



August 15, 2018

**Meridith H. Moldenhauer**

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Frederick L. Hill, Chairperson  
Board of Zoning Adjustment  
441 4th Street, NW, Suite 200S  
Washington, DC 20010

**RE: BZA Case No. 19751  
Applicant's Traffic Report**

Chairperson Hill and Honorable Members of the Board:

On behalf of Applicant MED Developers, LLC (the "Applicant"), please find enclosed a Traffic Report/Parking Study for 2619-2623 Wisconsin Avenue NW at **Tab A**. Additionally, the resume of Erwin Andres, the traffic expert that prepared the report, is attached at **Tab B**.

We look forward to presenting this application to the Board on September 26, 2018, and we thank you for your attention to this matter.

Sincerely,

Cozen O'Connor

A handwritten signature in blue ink, appearing to read "Meridith Moldenhauer", written over a horizontal line.

By: Meridith Moldenhauer

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**CERTIFICATE OF SERVICE**

I hereby certify that on this 15<sup>th</sup> day of August, 2018, a copy of the foregoing Cover Letter with Traffic Report was served, via electronic mail, on the following:

District of Columbia Office of Planning  
c/o Brandice Elliott  
1100 4<sup>th</sup> Street SW, Suite E650  
Washington, DC 20024  
[Brandice.Elliott@dc.gov](mailto:Brandice.Elliott@dc.gov)

Advisory Neighborhood Commission 3C  
c/o Nancy Macwood, Chairperson  
[3C06@anc.dc.gov](mailto:3C06@anc.dc.gov)

District Department of Transportation  
c/o Patrick Reed  
55 M Street, SE, Suite 400  
Washington, DC 20003  
[Patrick.Reed2@dc.gov](mailto:Patrick.Reed2@dc.gov)



Meridith H. Moldenhauer

Tab A

## TECHNICAL MEMORANDUM

To: Patrick Reed DDOT

From: Zane Pulver  
Vinay Varadarajan, EIT  
Katie Wagner, PE, PTOE  
Erwin Andres

Date: May 2, 2018

Subject: 2619-2623 Wisconsin Avenue NW BZA Parking Study

## INTRODUCTION

This memorandum presents the findings of a parking study conducted for the 2619-2623 Wisconsin Avenue, NW continuing care retirement community development in support of its Board of Zoning Adjustment (BZA) application (BZA Case Number 19751). The site is located in Ward 3 in the Observatory Circle neighborhood of northwest Washington, D.C. The site is bound by Edmunds Street to the north, residential properties to the east and south, and Wisconsin Avenue to west as shown on Figure 1. This project consists of redeveloping the site which is comprised of a vacant lot and a single-family house. The proposed assisted living development will be a single three-story building containing approximately 38 residential units and nine (9) parking spaces in the rear of the building.

The proposed development includes a residential building in an R zone consisting of 38 dwelling units, which under current Zoning Regulations require 19 parking spaces. Given the nature of the development as an assisted living facility, most residents will not require on-site parking. Staff will be able to use the multimodal options serving the site as it is well served by Metrobus lines, car share, and bike share. Additionally, providing the required number of spaces is impracticable given the depth of the site. For purposes of this memorandum, the Applicant is seeking special exception relief from the amount of parking required in the R-1-B zone.

The purpose of this study is to evaluate the development based on DDOT's standards and, more specifically, the potential impacts of the parking demands generated by the site. Based on a review of the surrounding transportation infrastructure, the site's design, and the parking demands of the development, the project will not have a significant adverse impact on the surrounding community. The following conclusions were made regarding the 2619-2623 Wisconsin Avenue development:

- The site's adequate access to transit, as well as improving bicycle and pedestrian facilities and other new development in the area results in a safe and effective environment for non-auto transportation access to the site.
- The observed supply of on-street parking options will adequately serve the project.
- At any time during a typical weekday or weekend day, there are at least **103** parking spaces available within two (2) blocks of the subject site

## EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by Metrobus and is approximately 1.4 miles west of the Woodley Park-Zoo Metrorail Station. The project site is also

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served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bicycle lanes and signed bicycle routes.

### ***Transit***

The site is serviced by Metrobus along multiple primary corridors with multiple bus stops located adjacent to the site. These bus lines connect the site to many areas of the District, Maryland, and Virginia, including several Metrorail stations. The site is currently served by the 30N, 30S, 31, and 33 routes with stops along Wisconsin Avenue at the Edmunds Street intersection adjacent to the site. Additional services are provided east of the site along Massachusetts Avenue on the N2, N3, N4, N6, and 37 lines and west of the site along Tunlaw Road and 39<sup>th</sup> Street by the D1 and D2 lines, respectively. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. The closest Metrorail station is the Woodley Park-Zoo Metro station which is located approximately 1.4 miles by foot from the site via Garfield Street. Existing transit facilities surrounding the site are shown on Figure 2.

**Table 1: Bus Route Information**

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
30N, 30S	Friendship Heights-Southeast Line	Weekdays: 4:33 AM – 3:16 AM Weekends: 4:40 AM – 3:41 AM	30-60 min	<0.1 miles, 1 minute
31, 33	Wisconsin Avenue Line	Weekdays: 5:17 AM – 12:08 AM Weekends: 5:48 AM – 12:58 AM	6-35 min	<0.1 miles, 1 minute
37	Wisconsin Avenue Limited Line	Southbound: 6:57 AM – 9:35 AM Northbound: 4:29 PM – 7:31 PM	15-23 min	0.3 miles, 6 minutes
D1	Glover Park-Franklin Square Line	Eastbound: 7:10 AM – 8:54 AM Westbound: 4:40 PM – 6:40 PM	8-30 min	0.3 miles, 7 minutes
D2	Glover Park-Dupont Circle Line	Weekdays: 5:36 AM – 1:01 AM Weekends: 6:36 AM – 1:15 AM	18-30 min	0.4 miles, 7 minutes
N2, N3, N4	Massachusetts Avenue Line	Weekdays: 6:18 AM – 7:29 PM Weekends: 6:22 AM – 7:25 PM	6-21 min	0.3 miles, 6 minutes
N6	Massachusetts Avenue Line	Weekdays: 8:11 PM-12:24 AM Weekend: 5:51 AM-12:33 AM	22-47 min	0.3 miles, 6 minutes

### ***Bicycle Facilities***

The proposed development is surrounded to the west and east by low-volume local roadways that provide excellent bicycle connections to signed bicycle routes and bicycle lanes. Figure 3 illustrates the existing bicycle facilities in the area.

A signed route and bicycle lane facility two blocks north of the site runs along Garfield Street, providing east-west connectivity. Westbound travel along Garfield Street provides connections to bicycle lanes on New Mexico Avenue towards American University and signed routes on Tunlaw Road towards Georgetown University. Eastbound travel along Garfield Street provides connections to bicycle facilities on 29<sup>th</sup> Street and Calvert Street, leading to the Rock Creek Park Trail. The Rock Creek Park Trail provides a continuous path from the Tidal Basin northward to Montgomery County, Maryland.

Additional north-south connectivity is provided by the signed bicycle route on 34<sup>th</sup> Street, north of Garfield Street. This signed route allows an alternative to the Rock Creek Park Trail, allowing users to reach neighborhoods such as Tenleytown, Friendship Heights, and Chevy Chase, Maryland.

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Using these connections along the local roadways and signed bicycle routes within the study area, bicyclists have access to numerous regional bicycle facilities. Two (2) Capital Bikeshare stations are located within a half-mile of the site: a 15-dock station at 36<sup>th</sup> and Calvert Streets east of the site and a 19-dock station at 39<sup>th</sup> and Calvert Streets west of the site. To accommodate cyclists, the development will provide 15 short-term bicycle parking spaces in the rear of the building, meeting zoning requirements.

Further additions are planned to be made to the bicycle infrastructure present in the vicinity of the site, as shown in the MoveDC plan. DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development include a 3.6-mile multi-use trail along Massachusetts Avenue from P Street to Westmoreland Circle at the Maryland border, significantly improving conditions for non-auto modes along this high-volume corridor. This improvement is currently prioritized as a Tier 1 investment. A nearby Tier 2 investment is the completion of bicycle lanes along Garfield Street from 36<sup>th</sup> Place to 39<sup>th</sup> Street. Currently both of these improvements are unfunded. In general, facilities such as a multi-use trail will significantly improve bicycling conditions in the study area and may lead to higher rates of cycling.

### ***Pedestrian Facilities***

Overall, the pedestrian facilities within the study area provide ample connections to major local destinations, including the retail along Wisconsin Avenue south of the site. There are very few barriers and areas of concern within the study area that negatively impact the quality and attractiveness of walking, including walking distances between the site and local destinations, manmade and natural barriers that increase walking distances, and roadway conditions that reduce the quality of walking conditions. A summary of the pedestrian facilities within a 0.25-mile walk of the site is shown in Figure 4.

Within the area shown, most roadways are considered residential (low to moderate density). The sidewalk requirements from DDOT's Design and Engineering Manual are summarized in Table 2 below. Sidewalks under the minimum width along many neighborhood streets and lengthy crossings at some intersections were observed. The sidewalks that do not meet DDOT standards are typically along routes that do not provide an acceptable sidewalk width but do maintain the minimum buffer width. ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. As shown in Figure 4, under existing conditions there are some curb ramps that do not feature detectable warnings.

**Table 2: Sidewalk Requirements**

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Includes Downtown Central Business District)	10 ft	6 ft

### ***Car Sharing***

Three car-sharing companies serve the District: Zipcar, Maven, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar currently has two (2) vehicles placed within a quarter mile of the site, located 0.25 miles away at the intersection Massachusetts Avenue and Wisconsin Avenue.

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar and Maven, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area". Members do not have to pay the meter or pay stations. Car2Go

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does not have permanent designated spaces for their vehicles; however, availability is tracked through their website and mobile app, which provides an additional option for car-sharing patrons. Thus, patrons and employees of the site may choose to use Car2Go as an option for accessing the site.

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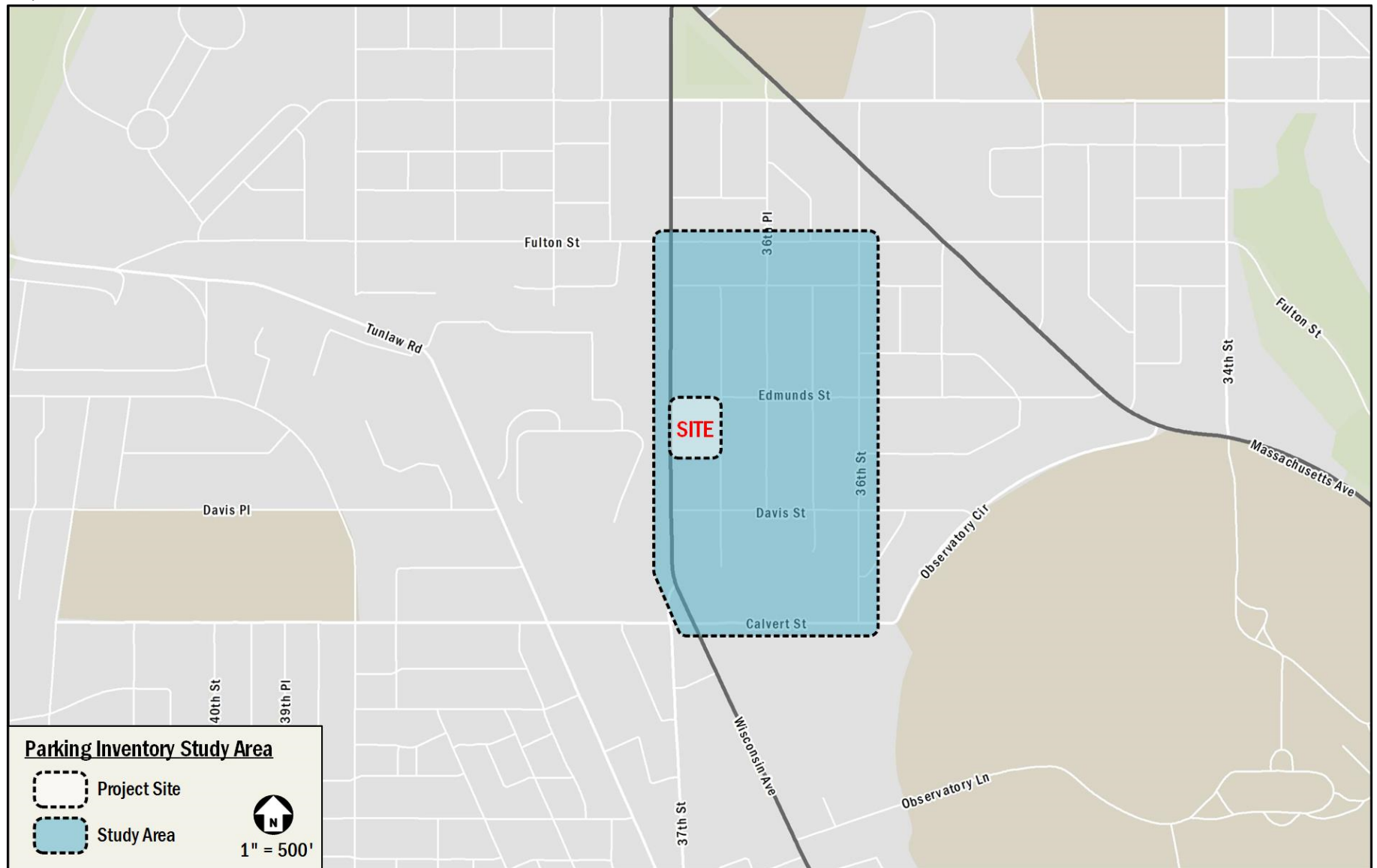


Figure 1: Site Location & Study Area



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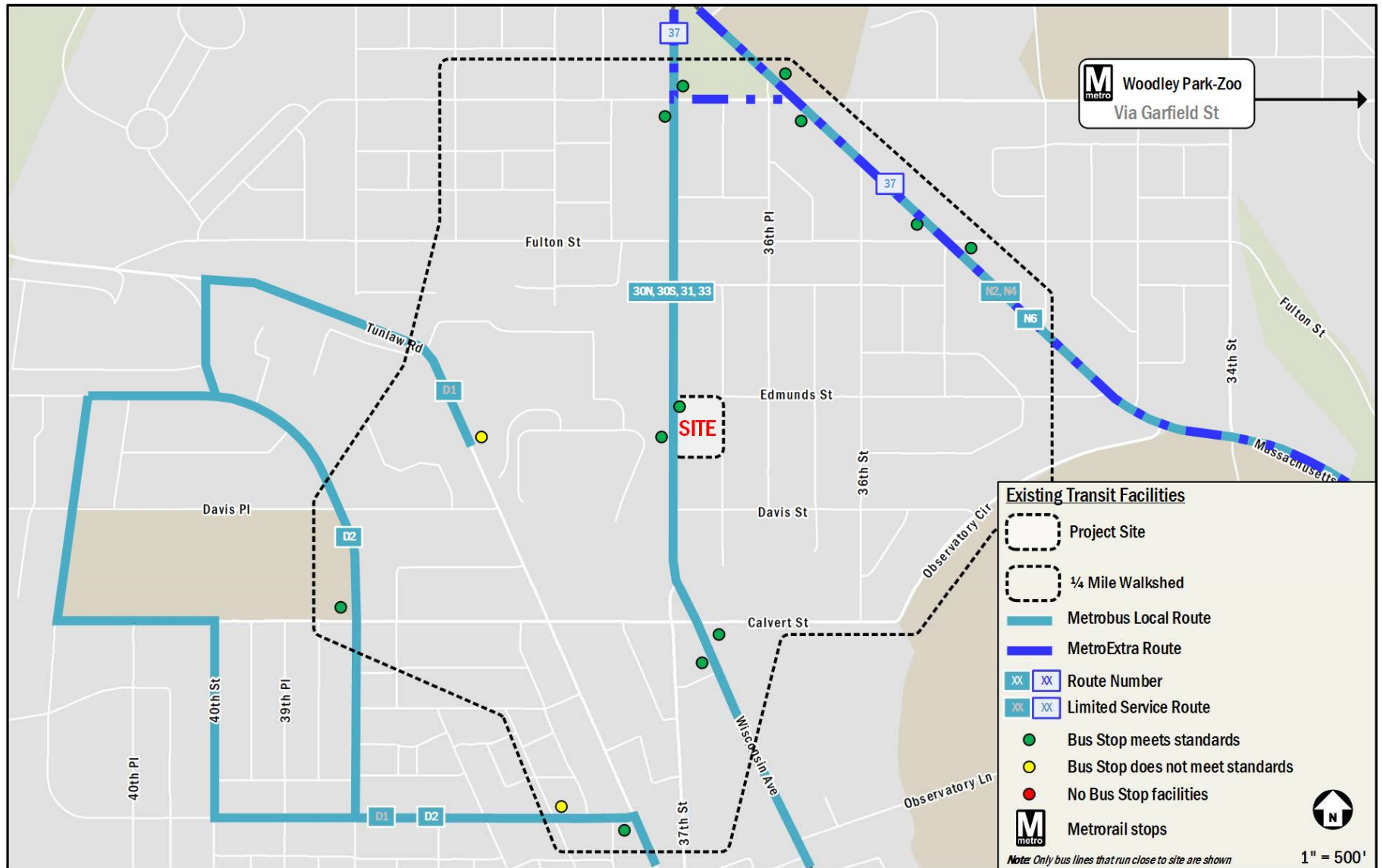


Figure 2: Existing Transit Facilities

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Figure 3: Existing Bicycle Facilities

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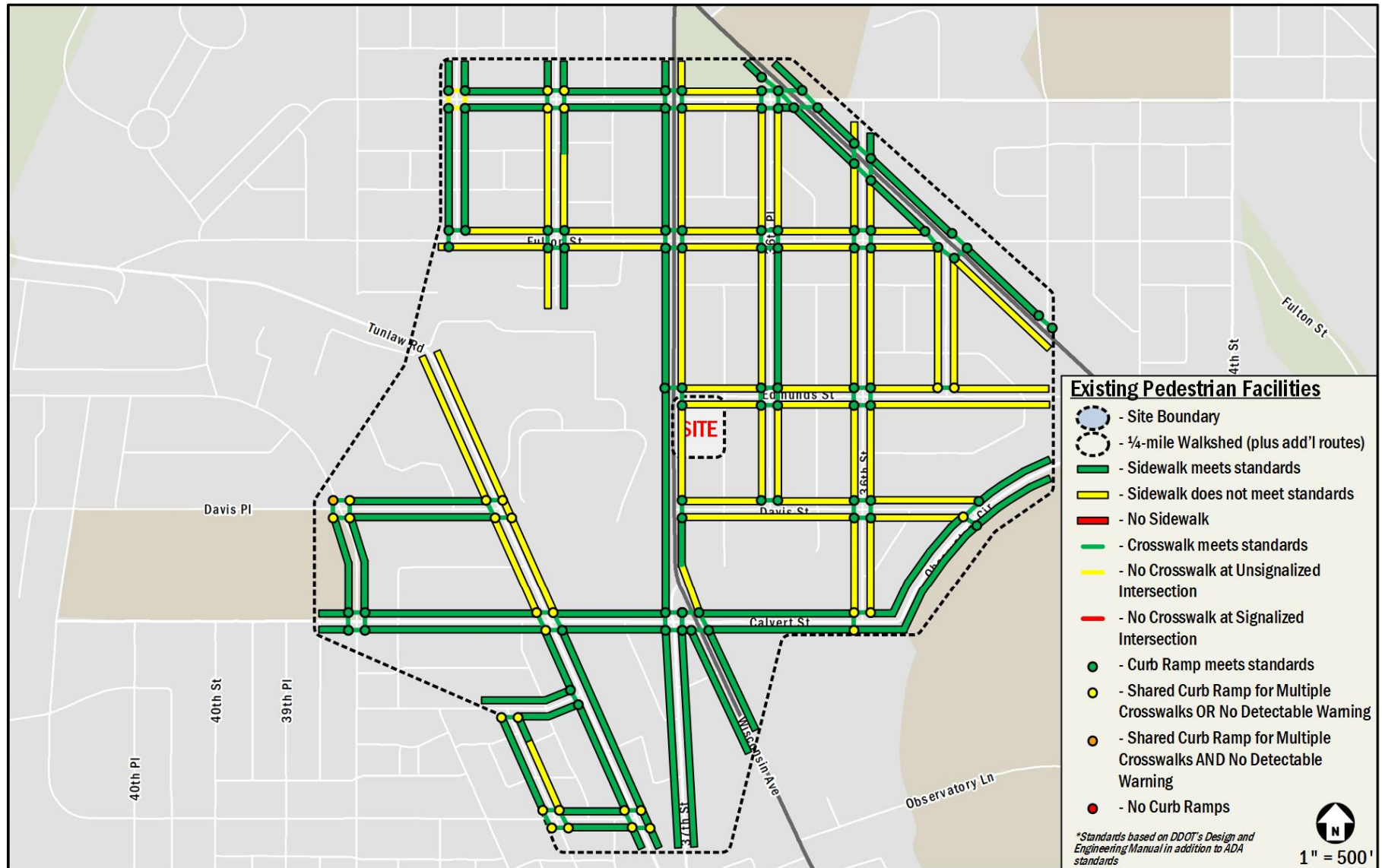


Figure 4: Existing Pedestrian Facilities

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## **DESIGN REVIEW**

This section provides an overview of the transportation features of the proposed development. The development program consists of a three-story assisted living facility with approximately 38 residential units and nine (9) parking spaces accessible from the alley in the rear of the building. Figure 5 shows the proposed site plan.

### ***Site Access and Internal Circulation***

#### ***Site Access***

Pedestrian access to the building is provided along Wisconsin Avenue. Vehicular access to the nine (9) parking spaces will be from the public alley in the rear of the property. Vehicles may utilize Davis Street (one-way eastbound) to enter the public alley and Edmunds Street (one-way westbound) to exit the public alley. Access to the trash facilities is available from the public alley. The site and its immediate vicinity sits within Zone 3 of the DC parking zone map. For visitors of residents, there are available on-street parking spaces are available with a two-hour limit.

#### ***Parking***

As mentioned previously, nine (9) spaces are proposed for the development in the rear of the building. Additional parking for the development will be accommodated by the on-street parking spaces in the vicinity of the site. The site and its immediate vicinity sits within Zone 3 of the DC parking zone map.

The Applicant is seeking special exception relief from the parking requirements of 11 DCMR § 703.2(a)-(c). Under the Zoning Regulations, the proposed development is required to provide 19 spaces. In this case, there is a physical practical difficulty of supplying 19 off-street parking spaces due to the constrained depth of the lot along the public alley. The Applicant met with DDOT on April 27, 2018 to inquire about locating loading spaces on Edmunds Street to increase available space for on-site parking. DDOT was not supportive of such an option, and therefore the lot is restricted by maintaining loading on-site. The adequate supply of available nearby on-street parking and the site's adequate access to nearby transit options allow the proposed development to satisfy the requirements of 11 DCMR § 703.2(a)-(c).

In order to assess whether the nearby on-site parking spaces have available capacity to accommodate the potential increase in parking demand that the proposed development would generate, a parking occupancy study was conducted on Thursday, April 26 and Saturday, April 28, 2018. The parking occupancy study consisted of hourly on-street parking counts of nearby streets near the site location between the hours of 4:00 PM and 9:00 PM on April 26<sup>th</sup> and between the hours of 10:00 AM and 5:00 PM on April 28<sup>th</sup>, as advised by DDOT. The results of the study indicate that the on-street parking spaces have the ability to absorb anticipated parking demand that the proposed development may generate.

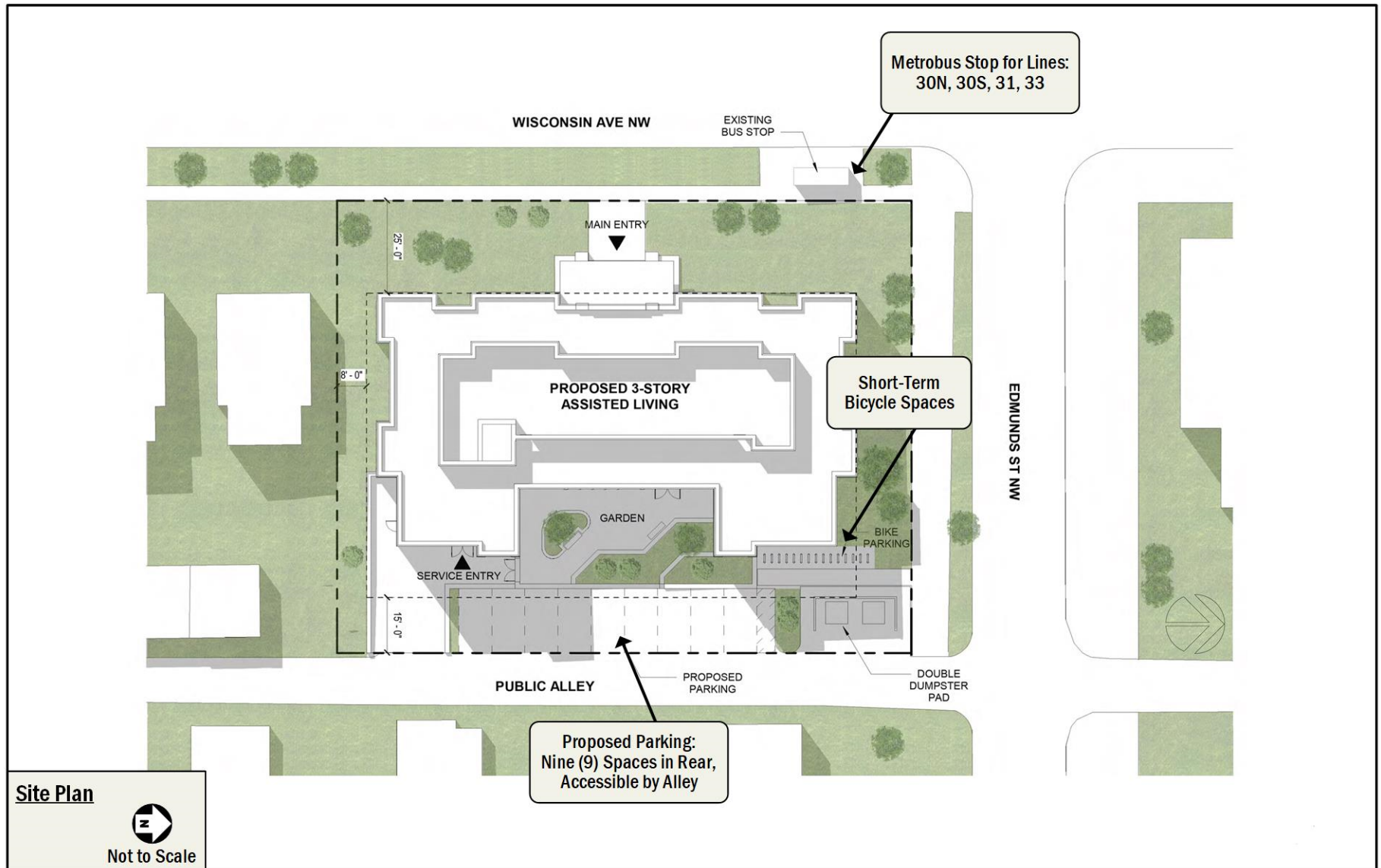
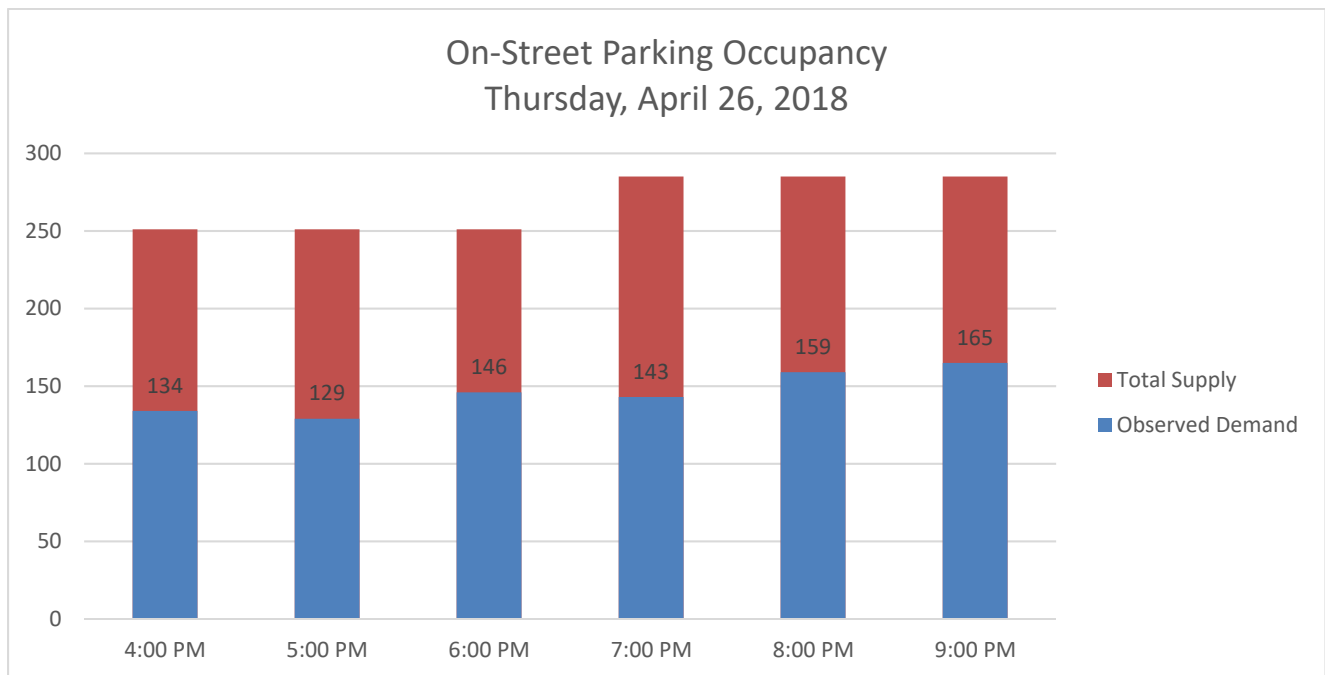


Figure 5: Site Plan

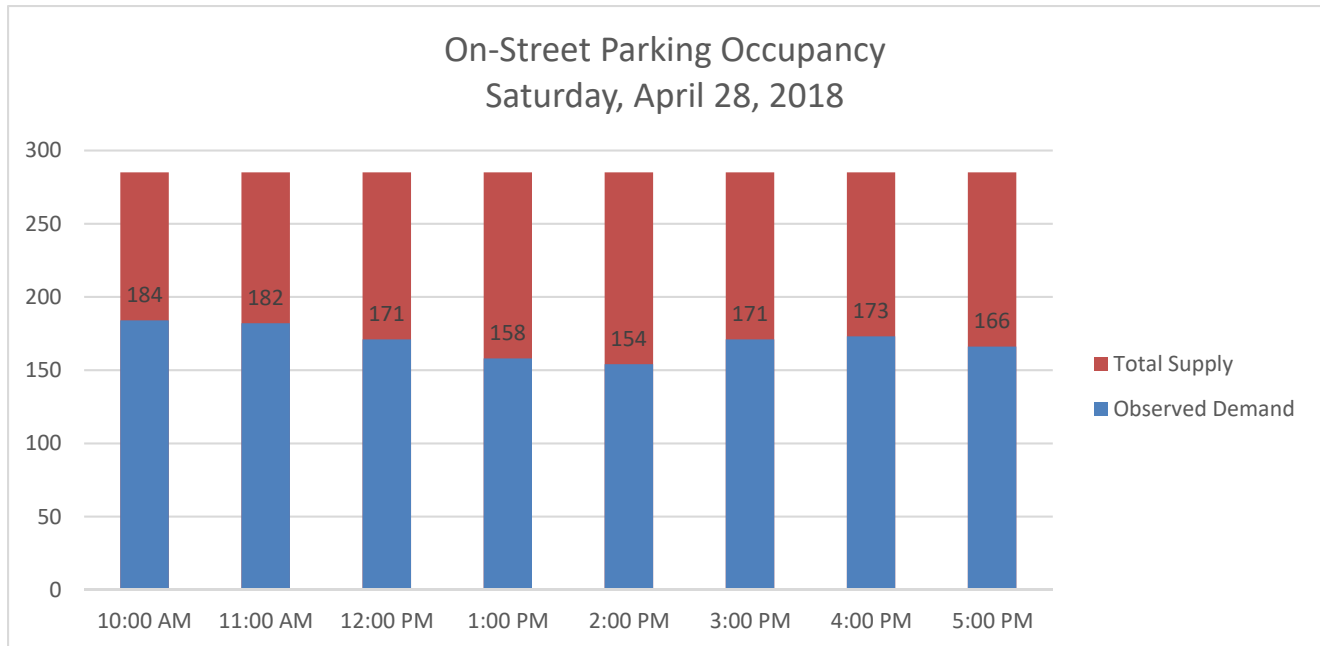
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As shown in Figure 6, the highest demand observed in the Thursday evening on-street parking occupancy count before afternoon rush hour parking restrictions along Wisconsin Avenue were lifted was in the 6:00 PM hour, where 146 (58.2%) of the 251 available parking spaces in the study area were occupied, resulting in **105 available parking spaces**. When these restrictions along Wisconsin Avenue were lifted in the 7:00 PM sweeps, the highest demand observed was in the 9:00 PM hour where 165 (57.9%) of the 285 available parking spaces were occupied.

As shown in Figure 7, the highest demand observed in the Saturday midday on-street parking occupancy count was in the 10:00 AM hour, where 184 vehicles occupied the study area. This number however included three (3) vehicles which illegally parked in blocks where parking was prohibited on Saturdays. The highest demand observed with vehicles parked legally was in the 11:00 AM hour, where 182 (64%) of the 285 available parking spaces in the study area were occupied, resulting in **103 available spaces**.



**Figure 6: On-Street Parking Occupancy Count, Thursday, April 26, 2018**



**Figure 7: On-Street Parking Occupancy Count, Saturday, April 28, 2018**

Parking restrictions by block are shown on Figure 8 and the peak period occupancy by block is shown on Figure 9 and Table 3 for Thursday, April 26 (6:00 PM). Figure 10 and Table 4 present the peak period occupancy for Saturday, April 28 (11:00 AM). Four (4) of the blocks were time-restricted during both the Thursday and Saturday on-street parking counts, with parking only allowed on Sundays on these blocks. No remaining blocks were time-restricted during the Saturday on-street parking counts, with additional time restrictions on Thursday consisting of peak period restrictions along Wisconsin Avenue with no parking in the northbound directions during afternoon peak hours (4:00-6:30 PM). Additional Resident Permit Parking (“RPP”) time restrictions occurred on the north side of Edmunds Street, the east side of 36<sup>th</sup> Place, the south side of Fulton Street, the north side of Davis Street, and the west and east sides of 36<sup>th</sup> Street (two-hour Zone 3 permit parking from 7:00 AM-8:30 PM, Monday to Friday). As outlined below, parking of all space types was readily available in the vicinity of the project site, including the highest occupancy periods.

During the Thursday peak period, occupancies by block varied greatly, but generally the most densely occupied street parking facilities were located along the unrestricted north and south sides of Calvert Street within two blocks of the site. Block faces along these streets realized peak period occupancies of 88 percent or higher. Occupancies ranging from 70 to 90% were seen along the west side of Wisconsin Avenue and along portions of Fulton, Edmunds, and Davis Streets.

During the Saturday peak hour, the same patterns of higher occupancy levels applied along Calvert Street and Wisconsin Avenue. Many of these block faces consisted of unrestricted and RPP spaces which were not applicable during the weekend.

On both days, a majority of block faces along 36<sup>th</sup> Street exhibited occupancies less than 50%. All of the block faces along 36<sup>th</sup> Street in the study area consist of RPP spaces, indicating that spaces are available during the peak periods just two (2) blocks east of the site.

As noted on Table 5, the peak hours noted on both days generally showed parking in RPP and Non-RPP (Time-Restricted) spaces experiencing occupancies of approximately 52 to 80 percent, with unrestricted spaces seeing the highest occupancy. In terms of occupancy, very little variability was seen between the two days based on parking space type, with the greatest

variance seen in “Non-RPP” spaces (approximately 28 more vehicles on Saturday). This is primarily due to the loss of 34 time-restricted spaces along northbound Wisconsin Avenue during the weekday afternoon peak hour of 4:00-6:30 PM. Even during the highest occupancy periods, parking of all space types was readily available in the vicinity of the project site.

**Table 3: Thursday, April 26, 2018 Peak Parking Occupancy**

	PM					
	4:00	5:00	6:00	7:00	8:00	9:00
<b>Occupancy</b>	134	129	146	143	159	165
<b>Total Spaces</b>	251	251	251	285	285	285
<b>Utilization</b>	53%	51%	58%	50%	56%	58%

**Table 4: Saturday, April 28, 2018 Peak Parking Occupancy**

	AM			PM				
	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
<b>Occupancy</b>	181	182	171	158	154	171	173	166
<b>Total Spaces</b>	285	285	285	285	285	285	285	285
<b>Utilization</b>	64%	64%	60%	55%	54%	60%	61%	58%

**Table 5: Peak Period Inventory and Occupancy Summary**

Space Type	Thursday Peak Period (6:00 PM)				Saturday Peak Period (11:00 AM)			
	Spaces	Occupancy	Utilization	Available	Spaces	Occupancy	Utilization	Available
Non-RPP	22	17	77%	5	56	45	80%	11
RPP	205	106	52%	99	205	114	56%	91
Unrestricted	24	23	96%	1	24	23	96%	1
<b>All On-Street Spaces</b>	<b>251</b>	<b>146</b>	<b>58%</b>	<b>105</b>	<b>285</b>	<b>182</b>	<b>64%</b>	<b>103</b>

The observed supply of available on-street parking will adequately serve the vehicular needs of the development based on the proposed use of the site. The available on-street parking supply would be able to meet the parking relief being sought.



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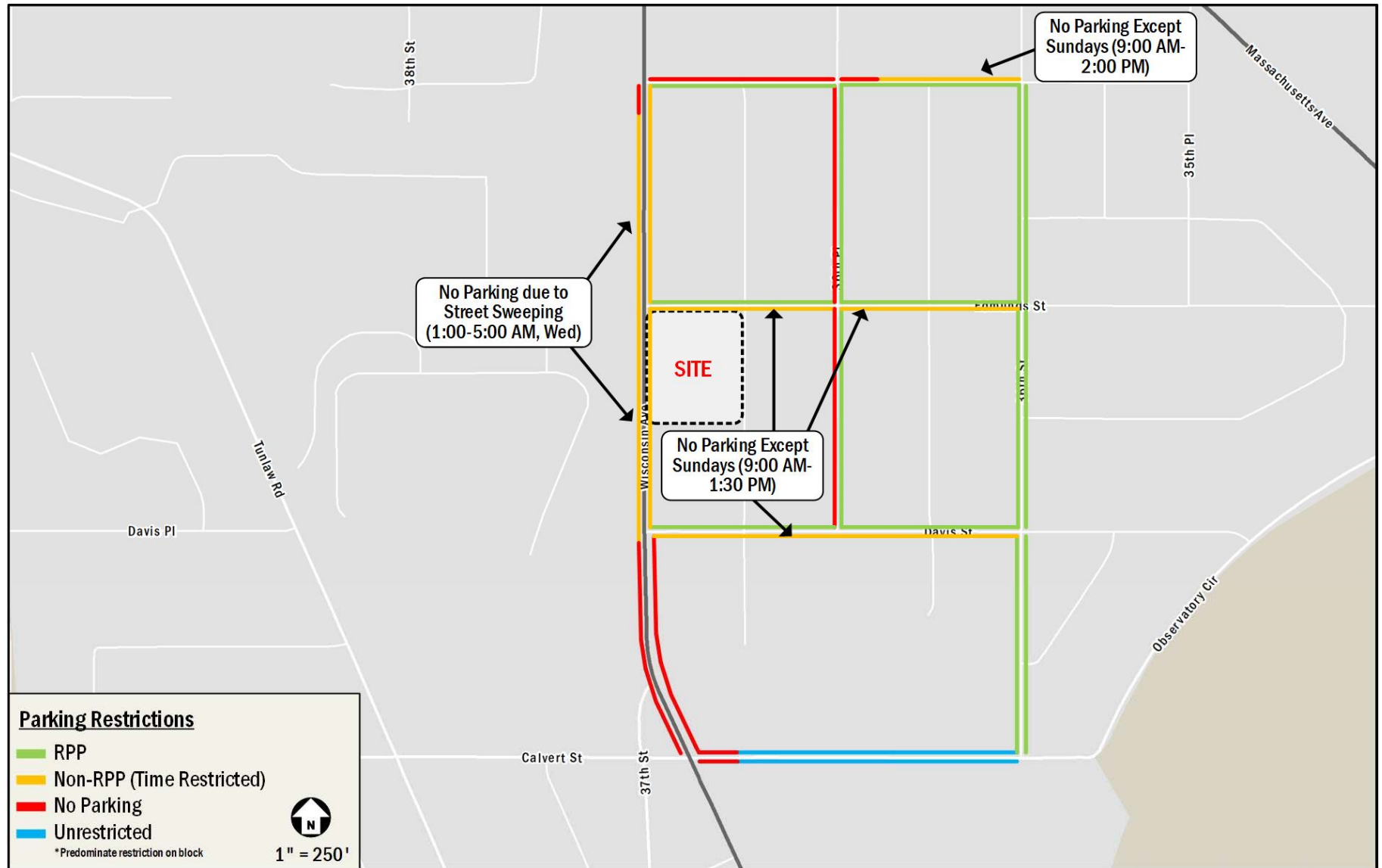


Figure 8: Parking Restrictions by Block Face

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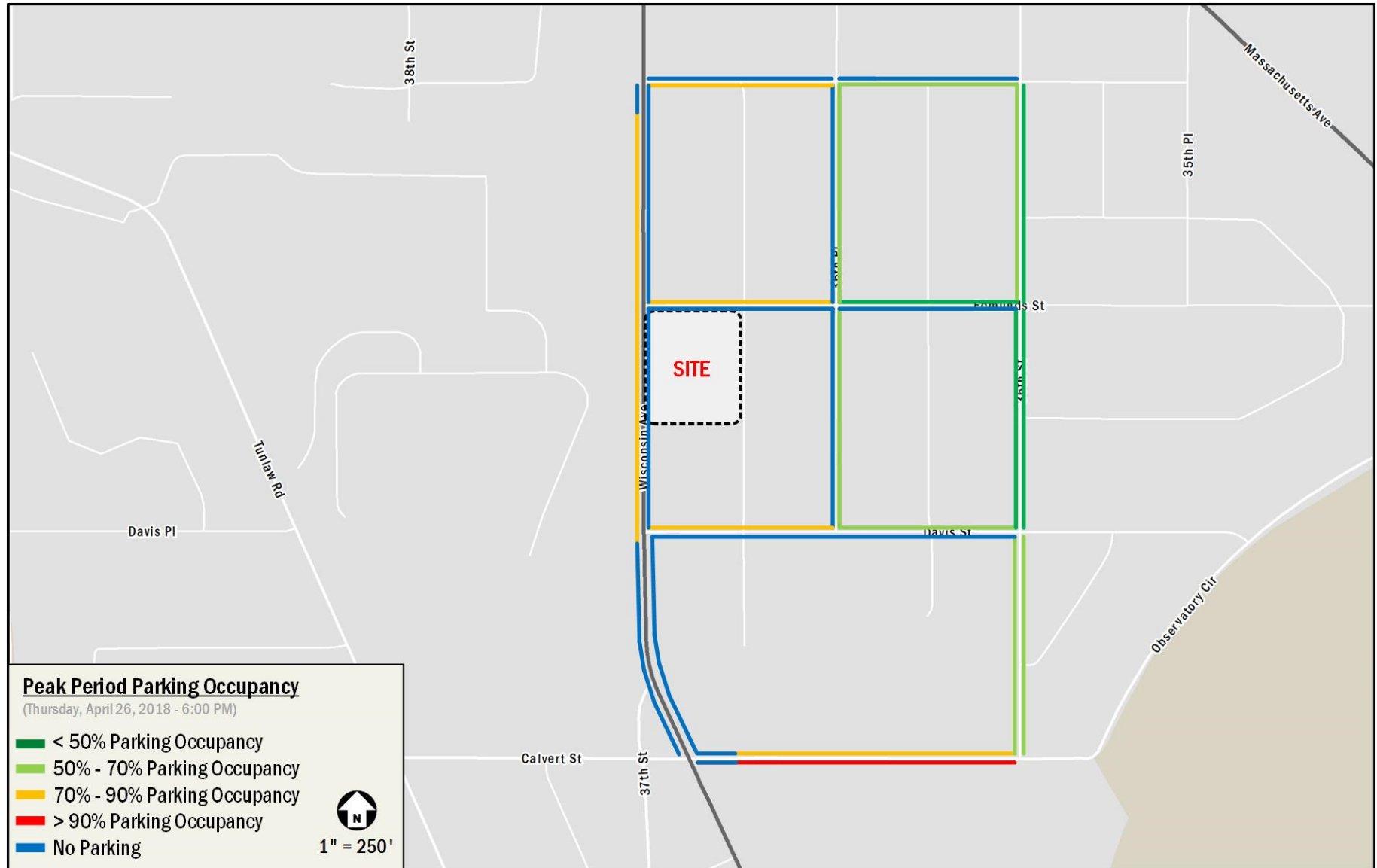


Figure 9: Thursday, April 26, 2018 Peak Period Street Parking Occupancy

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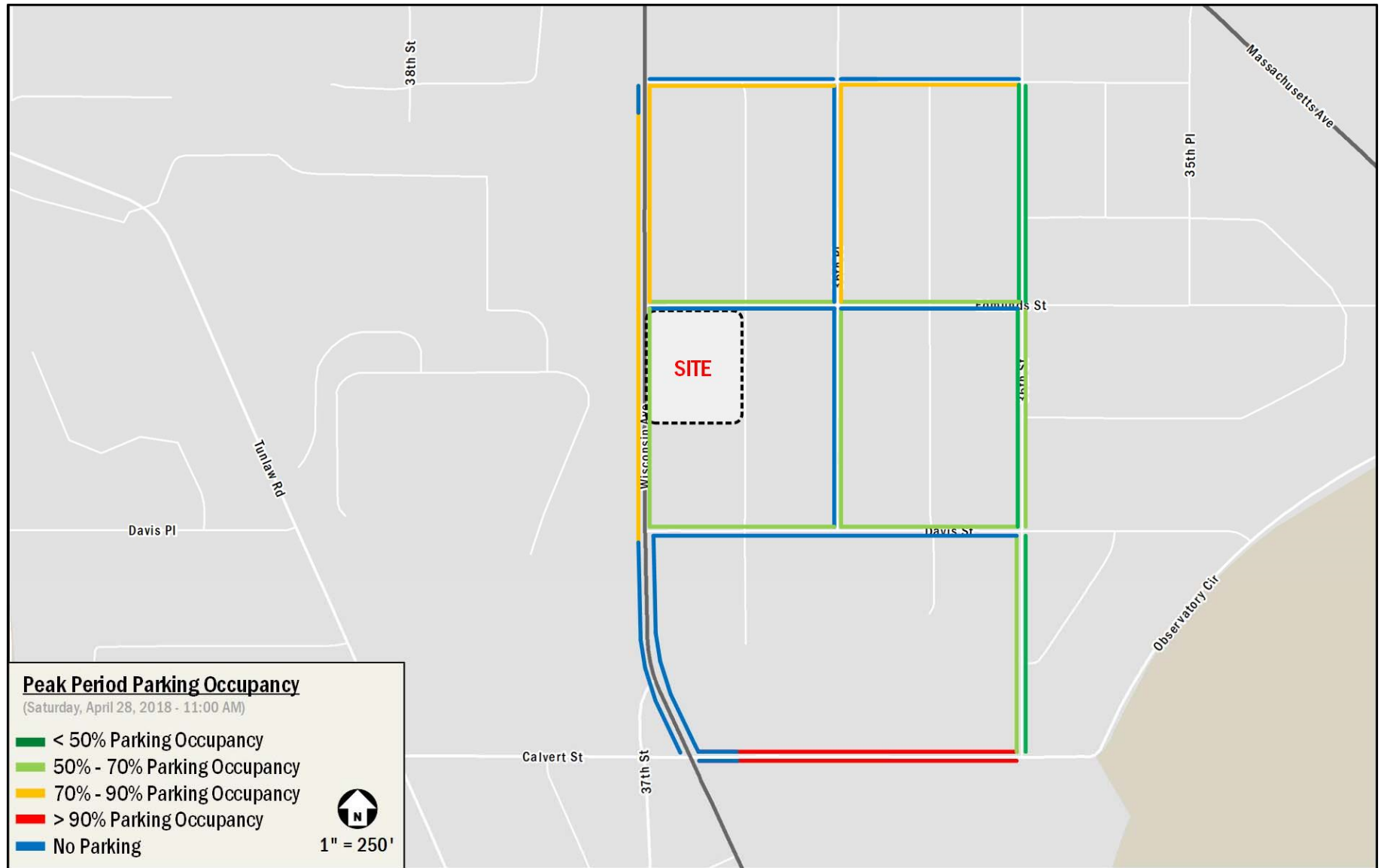


Figure 10: Saturday, April 28, 2018 Peak Period Street Parking Occupancy

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## ***Conclusions***

The following conclusions were made regarding the 2619-2623 Wisconsin Avenue, NW development:

- The observed supply of on-street parking options will adequately serve the project.
- At any time during a typical weekday or weekend day, there are at least **103** parking spaces available within two (2) blocks of the subject site.
- The site's adequate access to transit, as well as improving bicycle and pedestrian facilities and other new development in the area results in a safe and effective environment for non-auto transportation access to the site.

Tab B

# Erwin N. Andres

## Principal & Vice President

Mr. Andres has over 20 years of experience working on a wide range of traffic and transportation projects serving private sector, public sector, institutional, and federal agency clients in the metropolitan Washington, DC area. His diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design.

His experience has also been geared to serve the strategic development needs of private developers, address local jurisdictional approval requirements for federal agency clients, and develop sound transportation operational and management plans for institutional clients. Mr. Andres has directed studies related to traffic circulation, transit, parking demand, and transportation demand management for new developments and urban infill redevelopments. He has performed traffic impact assessments for a wide range of land uses that include residential, office, shopping and convention centers, and institutional complexes.

**Education:** Bachelor of Science, Civil Engineering, *Rutgers University, New Brunswick, NJ (1994)*

**Publications:** "Ask the Expert", Healthcare Magazine, November 2003

ULI North Capitol Main Street Technical Assistance Program Study, August 2009

### Professional Associations:

Urban Land Institute (ULI)

American Planning Association (APA)

Institute of Transportation Engineers (ITE)

DC Building Industry Association (DCBIA)

Georgetown University Real Estate Program, Lecturer

University of Maryland School of Architecture, Lecturer

Lambda Alpha International (LAI), Chapter President

International Council of Shopping Centers (ICSC)

### MIXED-USE AND TRANSIT ORIENTED DEVELOPMENTS

Mr. Andres has managed a number of mixed-used developments in the District of Columbia. The analysis addresses the existing traffic conditions, future traffic conditions without development, and future traffic conditions with development. Other tasks that are usually involved in larger projects of this nature are traffic signal design plans, parking analysis, site access and circulation planning, vehicular maneuverability analysis and loading access design, and Transportation Demand Management (TDM). Mr. Andres has also managed transportation studies for mixed-use developments that analyzed potential multi-trip sharing and shared parking between restaurant, hotel, bank, residential, office, and retail center uses. Principal tasks of these projects include vehicular and parking generation, development of parking demand profiles, entrance design for large vehicle circulation access, and identification of general street traffic conditions around the site.

Representative projects include the following:

CityCenter DC, Washington, DC  
The Yards, Washington, DC  
Burnham Place at Union Station, Washington, DC  
Georgetown Safeway, Washington, DC  
North Bethesda Conference Center, Bethesda, MD  
Skyland Town Center, Washington, DC  
The Louis at 14<sup>th</sup> & U, Washington, DC

The Apollo (H St. NE) Whole Foods, Washington, DC  
Florida Rock Redevelopment, Washington, DC  
Half Street Akridge Development, Washington, DC  
Petworth Safeway, Washington, DC  
East Capitol Street Gateway, Washington, DC  
Georgia Avenue Walmart, Washington, DC  
H Street Connection, Washington, DC

### **MASTER PLANNING AND REDEVELOPMENT PROJECTS**

Mr. Andres has worked on the transportation aspects of comprehensive master plans. Tasks for these types of projects include developing multi-modal plans, long-term transportation master plans, near-term detailed traffic analyses, on-site circulation studies, parking studies, maneuverability analyses, and Transportation Demand Management plans. Representative projects include the following:

Walter Reed Army Medical Center, Washington, DC  
Brookland/CUA Small Area Plan, Washington, DC  
Takoma Small Area Plan, Washington, DC  
NASA Goddard Master Plan, Greenbelt, MD  
NIH Master Plan, Bethesda, MD  
NSA-Bethesda Master Plan  
DC United Soccer Stadium, Washington, DC  
USDOT Headquarters Building, Washington, DC  
Washington National Cathedral, Washington, DC

Mt. Rainier M-UTC Plan, Mt. Rainier, MD  
FBI Headquarters Building, Washington, DC  
Suitland Federal Center, Suitland, MD  
NCI-Frederick Master Plan, Ft. Detrick, MD  
Florida Avenue Market, Washington, DC  
Washington Nationals Stadium, Washington, DC  
DHS at St. Elizabeth's Campus, Washington, DC  
DC Courts, Washington, DC  
National Museum African American History & Culture, Washington, DC

### **TRAFFIC SIGNAL DESIGNS AND PAVEMENT MARKING PLANS**

Mr. Andres has been involved with the development of traffic signal design plans for new traffic signals and for signal modifications. Additionally, he has been involved in the development of pavement marking plans to support proposed developments. Representative projects include the following:

Georgia Avenue Walmart, Washington, DC  
Skyland Town Center, Washington, DC  
Capitol Gateway Marketplace, Washington, DC  
Park Van Ness, Washington, DC  
Georgetown Safeway, Washington, DC

The Yards, Washington, DC  
Walter Reed Army Medical Center, Washington, DC  
The Field School, Washington, DC  
H Street Connection, Washington, DC  
The Apollo on H Street, Washington, DC

### **PUBLIC TESTIMONY**

Mr. Andres has been qualified as an expert witness before Zoning Boards and Commissions in numerous jurisdictions throughout the northeast United States that include the District of Columbia, Montgomery County and Prince George's County in Maryland, and numerous counties in Pennsylvania, New Jersey, New York and Connecticut.