNERS ★ LANDSCAPE ARCHITECTS ★ SURVEYORS ★ SUSTAINABLE DESIGN

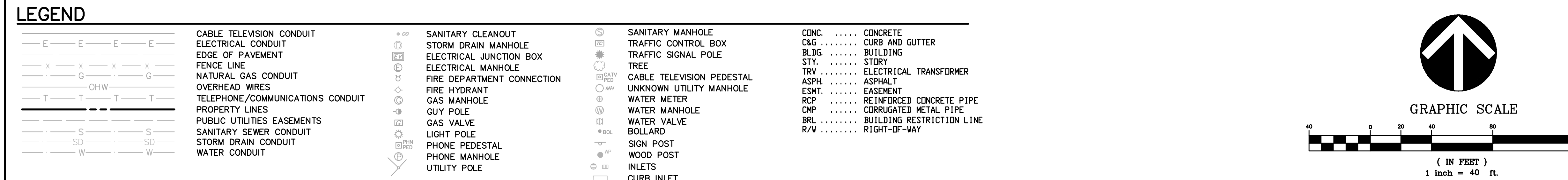
3900 WISCONSIN AVENUE  
3900 WISCONSIN AVENUE, NW  
A&T LOT 801, SQUARE 1823  
WASHINGTON, D.C. 20016

EXISTING CONDITIONS PLAN

VIKA CAPITOL REVISIONS

DATE: SEPT 2017	DES. MDB	DWN. CAD
SCALE: 1"=40'		
PROJECT/FILE NO. VC0392C		
SHEET NO. CIV001		





PER TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY,  
COMMITMENT NO. NCS-770629-DC72 WITH AN EFFECTIVE DATE OF AUGUST 18, 2016 AT  
8:00 A.M.

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN THE DISTRICT OF COLUMBIA  
AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PART OF THE TRACT OF LAND KNOWN AS "GRASSLANDS", BEING PART OF THE ORIGINAL TRACT CALLED "FRIENDSHIP", AND DESCRIBED AS FOLLOWS:

BEGINNING FOR THE SAME AT THE INTERSECTION OF THE CENTER LINE OF TILDEN STREET, PROPOSED, AS PER HIGHWAY EXTENSION PLAN OF THE DISTRICT OF COLUMBIA, WITH THE WESTERLY LINE OF WISCONSIN AVENUE AS MODIFIED BY PROCEEDINGS IN COURT OF COURTS IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF COLUMBIA; AND RUNNING THENCE ALONG SAID LINE OF SAID AVENUE SOUTH 23 DEGREES 17 MINUTES 30 SECONDS EAST 601.25 FEET TO THE NORTH LINE OF THE LAND DESCRIBED IN DEED TO JOHN R. MCLEAN, RECORDED IN LIBER NO. 2480, FOLIO 424, AMONG THE LAND RECORDS OF THE DISTRICT OF COLUMBIA; THENCE NORTH 88 DEGREES 56 MINUTES WEST ALONG SAID NORTH LINE OF SAID LAND SO CONVEYED 145.49 FEET TO THE MOST WESTERLY CORNER OF SAID CONVEYANCE; THENCE NORTH 36 DEGREES, 31 MINUTES WEST 235.34 FEET TO THE EASTERLY LINE OF THE LAND CONVEYED TO THE UNITED STATES OF AMERICA BY DEED DATED JULY 18, 1946 AND RECORDED JULY 30, 1946, IN LIBER 8310, FOLIO 397; AMONG SAID LAND RECORDS; THENCE ALONG SAID LINE OF SAID CONVEYANCE NORTH 6 DEGREES 16 MINUTES WEST 135.30 FEET TO THE MOST WESTERLY CORNER OF SAID CONVEYANCE; THENCE NORTH 23 DEGREES, 32 SECONDS EAST 35.50 FEET, AND THENCE EAST ALONG THE CENTER LINE OF TILDEN STREET, TO THE WESTERLY LINE OF WISCONSIN AVENUE AND THE PLACE OF BEGINNING.

NOTE: AT THE DATE HEREOF THE ABOVE DESCRIBED PROPERTY IS DESIGNATED ON THE RECORDS OF THE ASSESSOR OF THE DISTRICT OF COLUMBIA FOR TAXATION PURPOSES AS LOT 801, IN SQUARE 1823.

THE FOLLOWING INFORMATION WAS TAKEN FROM THE ONLINE INTERACTIVE ZONING MAP OF THE DISTRICT OF COLUMBIA PER [HTTP://MAPS.DCOZ.DC.GOV/ZR16/#](http://maps.dcoz.dc.gov/ZR16/#) ON-LINE RECORDS:

ZONE: MU-5-A

HISTORIC DISTRICT: **GLOVER-ARCHBOLD PARK (RES 450 & 351)**

THIS INFORMATION DOES NOT CONSTITUTE A "ZONING OPINION" AND IS NOT SUBJECT TO THE SURVEYOR'S CERTIFICATION SHOWN HEREON.

BOUNDARY INFORMATION OWN HEREON WAS OBTAINED FROM OFFICIAL CITY RECORDS AND VERIFIED IN THE FIELD INsofar AS POSSIBLE. PROPERTY LINE DIMENSIONS FROM OFFICIAL RECORDS MAY NOT NECESSARILY AGREE WITH ACTUAL MEASURED DIMENSIONS. ALL PROPERTY LINES IN THE DISTRICT OF COLUMBIA ARE TO BE CHANGED BY THE DISTRICT OF COLUMBIA PLANNING DEPARTMENT. A SURVEY TO MARK "PREPARED BY A REGISTERED D.C. SURVEYOR IS REQUIRED TO ESTABLISH AN ACTUAL MEASURED BOUNDARY AND MUST BE OBTAINED AND INCORPORATED INTO THIS PLAT BEFORE IT IS TO BE USED FOR A DESIGN PURPOSES. THIS SURVEY DOES NOT REFLECT A "SURVEY TO MARK".

THE APPROXIMATE LOCATIONS OF 39TH STREET AND TILDEN ROAD AS SHOWN ON THE D.C. HIGHWAY PLAN AND CHANGE IN D.C. HIGHWAY PLAN AS DEPICTED ON SHEET 2 OF 2 ARE SHOWN HEREON..

TITLE COMMITMENT PROVIDED BY **FIRST AMERICAN TITLE INSURANCE COMPANY**, COMMITMENT NO. **NCS-770629-DC72** WITH AN EFFECTIVE DATE OF **AUGUST 18, 2016 AT 8:00 A.M.** HAS BEEN INCORPORATED INTO THIS SURVEY.

THERE ARE NO SURVEY RELATED TITLE EXCEPTIONS LISTED IN SCHEDULE B - PART II.

**VIA CAPITAL**  
ENGINEERS ★ PLANNERS ★ LANDSCAPE ARCHITECTS ★ SURVEYORS ★ SUSTAINABLE DESIGN

**PROJECT COORDINATOR: MICHAEL BENTON**  
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VIA CAPITAL, LLC  
4910 MASSACHUSETTS AVENUE, NW SUITE 214 ★ WASHINGTON, DC 20016 ★  
Phone: 202.444.4140 ★ Fax: 202.244.4196  
★ W W W . V I K A C A P I T A L . C O M ★

3900 WISCONSIN AVENUE  
3900 WISCONSIN AVENUE, NW  
A&T LOT 801, SQUARE 1823  
WASHINGTON, D.C. 20016

# PLAT PLAN

VIKA CAPITAL  
REVISIONS

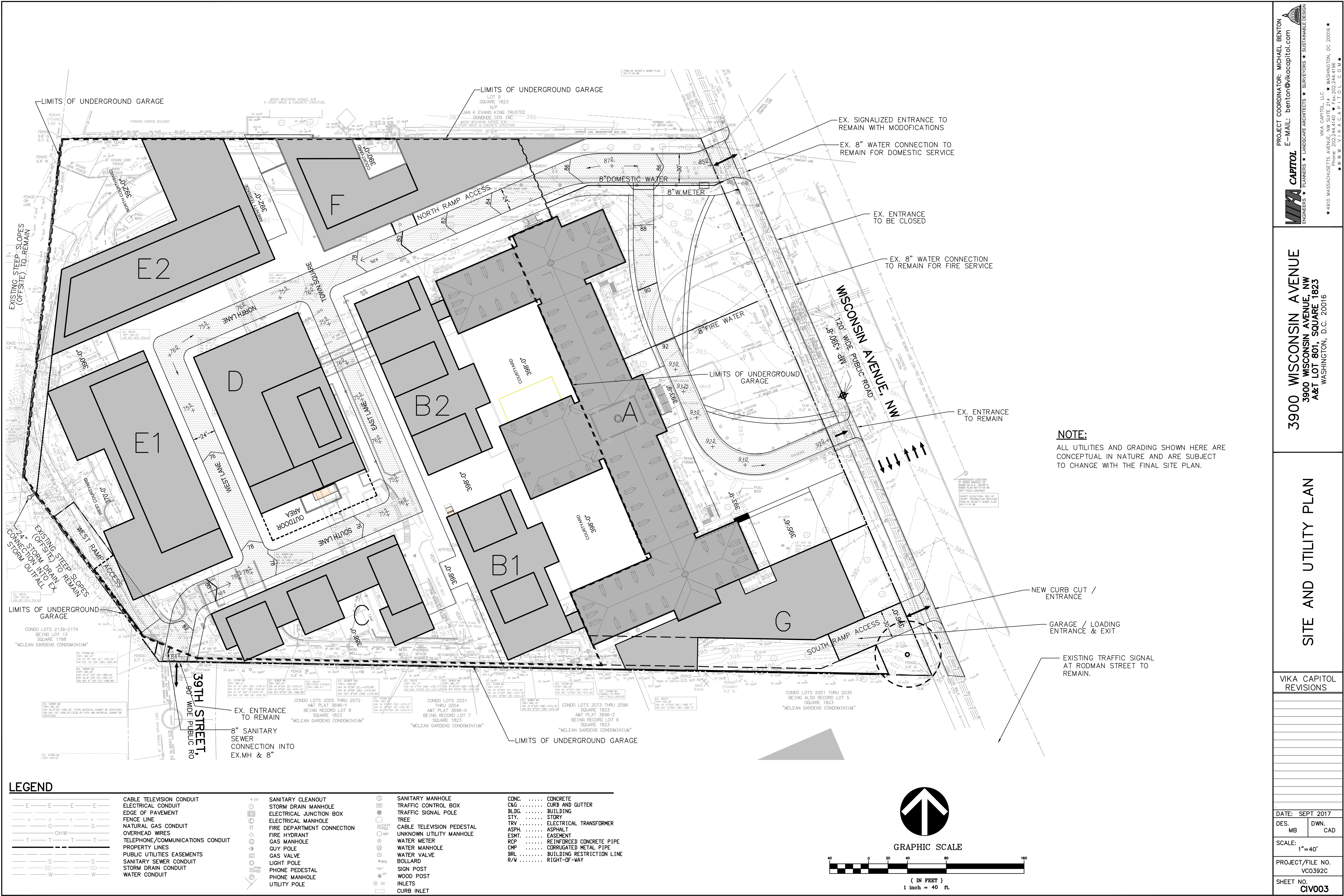
DATE: SEPT 2017	
DES. MDB	DWN. C

SCALE:  
1"=40'


PROJECT/FILE NO  
VC0392C

SHEET NO.  
**CIV002**





PROJECT COORDINATOR: MICHAEL BENTON  
E-MAIL: benton@vikacapitol.com

Vika Capitol  
ENGINEERS • PLANNERS • LANDSCAPE ARCHITECTS • SURVEYORS • SUSTAINABLE DESIGN

3900 WISCONSIN AVENUE  
3900 WISCONSIN AVENUE, NW  
A&T LOT 801, SQUARE 1823  
WASHINGTON, D.C. 20016

SITE AND UTILITY PLAN

Vika Capitol  
REVISIONS

DATE:	SEPT 2017
DES. MB	DWN. CAD
SCALE: 1"=40'	
PROJECT/FILE NO. VC0392C	
SHEET NO. CIV003	

DATE: SEPT 2017

DES. MB


DWN. CAD

SCALE: 1"=40'

PROJECT/FILE NO. VC0392C

SHEET NO. CIV003

PROJECT COORDINATOR: MICHAEL BENTON  
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Vika Capitol  
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3900 WISCONSIN AVENUE  
3900 WISCONSIN AVENUE, NW  
A&T LOT 801, SQUARE 1823  
WASHINGTON, D.C. 20016

SITE AND UTILITY PLAN

Vika Capitol  
REVISIONS

DATE:	SEPT 2017
DES. MB	DWN. CAD
SCALE: 1"=40'	
PROJECT/FILE NO. VC0392C	
SHEET NO. CIV003	

DATE: SEPT 2017

DES. MB

DWN. CAD

SCALE: 1"=40'

PROJECT/FILE NO. VC0392C

SHEET NO. CIV003



**Exhibit E**

**COMPREHENSIVE TRANSPORTATION REVIEW**

# **3900 WISCONSIN AVENUE LARGE TRACT REVIEW**

**WASHINGTON, DC**

**September 18, 2017**



**GOROVE / SLADE**

Transportation Planners and Engineers

Prepared by:



**GOROVE / SLADE**  
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[www.goroveslade.com](http://www.goroveslade.com)

*This document, together with the concepts and designs presented herein, as an instrument of services, is intended for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Gorove/Slade Associates, Inc., shall be without liability to Gorove/Slade Associates, Inc.*



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## EXECUTIVE SUMMARY

The following report is a Comprehensive Transportation Review (CTR) for the 3900 Wisconsin Avenue development. This report reviews the transportation aspects of the project's Large Tract Review (LTR) application.

The purpose of this study is to evaluate whether the project will generate a detrimental impact to the surrounding transportation network. This evaluation is based on a technical comparison of the existing conditions, background conditions, and total future conditions. This report concludes that **the project will not have a detrimental impact** to the surrounding transportation network assuming that all planned site design elements and mitigations are implemented.

### Proposed Project

Under existing conditions, the project site is part of the overall Fannie Mae campus, which consists of approximately 720,000 total square feet of office space along the surrounding Wisconsin Avenue corridor. This includes the 3900 Wisconsin Avenue site as well as adjacent properties at 4000 Wisconsin Avenue to the north of the site and 3939 Wisconsin Avenue to the east of the site. Fannie Mae currently employs approximately 3,213 employees in these three buildings.

This Application proposes to redevelop the existing Fannie Mae headquarters located at 3900 Wisconsin Avenue NW into a multi-building, mixed-use development consisting of residential, hotel, retail, office, and other uses with a three-level below-grade parking garage. Overall the development will contain approximately 702 residential units, 34,488 square feet of general retail, just under 86,000 square feet of grocery space, approximately 6,500 square feet of restaurant space to be operated by the grocer, a 650-seat movie theater, 34,056 square feet of office, 37,566 square feet of fitness club space, 34,056 square feet of cultural/arts space, and 140 hotel rooms with an approximately 1,400 space below-grade parking garage. The development will also construct an internal street network consisting of North Lane, East Lane, South Lane, and West Lane. The development program is as follows:

- Parcel A of the development will be located in the eastern portion of the site with frontage on Wisconsin Avenue, and will include the existing building. Parcel A will include 140 hotel rooms and approximately 12,000 square feet grocery space including ground-floor mechanical area and

approximately 6,500 square feet of restaurant space to be operated by the grocer.

- Parcel B of the development will be located southwest of Parcel A, with frontage along East Lane. Parcel B will include 174 mid-rise residential units, and approximately 80,000 square feet of grocery space.
- Parcel C of the development will be located southwest of Parcel B, with frontage along South Lane. Parcel C will include 42 mid-rise residential units.
- Parcel D will be located to the north of Parcel C, in the center of the internal roadway network. Parcel D will include 34,056 square feet of office space, a 37,566-square foot fitness center, and 34,488 square foot of retail space. Parcel D will include an additional 34,056 square feet of cultural/arts space.
- Parcel E1 will be located to the west of Parcel D with frontage along West Lane. Parcel E1 will include approximately 198 mid-rise residential units.
- Parcel E2 will be located to the north of Parcel D with frontage on North Lane. Parcel E2 will include 215 mid-rise residential units and a 650-seat movie theater.
- Parcel F will be located to the east of Parcel E2 with frontage on North Lane. Parcel F will include 12,949 square feet of retail space and 74 mid-rise residential units.
- Parcel G will be located in the southwest corner of the site with frontage on Wisconsin Avenue. Parcel G will include 35,680 square feet of hotel amenity space.

A total of approximately 1,400 parking spaces will be shared in a below-grade parking garage. The garage will consist of three (3) levels and will accommodate approximately 600 parking spaces for the residential components and the remaining parking for retail and other commercial components.

The development will include a new pedestrian-friendly roadway network, as well as minor modifications to internal roadways that intersect Wisconsin Avenue under existing conditions. Under current conditions, there are four (4) curb cuts that provide vehicular access to the site: three (3) along Wisconsin Avenue and one (1) along 39<sup>th</sup> Street. Along Wisconsin Avenue the northernmost curb cut is signalized and provides full access to the site. The two (2) southern curb cuts on Wisconsin Avenue provide access to an existing semi-circular driveway and are both unsignalized, with free-flowing traffic on Wisconsin Avenue. The curb cut on 39<sup>th</sup> Street provides full access at an unsignalized intersection which functions as a roundabout. It should be noted that this access





point is only open during the morning and afternoon peak periods to help process existing peak office traffic, due to Fannie Mae's traffic control measures.

Future vehicular access to the site will be primarily via two existing curb cuts and one new curb cut off of Wisconsin Avenue, with some residential access via an existing curb cut off of 39<sup>th</sup> Street. Along Wisconsin Avenue, two of the curb cuts are planned to operate as signalized and one is planned to operate as unsignalized. Under full buildout conditions, the existing half-circle driveway, which fronts the existing building, will be converted to one-way traffic such that the southern curb cut serves outbound traffic only. The northernmost curb cut along Wisconsin Avenue will be relocated such that it connects to the new internal roadway network as opposed to Wisconsin Avenue. The new southern curb cut will connect to a below-grade parking garage as well as loading facilities for the site.

A total of 14 loading berths and service/delivery spaces will be provided on site. Based on an analysis of anticipated loading activity, the development provides sufficient loading facilities to accommodate practical loading needs.

Pedestrian access to the development is expected to occur via Wisconsin Avenue and 39<sup>th</sup> Street. Additional connections to the adjacent neighborhoods along the north and south sides of the site are possible, but must be coordinated with the neighbors. A connection to the existing trail within Glover Archbold Park will also be available pending coordination with National Park Service.

Internal to the site, much of the space is dedicated to pedestrian circulation and urban plaza area, such that pedestrians can easily traverse between the buildings and the adjoining public space. There is also extensive green space that can be used as pedestrian gathering and recreation areas. Overall, the pedestrian connectivity and circulation within the site is expected to deliver an ideal pedestrian environment.

### **Multi-Modal Impacts and Recommendations**

#### *Transit*

The site is adequately served by regional and local transit services such as Metrorail and Metrobus. The site is less than 0.5 miles from the Tenleytown-AU Metrorail station. Nine Metrobus routes along five different lines service the site, with 42 buses scheduled to arrive during the peak morning

commute time and 56 buses during the peak afternoon commute time, providing a good connection to Metrorail and other destinations. Metrobus stops are located within a block of the site along Wisconsin Avenue.

Although the development will be generating new transit trips on the network, the existing facilities have enough capacity to handle the new trips. The Tenleytown-AU Metrorail station does not have existing capacity concerns and is not expected to as a result of the planned development.

#### *Pedestrian*

The site is surrounded by a pedestrian network with good connections. Most roadways within a quarter-mile radius provide sidewalks and acceptable crosswalks and curb ramps, particularly along primary walking routes. The area in the vicinity of the site is considered to be above the District average in terms of quality of pedestrian facilities.

As a result of the development pedestrian facilities along the perimeter of the site will be improved. The development will improve sidewalks adjacent to the site such that they meet or exceed the District Department of Transportation (DDOT) requirements and provide an improved pedestrian environment. In addition, the development will include an internal pedestrian network that will provide quality pedestrian facilities and a pedestrian plaza and other open spaces that links the various uses of the site.

#### *Bicycle*

The site has adequate access to existing bicycle facilities. Shared lanes on Van Ness Street offer east-west connectivity, and on-street signed routes along 36<sup>th</sup> and 37<sup>th</sup> Street offer north-south connectivity. The planned development will meet zoning requirements for bicycle parking and related support facilities/amenities.

#### *Vehicular*

The site is well-connected to regional roadways such as Interstate 66 and Interstate 495, primary and minor arterials such as Wisconsin Avenue, Connecticut Avenue, and Massachusetts Avenue, as well as an existing network of collector and local roadways.

In order to determine if the proposed development will have a negative impact on the transportation network, this report projects future conditions with and without the overall Fannie Mae Campus. Following DDOT guidelines there are impacts to