BEFORE THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

SUPPLEMENTAL INFORMATION

In Re: Application by The Washington Home for a special exception pursuant to § 219 of the Zoning Regulations to allow the construction of an addition to the Hospice of Washington accommodating four (4) additional hospice beds for an existing 201-bed health care facility in an R-1-B Zoning District and the enlargement of the existing parking lot from seventy-five (75) to one hundred seventy-three (173) parking spaces

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Subject Property:

Lot 818, Square 1825
3720 Upton Street, N.W.

JORDAN KEYS & JESSAMY, LLP

George R. Keys, Jr.
1400 Sixteenth Street, N.W.
Suite 700
Washington, D.C. 20036-2217

Dated: December 21, 2001

BZA Application No. 16836

BZA
Case No. 16836
Exhibit No. 32

Board of Zoning Adjustment
District of Columbia
CASE NO.16836
EXHIBIT NO.32

Pursuant to § 3316.6 of the Board of Zoning Adjustment Supplemental Rules of Practice and Procedure, the Applicant herewith submits the attached materials as a supplement to its application for a special exception pursuant to § 219 of the Zoning Regulations to allow the construction of an addition to The Hospice of Washington accommodating four (4) additional hospice beds for an existing 201-bed health care facility in an R-1-B Zoning District and the enlargement of the existing parking lot from seventy-five (75) to one hundred seventy-three (173) parking spaces.

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Landscape Design.

The Applicant recognizes the essential role that effective landscaping will play in minimizing the enlargement of the parking lot and preserving the park-like setting which The Home affords the neighborhood along its Upton Street and 37th Street boundaries. Part of understanding the subject property was accurately assessing the existing mature foliage, which is summarized in the Tree Inventory previously submitted by the Applicant. From the boundaries of the disturbed green areas, the Applicant knows that some trees and shrubbery, including one mature 28" diameter Sycamore at the crest of the berm along Upton Street, will have to be moved or discarded.

To assist in the task of proposing an effective landscape plan the applicant has engaged the services of Liling Tien, ASLA, a principal of P.E.L.A. Design Inc., 212 Washington Avenue, Suite

100, Towson, Maryland 21204. A copy of Ms. Tien's resume is attached to the supplemental filing as Exhibit 1.

Parking Analysis Report

In its application, the Applicant made reference to the conclusions drawn from a parking study it commissioned from Gorove/ Slade Associates, Inc. A copy of that Parking Analysis, dated January 15, 2002, is attached hereto as Exhibit 2. In addition to the Parking Analysis, the Applicant intends to proffer at the public hearing in this matter the testimony of Erwin N. Andres of Gorove/Slade, who prepared the Parking Analysis, as to the current situation of on-street parking in the vicinity of the impact of the subject property and the likely impact of expanded parking lot on the neighborhood. A copy of Mr. Andres professional resume is attached hereto As Exhibit 3 and the Applicant further advises the Board that it will at the public hearing seek to have Mr. Andres qualified as an expert witness.

Community Contacts

The Applicant and its representatives have been active for over one year in meeting with their neighbors and with community and municipal organizations with an interest in the expansion of the hospice and the parking lot enlargement. A summary of these numerous contacts is listed below:

1. Meeting with Larry Brown, Ward 3 Parking Plan Curbside Management Division District of Columbia Department of Public Works, Division of Transportation to discuss parking issues with TWH.

2. Meetings with Phil Kogan, ANC Commissioner 3F to discuss TWH's Certificate of Need application and hospice expansion plans.

3. Meeting with Daniel Kluck, Councilmember Phil Mendelson's Staff, on July 9, 2001 to discuss TWH's Certificate of Need application and expansion plans.

4. Meeting with Michelle Cole, Councilmember Cathy Patterson's Staff to discuss TWH's Certificate of Need application and expansion plans.

5. Neighborhood Meeting on July 16, 2001 to discuss TWH's Certificate of Need application and expansion.

6. Advisory Neighborhood Commission 3F, on July 30, 2001, at regular meeting to discuss TWH's Certificate of Need application.

7. Statewide Health Planning and Development Agency (SHPDA) presentation on TWH's Certificate of Need application on August 12, 2001 and at Statewide Health Coordinating Council Meeting.

8. Weekly update session with Councilmember Patterson's staff Michelle Cole.

9. Weekly update session with Councilmember Mendelson's staff, Tamara Thomas and Alec Evans.

10. Weekly update conversations with ANC Commissioner Phil Kogan.

11. Meeting with Cathy Wiss, ANC Commissioner together with architect Laurie Dickson to discuss expansion plans on November 11, 2001.

12. Discussion with John Welsh, ANC3C on TWH's expansion plans.

13. Breakfast meeting with Chief Ronnie Few of the DC Fire and Emergency Medical Services on December 3, 2001.

14. Neighborhood Meeting on December 12, 2001 to discuss TWH's expansion plans; ANC 3F Commissioners Wiss and Kogan, Michelle Cole of Councilmember Patterson's staff, and approxixmately 20 neighborhood residents in attendance.

15. Breakfast meeting with Commander Peter Newsham, 2nd District Metropolitan Police Department on February 7, 2002 to discuss TWH's expansion plans and Upton Street parking issues.

16. Distribution of BZA application package to ANC3F Commissioners and to ANC3C Commissioner John Welsh. ANC3F Meeting on November 18, 2001.

17. Meeting with Sidwell School Administration, M. Saxenian and Hugh Reese about TWH's expansion plans on February 13, 2002.

18. Meeting with Mr. and Mrs. Frazier of Upton Street with John Armentrout to discuss the TWH parking lot expansion.

19. Posting of BZA signs on March 1, 2002.

20. Neighborhood Meeting on March 7, 2002 to discuss parking lot and landscape plans with approximately 15 neighbors and Alec Evans of Councilmember Mendelson's staff in attendance to view presentations by architect and landscape architect.

21. Formal Presentation to ANC3F on Monday, March 18, 2002 seeking support for application.

Respectfully submitted,

JORDAN KEYS & JESSAMY, LLP

By: George R Keys

George R. Keys, Jr.

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P.E.L.A.
DESIGN, INC.

RESUME

LILING T. TIEN
President

Education

Bachelor of Science, Landscape Architecture
National Taiwan University, Taipei, Taiwan, ROC

Master of Science, Landscape Architecture
National Taiwan University, Taipei, Taiwan, ROC

Master of City and Regional Planning
Morgan State University, Baltimore, MD

Professional Registration
Landscape Architecture/Maryland/1129

Experience

Ms. Tien, founder of P.E.L.A. Design, Inc., is a landscape architect/planner has over 20 years of experience in projects of various planning and design disciplines. Prior to establishing the firm of P.E.L.A. she worked for Baltimore City Urban Design Section, Department of Planning, Baltimore County Office of Planning, and KCI Technologies. Her education in planning and landscape architecture and her work experience in both public and private sectors enable her to perform efficiently a wide range of services for the client. Her work capacity encompasses large scale planning, urban design, space design using CPTED, site conceptual planning, site analysis, construction document preparation, and construction phase services. Her representative projects are listed as follows:

Feasibility Study Land Planning

residential use
- Pitt Property, Baltimore, MD
- Jenna Estates, Carroll County, MD
- Tall Oak Subdivision, A.A. Co. MD

community planning
- Glennsfore Property, P.G. Co., MD
- Delta Crossing Community, York Co., PA

commercial use
- Wise Avenue Shopping Center, Baltimore, MD
- Rodriguez Property Commercial Development, Anne Arundel Co., MD
- Cape St. Clair RV Park, Baltimore, MD
- Atta Property Shopping Center, Prince George's Co., MD
- Pumphrey Property Office/Commercial Mixed Use Development, Anne Arundel County, MD
- Shady Grove Shopping Center, Montgomery County, MD

medical facility
- Parkside Nursing Home, Baltimore, MD
- Mission Helper Property, Baltimore, MD

industrial use
- Clarke Concrete Plant, Baltimore, MD
- Iron City Sash and Door, Baltimore, MD
- Waterview Industrial Area Study, Baltimore, MD

Planning - city, town, institution,

- Windsor Township Comprehensive Plan Update, York County, PA
- Lower Paxton Township Comprehensive Plan Update, Dauphin County, PA
- Carroll Township Park, Recreation Area, and Open Space Comprehensive Plan, York Co. PA
- Town of Bel Air Comprehensive Plan Update , Bel Air , MD
- U.S. National Arboretum Master Plan Update, Washington, DC
- Bryan Memorial Park Master Plan, Richmond, VA
- Johns Hopkins Wyman Park Master Plan
- Baltimore City Comprehensive Plan Update, Baltimore, MD

Land Use and Zoning Studies

- Texas Quarry Reclamation Land Use Plan, Baltimore, MD
- White Marsh Plant Land Use Study, Baltimore
- Old Court Road Corridor Land Use Study, Baltimore, MD
- Reisterstown Road Corridor Land Use Study, Baltimore, MD

- Cold Spring Transit Station Land Use Study, Baltimore, MD
- Edrich Property Zoning Reclassification Study, Baltimore, MD
- Painters Mills Venture Zoning Reclassification Study, Baltimore, MD
- Montanye Property Zoning Reclassification , Baltimore, MD
- Shapiro Property Zoning Reclassification Study, Baltimore, MD
- Gudelsky Property Zoning Reclassification and Land Use Study, Prince George's County, MD

Landscape Architecture

- GBMC Weinberg Health Center, Baltimore, MD
- Irvington Knoll Nursing Home, Baltimore, MD
- Monastery Garden, Baltimore, MD
- Marlborough Apartment, Baltimore, MD
- Maryland City Library at Russett, Anne Arundel County, MD
- Capitol College Library , Laurel, MD
- U.S. National Arboretum Brick Yard Garden Concept Plan, Washington, DC
- Leihigh Quarry Landscape and Forestation Plan, Carroll County, MD
- Various landscape design projects for residential, commercial, industrial, and institutional development.
- NFL Football Stadium Landscape Design, Baltimore, MD

Urban Design /Urban Renewal Studies

- City Crescent Site Urban Design Study, Baltimore City, MD
- Waterview Avenue Urban Design Study, Baltimore City, MD
- Oella Entranceway Urban Design Study, Baltimore, MD
- Dundalk Village Urban Design Study, Baltimore, MD
- Town of Chandler Urban Design Study, Chandler, TX
- Towsontown Blvd. Surplus Properties Urban Design Study, Baltimore, MD
- Fenton Village Urban Design Study, Montgomery County, MD
- Burtonsville Commercial Area Design Study, Montgomery County, MD
- Howard Street Urban Design Study, Baltimore, MD

Streetscape Design/Commercial Revitalization

- Redwood Street, Baltimore, MD
- Lombard Street, Baltimore, MD
- North/Pennsylvania Avenue, Balto., MD
- Greene/Lombard Street, Baltimore, MD
- UMMS Emergency Entrance, Balto., MD
- Dundalk Commercial Core, Balto, MD
- Ellicott City Main Street, Ellicott City, MD
- Howard Avenue, Kensington, MD
- Fenton Street, Silver Spring, MD
- Georgia Avenue, Silver Spring, MD
- Downtown Streetscape, Towson, MD
- Kennett Street Streetscape, Silver Spring,
- Weaton CBD Streetscape, Wheaton, MD
- Davidge Hall Streetscape, Baltimore, MD
- Gedulsky Medical Building Public Access Streetscape, Baltimore, MD
- Pleasant Street, Baltimore, MD

Park Planning/Design

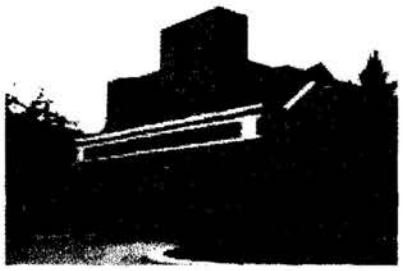
- Sewell Orchard Park, Columbia, MD
- Westphalia Neighborhood Park, Prince George's County, MD
- Tiber Branch Park, Ellicott City, MD
- Nature Center and Amphitheater, Deep Creek Lake State Park, Garrett Co., MD
- Dickenson Neighborhood Park, Howard County, MD
- Dundalk Heritage Park, Baltimore, MD
- Dundalk Veterans' Park, Baltimore, MD
- Middle Branch Park, Baltimore, MD
- Langley Park, Prince George's, MD
- Carroll Park Entrance Improvement, Baltimore, MD

Advisory Committee Member

- Towson Development Corporation Streetscape Committee
- Baltimore County Landscape Design Manual Committee
- Baltimore County Master Plan Development Design Guideline Committee
- Towson Master Plan Urban Design Committee
- Baltimore County Comprehensive Manual of Development Policies Committee
- Baltimore County Sign Regulation Committee.

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Parking Analysis



Prepared For

The Washington Home
Washington, D.C.

Prepared by
Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

January 15, 2002

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INTRODUCTION

This report presents the findings of a parking analysis for the planned expansion of The Washington Home parking lot in Washington DC. The Washington Home is a 189-bed health care facility located at Upton and 37th Streets in the northwest section of the District of Columbia which provides both inpatient and outpatient services. The major components of the Washington Home parking lot expansion include the following:

- Increasing the existing 78 marked surface parking spaces to 173 marked surface parking spaces; and
- Increasing the number of beds from 189 to 193.

The following tasks were undertaken as part of this study:

- Field reconnaissance in the vicinity of the site was performed to collect information restrictions and occupancy related to existing on-street parking;
- Parking inventory and occupancy surveys were conducted to determine existing parking characteristics;
- Employee surveys were conducted to determine commuting characteristics of the Washington Home and;
- Future traffic and parking conditions were projected based on employee and patient projections.

Sources of data for this study include The Washington Home and the office files and field reconnaissance efforts of Gorove/Slade Associates.

EXISTING CONDITIONS

Existing Roadway Network and Site Access

The Washington Home is located on the southwest corner of the Upton Street/37th Street intersection in northwest Washington DC as shown on Figure 1.

The roadways included as part of the study area are described as follows:

> Upton Street is a two-lane east-west roadway in the vicinity of the Washington Home. A traffic signal is provided at the intersection of Upton Street and Wisconsin. A four-way stop controlled intersection is located at Upton Street and 37th Street. Unrestricted parking is permitted along the south side of Upton Street from Wisconsin Avenue to 37th Street. Restricted, Zone 3, parking is permitted along the north side of Upton Street from Wisconsin Avenue to Reno Road and along the south side of Upton Street from 37th Street to Reno Road.
>
> 37th Street is a two-lane north-south roadway in the vicinity of the Washington Home. Tilden Street and the site entrance is controlled by a four-way stop. Unrestricted parking is permitted along both sides of 37th Street.
>
> 38th Street is a two-lane north-south roadway in the vicinity of the Washington Home. 38th Street is stop-controlled on the southbound approach to Upton Street. Restricted Zone 3 parking is permitted along both sides of 38th Street.

Access to the Washington Home is provided on Upton Street and 37th Street. The Upton Street driveway is the primary access point to the Washington Home and extends to a circular drop-off at the front door entrance of the facility. The 37th Street driveway provides a secondary access point to the surface parking lot and is the primary driveway for emergency vehicles. The local roadway network is illustrated in Figure 2.

The Washington Home Employee Operations (Employee Surveys)

The Washington Home currently has an employee base of 298 people which arrive to the Washington Home on three major shifts. The first shift is from 7:00 a.m. to 3:30 p.m. and carries the majority of the employee staff. The second shift is from 3:00 p.m. to 11:30 p.m. And the third shift is from 11:00 p.m. to 7:30 a.m. Each shift has a half hour overlap in time in order to continue care around the clock. An employee survey was conducted to determine how each employee arrives and departs the Washington Home, where the employees are parking if they drive, and the times they arrive at and depart from the employee arrives and departs the Washington Home, where the employees are parking if they drive, and the times they arrive and depart the Home. Table 1 displays the results of the survey. Table 1 presents the results of the survey.

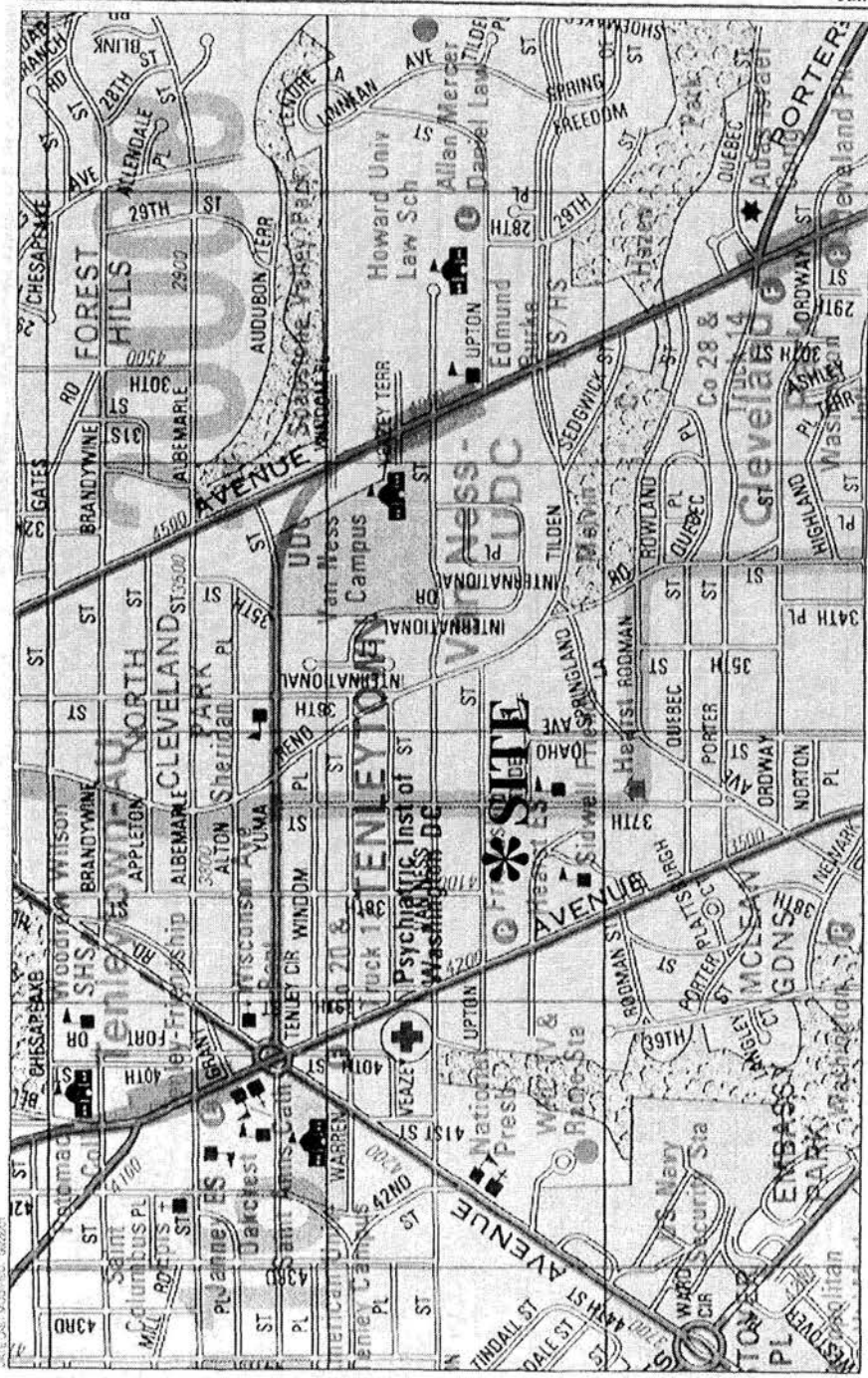
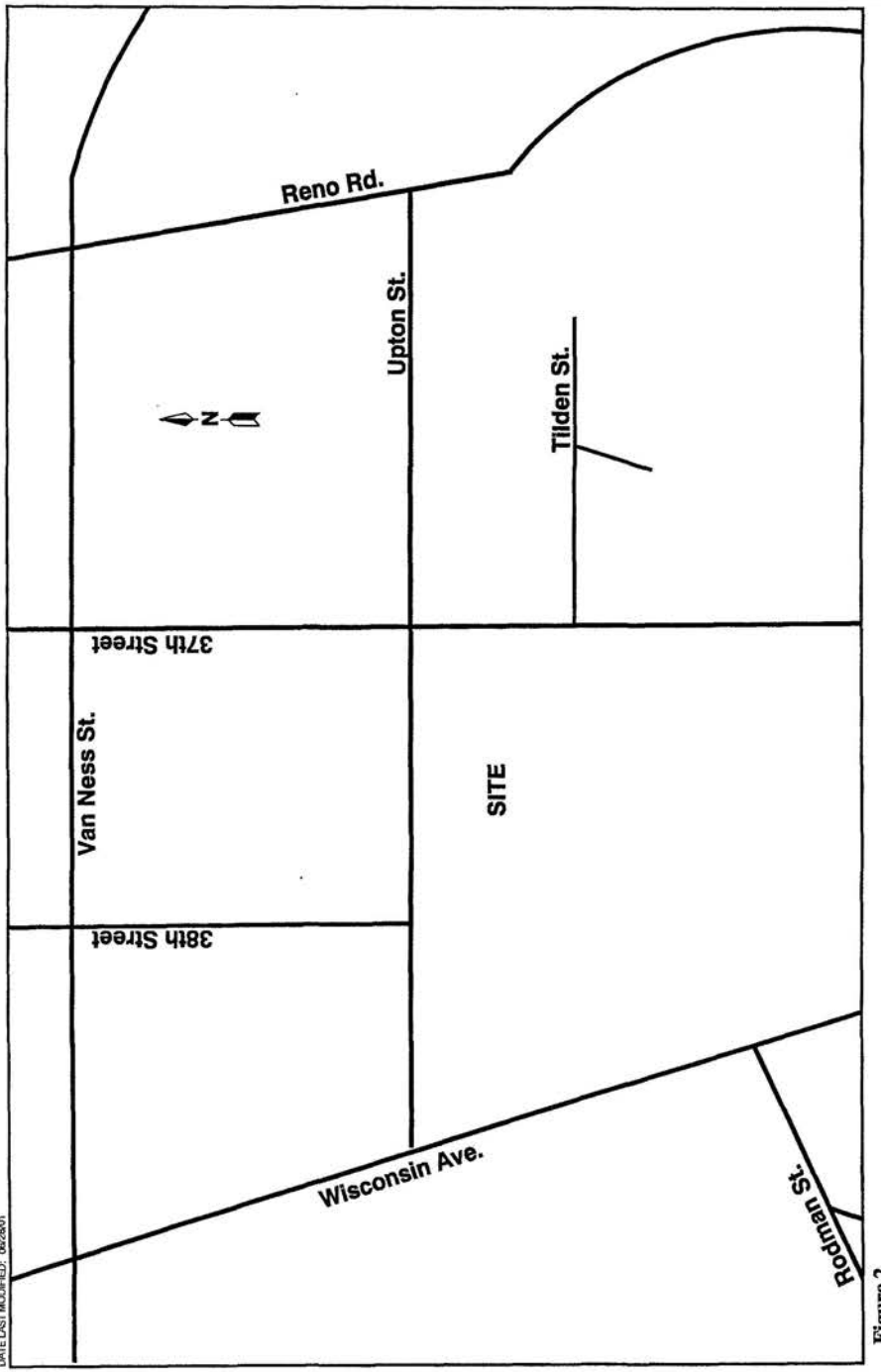


Figure 1
Regional Roadway Network



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Figure 2
Existing Roadway Network

Table 1
Employee Survey Summary

Mode Choice for Washington Home	Employees	Mode Choice Percent	Employees on site between 11a.m. & 2p.m.	Mode Choice Percent for Employees on site between 11a.m. & 2p.m.
Drive	196	66%	134	66%
Metro	60	20%	41	20%
Walk	12	4%	8	4%
Car Pool	30	10%	20	10%
Total	**298**	**100%**	**203**	**100%**

Note: These numbers are based on arrival & departure times of employees at the Washington Home.

Existing Washington Home Parking Conditions (on-site)

According to the current site plan and manual counts of the Washington Home parking lot, the lot currently has a parking supply of 78 marked surface parking spaces. The existing on-site parking lot is illustrated in Figure 3.

Manual parking occupancy counts were conducted on Tuesday, May 22, 2001, Wednesday, May 23, 2001, and Thursday, May 24, 2001 between 7:00 a.m. and 6:00 p.m. to determine the peak parking utilization at the Washington Home. These parking occupancy counts indicated that an average of 136 vehicles were parked on-site during the peak time period. The Washington Home may have an additional parking demand associated with employees or visitors who are unable to park on-site due to a lack of on-site parking. As a result, there are Washington Home-related employees and visitors parking thereby parking on the street (see on-street parking conditions for more details.) Table 2 presents the three-day survey results.

Table 2
On-Site Parking Capacity and Demand

The Washington Home	Number of Spaces Occupied	Number of Spaces Provided
Tuesday (05/22/01)	137	78
Wednesday (05/23/01)	139	78
Thursday (05/24/01)	132	78
Three-Day Average	136	78
Deficit	(136-78) = 58 Spaces	

Note: The demand does not account for employees & visitors parking in the street that would now park on-site.

Existing On-Street Parking Conditions

The area surrounding the Washington Home consists of five streets which provide both restricted Zone 3 (residential permit parking) and unrestricted parking. The unrestricted parking spaces are located on the south side of Upton Street from Wisconsin Avenue to 37th Street as well as on both sides of 37th Street from Upton Street to Tilden. The total number of unrestricted parking is 88 spaces.

The restricted Zone 3 parking is located on the north side of Van Ness Street from Wisconsin Avenue to Reno Road, along the north side of Upton Street from Wisconsin Avenue to Reno Road, along the south side of Upton Street from 37th Street to Reno Road, along both sides of 38th Street from Van Ness Street to Upton Street, along both sides of the street form Van Ness Street to Upton Street, and along both sides of Tilden Street east of 37th Street. The total number of restricted Zone 3 parking spaces within the vicinity of the site is 312. A graphic summary of on-street parking is presented in Figure 4.

Manual parking occupancy counts were conducted on Tuesday, May 22, 2001, Wednesday, May 23, 2001, and Thursday, May 24, 2001 between 7:00 a.m. and 6:00 p.m. to determine the parking demand on the streets within the vicinity of the Washington Home. Based on these counts, there are 400 total parking spaces within the vicinity of the Washington Home, 88 of which are unrestricted parking spaces. It is important to note that the vehicles observed without any residential stickers can be associated with visitors and employees of the Washington Home, but can also consist of vehicles associated with Sidwell Friends School and/or the United States Post Office located nearby. Table 3 presents the results of the manual parking occupancy counts.

Table 3
On-Street Parking Summary

Type of On-Street Parking Spaces	Total Number of On-Street Parking Spaces	Total Number of Spaces Occupied	Percent Occupied
Unrestricted	88	70	80%
Residential Zone3	312	170	54%
Total	**400**	**240**	**60%**

Type of On-Street Parking Spaces	Total Number of Vehicles with Zone 3 Residential Stickers	Percent Residential Demand	Total Number of Vehicles **without** Zone 3 Residential Stickers	Percent Non-Residential Demand
Unrestricted	18	25%	52	75%
Residential Zone3	127	75%	43	25%
Total	**145**	**100%**	**95**	**100%**

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Figure 3
Existing Washington Home Parking Lot Layout
Scale: 1"=80'

Figure 4
Existing On-Street Parking within the
Vincintiy of the Washington Home
Legend: Type of Parking (Number of Available Spaces)

FUTURE DEVELOPMENT CONDITIONS

The Washington Home Operations

The Washington Home is planning to expand the home from 189 to 193 beds, an addition of 4 new beds. The increase in beds will allow the home to treat more people in keeping with the nature of the existing services, therefore, according to the home, the increase in amount of services will be linearly proportional to the increase in beds.

Proposed Expansion Trip Generation

Future trip generation was calculated by increasing existing care to beds ratio of 1 to 1 (approximately one employee per bed growth rate). This would account for 6 additional trips over the day with 4 new employees and approximately 2 additional visitors per day.

Future Parking Conditions at the Washington Home

The Washington Home is proposing to reconfigure the existing parking lot to meet the parking demand for the Home. With this reconfigured surface parking lot layout, the Washington Home will be able to provide 95 additional parking spaces to its current supply of 78 parking spaces to provide a total of 173 parking spaces on-site.

The parking supply of 173 spaces proposed for the Washington Home is geared to address the projected parking demand, The projected parking demand consists of the current maximum utilization of spaces during the peak period, the parking demand associated with the additional beds, the parking demand of Washington Home-related vehicles parked on-street, and a factor of 10% to allow for efficient circulation of vehicles looking for empty spaces.

The current peak parking utilization for the Washington Home is 136 spaces based on parking occupancy counts of the existing parking lot. Assuming that the number of Washington Home-related vehicles parked on-street is represented by 1/3 of the peak utilization of non-residential vehicles, the number of Washington Home-related vehicles parked on-street is estimated at 17 (which is 1/3 of 52). The addition of four beds will require 4 parking spaces to meet the parking need for this expansion A factor of 10% is recommended to allow for efficient circulation of vehicles looking for empty spaces and to provide additional visitor parking. Figure 5 shows the proposed Washington Home Parking Layout. The components of the projected parking demand are presented in Table 4.

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Figure 5
Proposed Washington Home Parking Lot Layout
Scale: 1"=80'

Table 4
Projected Parking Demand Summary

	Total Number of Spaces
Peak On-site Parking Utilization	136
On-Street Parking by Washington Home Visitors & Employees (assumed to be 1/3 of non-residential vehicles parked on-street)	17
Parking Demand Due to Additional 4 Beds	4
10% factor for Efficient Circulation and Visitor Parking	16
Projected Total Parking Demand	**173**

PARKING MANAGEMENT PLAN

This section of this report describes the proposed Washington Home parking policy. This information is summarized below:

Vehicle Registration:

- Employees will be required to register their vehicles with the Washington Home Security Department to obtain a parking permit.
- Any employee vehicles found parking in non-employee parking areas will be issued a ticket by the Washington Home Security Department.

Parking Lot Access

- Access to the reconfigured surface parking lot will be maintained with the main entrance to the Washington Home on Upton Street and the secondary/emergency entrance on 37th Street.

Residential Parking Restrictions

- The Washington Home does not endorse parking in residentially Zone 3 restricted areas by employees. The proposed parking supply is geared to accommodate parking for employees and visitors on site.

Parking Enforcement

- The Washington Metropolitan Police Department will be notified about any vehicles that violate handicapped parking and/or fire lane restrictions.
- The Washington Home reserves the right to tow any illegally parked vehicles that may pose a threat to the safety of the Washington Home employees, patients, visitors, or physicians.

CONCLUSIONS

Based on the parking analysis, the following major conclusions were determined:

- The proposed hospital expansion of four new beds will not cause a significant impact at the Washington Home along Upton Street and 37th Street.

- The projected parking demand consists of the current maximum utilization of spaces during the peak period, the parking demand associated with the additional beds, the parking demand of Washington Home-related vehicles parked on-street, and a factor of 10% to allow for efficient circulation of vehicles looking for empty spaces.

- The proposed reconfiguration of the surface parking lot will provide 173 on-site parking spaces to sufficiently accommodate employee and visitor parking associated with the Washington Home. This parking supply provides 95 additional parking spaces to its current supply of 78 parking spaces.

- The Washington Home will establish a parking policy that includes statements regarding vehicle registration, access maintenance, parking enforcement, and on-street parking. The elements of this plan will consist of monitoring measures and will provide the flexibility to control future parking operations to ensure acceptable parking conditions.

Erwin N. Andres
Associate and Project Director
Gorove/Slade Associates, Inc.

Education:

Bachelor of Science, Civil and Environmental Engineering
Rutgers University College of Engineering, New Brunswick, New Jersey

Professional Associations:

National Society of Professional Engineers
Virginia Society of Professional Engineers, Secretary/Treasurer
District of Columbia Society of Professional Engineers
Consulting Engineers Council of Metropolitan Washington
Institute of Transportation Engineers
American Society of Healthcare Engineers
Northern Bethesda Transportation Action Partnership

Public Testimony:

District of Columbia Board of Zoning Adjustment
Montgomery County, Maryland Planning Board
Montgomery County, Maryland Board of Appeals

Summary of Experience

Mr. Andres has management, analysis, and design experience in numerous areas within the transportation planning and traffic engineering areas for both public and private sector clients. He has performed a variety of traffic engineering and transportation planning tasks which include traffic forecasting, capacity analyses, queuing analyses, signal system timing, sight distance analyses, signage and pavement marking layout, preliminary geometric design of roadways and parking fields, and traffic signal design. Mr. Andres has worked on projects in the following geographic areas: the District of Columbia, Maryland, Virginia, New York, New Jersey, Pennsylvania, North Carolina, Kansas, and Florida.

Detailed Project Experience

Traffic Impact Studies, Parking Studies and Environmental Assessments:

Performed traffic impact studies including traffic counts, site reconnaissance to determine access opportunities and constraints, and reports summarizing findings of progression and level of service analysis.

Office Development. Served as project manager on several office development projects located in Washington, DC. Several projects involved assessing access, circulation, traffic capacity, parking and transit impacts. Representative projects include:

- *United States Department of Transportation (USDOT) Headquarters:* Coordinated with the General Services Administration (GSA) to evaluate prospective locations for the consolidation of USDOT-affiliated agencies.

- *Southeast Federal Center:* Identified development parameters and planning guidelines for developing a major federal employment center within the Southeast Federal Center in Washington, DC.

Retail Development. Prepared several retail traffic impact studies including roadway and intersection design, signal progression, site access and parking layout design, parking garage design and site feasibility studies. Representative projects include:

- *Exton Square Mall:* Performed extensive traffic analyses and evaluated several circulation alternatives to support the major expansion of Exton Square Mal to accommodate 1.2 million square feet in retail space.
- *Rockville Marlo Furniture Company:* Performed parking demand studies to support the furniture company's application to maximize underutilized retail space.

Public Sector. Served as project manager on projects involving the design and analysis of both existing and planned roadway systems in the metropolitan Washington, DC Area. The work involved coordination with a multi-disciplined design team and interaction with the public through open public meetings. Representative projects include:

- *Takoma, Washington, DC Small Area Plan Development:* Coordinated with the District of Columbia Office of Planning to develop the transportation elements of the District's first Small Area Plan (SAP) to revitalize Takoma, DC.
- *Germantown Soccer Complex:* Coordinated with the Maryland-National Park & Planning Commission (M-NCPPC) to support the development of a state-of-the-art soccer training and athletic facility in Germantown, Montgomery County, Maryland.
- *Montgomery County Conference Center:* Coordinated with the Montgomery County Office of Economic Development and private partners to support the development of a hotel and conference center facility in the White Flint area of Montgomery County.

Parking Garage Access and Layout Design:

Managed several studies involving the planning, design and evaluation of parking structures serving multiple land uses. The tasks involved the functional evaluation of access design, ramp design, circulation design and parking layout design. The following are some of the major tasks for select projects:

- *Ohio State University South Campus and Health Sciences District*: Developed several access and circulation schemes to support several proposed garages within OSU's medical-related campus.
- *Marriott Wardman Park Hotel:* Developed parking layout plans to maximize the existing garage area accounting for ADA modifications and minimum parking standards.

Simulation, Signal Design and Geometric Design:

Traffic Simulation. Managed several traffic network and traffic corridor simulation studies of existing and future conditions in order to determine future operating conditions and optimize corridor timing plans utilizing traffic simulation software including CORSIM and Synchro. Also managed signal design plans for private clients to incorporate into an existing commuting corridor. Representative projects include:

- *Field School:* Worked with local community groups to develop a signal traffic plan to serve existing community needs and the relocation of the Field School to Foxhall Road in Washington, DC.
- *Norwood School:* Managed the design of a proposed traffic signal with Congressional Country Club by coordinating with the Maryland State Highway Administration (MSHA) for installation along River Road in Potomac, Maryland.

Master Planning

Managed several studies involving the planning, design and evaluation of parking structures serving multiple land uses. The tasks involved the functional evaluation of access design, ramp design, circulation design and parking layout design. The following are representative projects:

Federal Agencies

- *National Institutes of Health:* Served as project manager to assess traffic, transportation, and parking impacts to support the future expansion of facilities within the national Institutes of Health main campus in Bethesda, Maryland.
- *Washington Navy Yard:* Coordinated with Naval District Washington (NDW) to address existing traffic and parking issues associated with employee commuting patterns and projected impacts associated with the relocation of 6,000 employees to the Washington Navy Yard.
- *Goddard Space Flight Center:* Supported Upper Center Management in developing a Master Plan to support the consolidation of its existing campus to promote a more pedestrian-friendly campus and to better integrate the existing transportation system surrounding the campus.

Colleges and Universities

- *Ohio State University:* Developed a Transportation Master Plan to address existing circulation issues and to better integrate the existing roadway network to support University vehicular, bicycle, and pedestrian activity.
- *George Washington University at Mount Vernon College:* Coordinated with University Administration to support the University's plan to expand its curriculum and programs to complement George Washington University's main campus at Foggy Bottom in Washington, DC.

Institutional Uses

- *National Cathedral:* Assisted the Cathedral Close planning team in addressing visitor and employee vehicular circulation and parking issues associated with planned facilities and the existing institutional educational facilities on campus in Washington, DC.

COMPUTER APPLICATIONS AND SOFTWARE EXPERIENCE

Programming Languages: BASIC, FORTRAN
Windows Applications: LOTUS 1-2-3, Microsoft Excel, QuattroPro, AmiPro, Microsoft Word, WordPerfect, CricketGraph, Freelance Graphics
Engineering Software Applications: Cal3QHC, MOBILE5a, HCS, PASSER II-90, Autocad, DCA, MayPark, Maptitude, Corsim, WinTass, Autoturn, Synchro