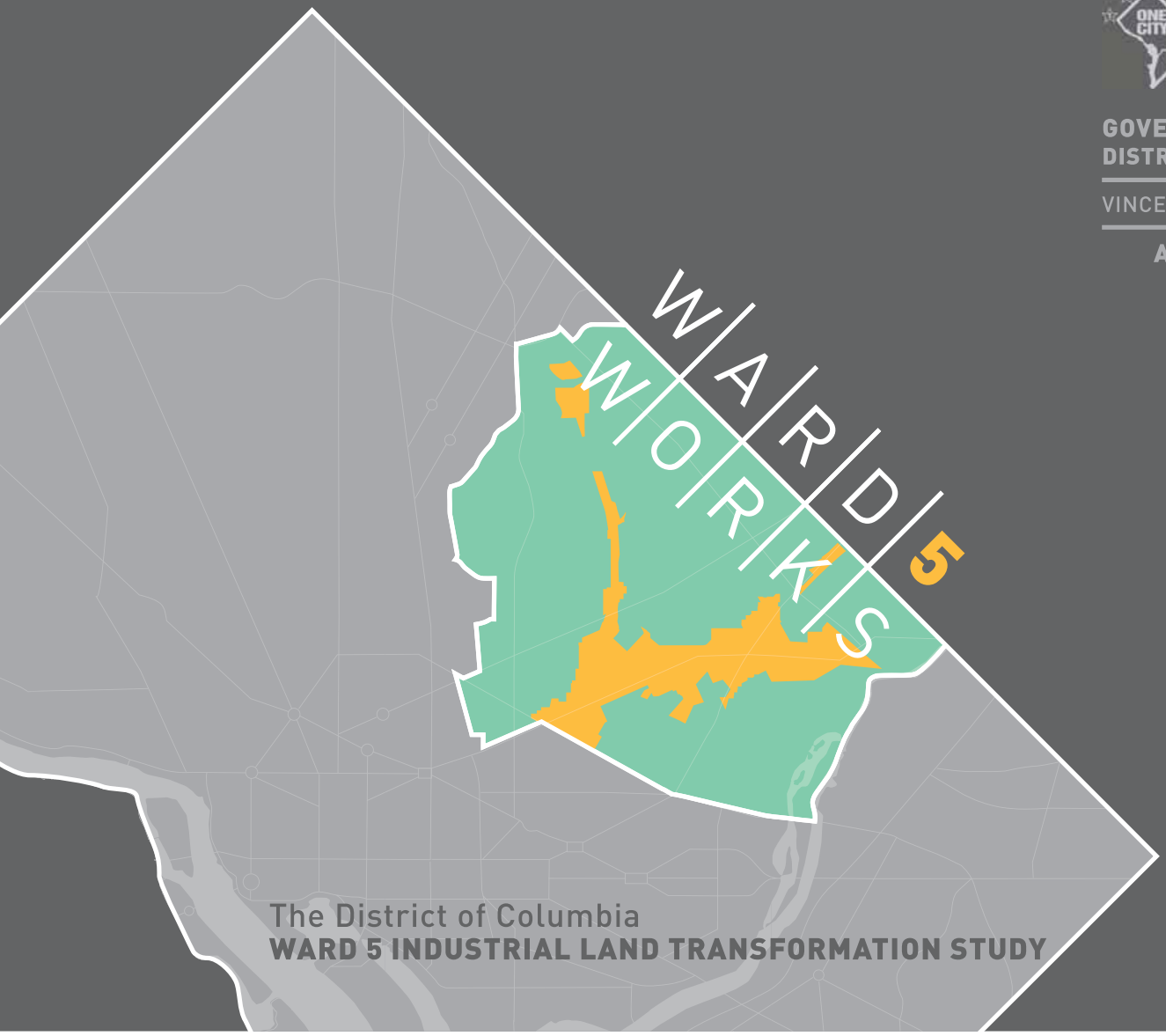
Tab B

GOVERNMENT OF THE
DISTRICT OF COLUMBIA

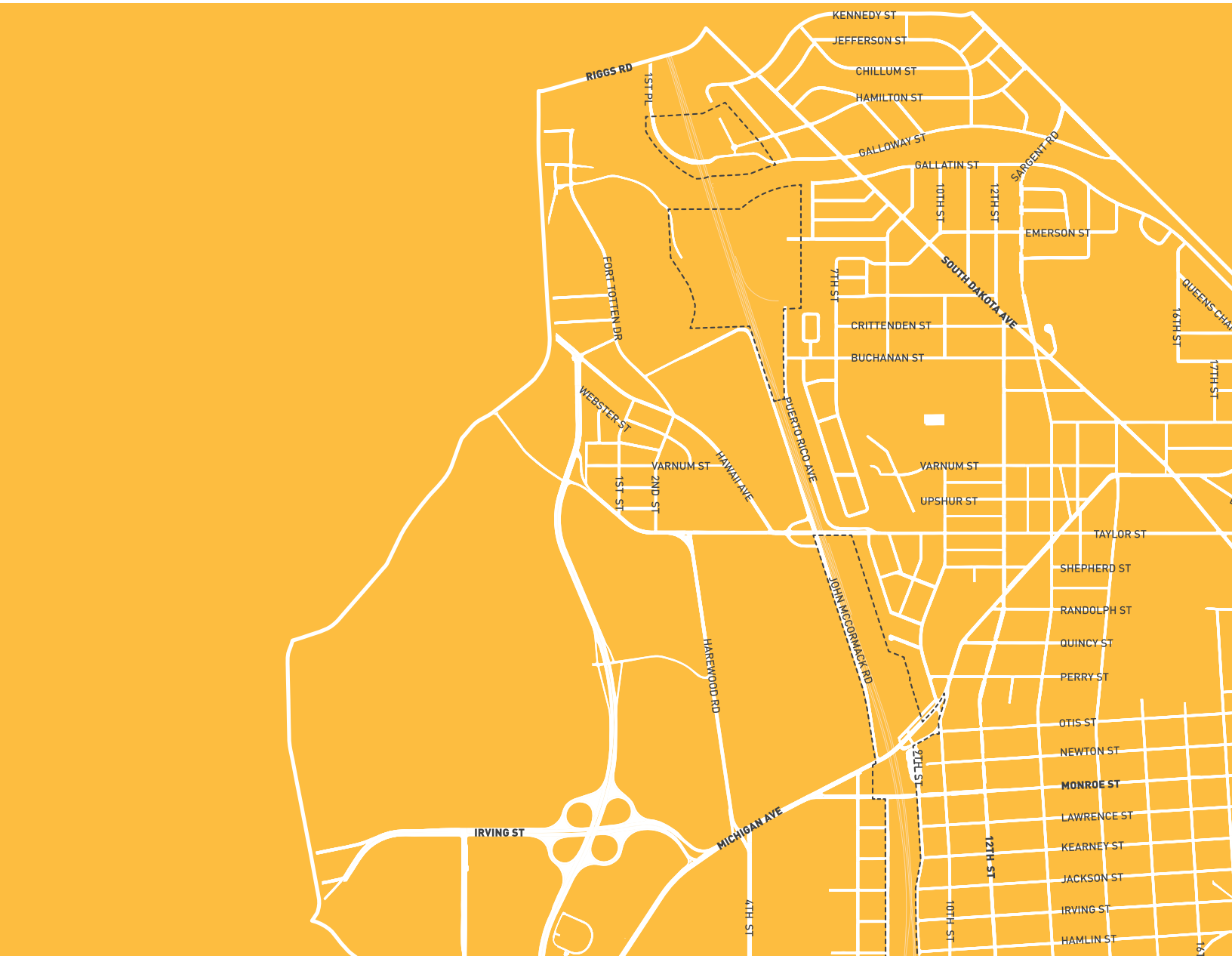
VINCENT C. GRAY, MAYOR

AUGUST 2014



The District of Columbia

WARD 5 INDUSTRIAL LAND TRANSFORMATION STUDY


KENNEDY ST
JEFFERSON ST
CHILLUM ST
HAMILTON ST
GALLOWAY ST
GALLATIN ST
RIGGS RD
1ST PL
SARGENT RD
10TH ST
12TH ST
EMERSON ST
SOUTH DAKOTA AVE
7TH ST
CRITTENDEN ST
BUCHANAN ST
FORT TOTTEN DR
WEBSTER ST
PUERTO RICO AVE
HAWAII AVE
VARNUM ST
1ST ST
2ND ST
VARNUM ST
UPSHUR ST
16TH ST
17TH ST
TAYLOR ST
SHEPHERD ST
RANDOLPH ST
QUINCY ST
PERRY ST
JOHN MCCORMACK RD
HAREWOOD RD
OTIS ST
NEWTON ST
MONROE ST
LAWRENCE ST
KEARNEY ST
JACKSON ST
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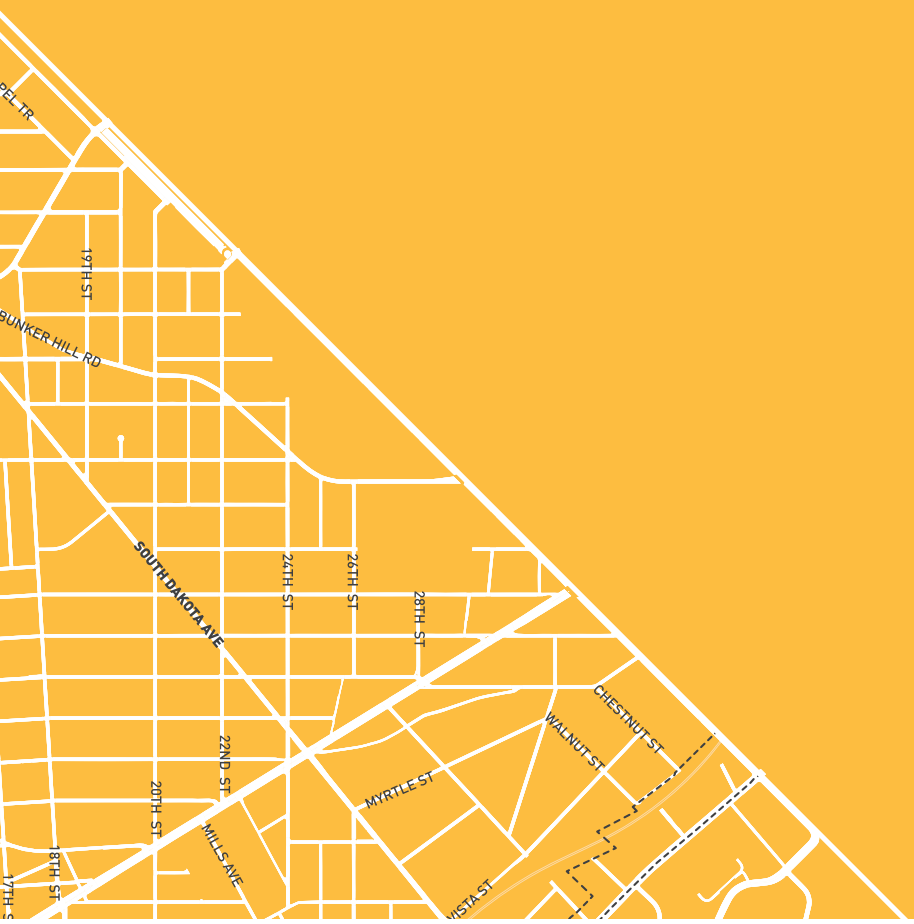
10TH ST
MICHIGAN AVE
IRVING ST
4TH ST



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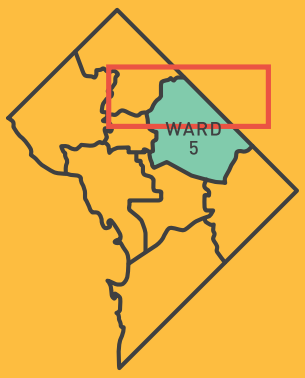


NOTE: SOUTH WARD 5 CAN BE FOUND ON THE BACK INSIDE COVER

INDUSTRIAL REAL ESTATE TRENDS

Over the past several decades, the CoStar Group, a DC-based commercial real estate research firm, reported a stable to declining amount of industrial space in both the city and Ward 5. CoStar's research shows the District's inventory of industrial space declined from 2003 to 2012 by seven percent, reaching 11.2 million square feet. This decline can be attributed to building demolition to accommodate new, non-PDR uses. Specifically in Ward 5, the inventory of seven million square feet of industrial space decreased with the loss of two buildings during the same period (2003-2012).

Regional and competitive submarkets are increasing their supply of industrial space. The Washington, DC region added slightly more than 1 million square feet of industrial space annually over the past 10 years to a total inventory of 161 million square feet.

Industrial market conditions diverged for the two most competitive jurisdictions in suburban Maryland (Montgomery and Prince George's counties). Montgomery County increased its industrial space inventory by only 465,000 square feet, or 2.1 percent, during the past decade. Prince George's County's much larger supply of industrial property grew at twice that rate, adding 2.1 million square feet (4.3 percent growth) to create a total of 49.7 million square feet. The District did not participate in this growth due to the high cost of land and the limited supply of available sites for industrial uses.

Regionally, the demand for industrial space, as measured by the absorption pace (increase in the amount of occupied space), slowed significantly in recent years with the Great Recession (2008-2010). By the second quarter of 2013, industrial space occupancy rates in the region had fallen to 89.5 percent, well below the "healthy" range of 92 to 95 percent occupied space. The District's industrial space fared better with a 92.1 percent occupancy rate, but that was still below the 95 percent rate of 2006. Ward 5 is generally keeping pace with the other industrial land in the District with an occupancy rate at 90.1 percent in mid-2013, down from 94.9 percent in 2006.

The region's market for flex space—building shells designed to accommodate companies needing office, light manufacturing and/or warehouse space—grew more rapidly over the past decade. About 20 percent or 11.2 million square feet were added to the regional inventory to reach 68 million square feet at the end of 2012. Prince George's County experienced growth in logistics and distribution demand for flex space. Montgomery County's research and development laboratories also fueled the increase in flex space. However, the pace of construction in Prince George's County overshot demand, resulting in an occupancy rate that fell from 89.2 percent in 2007 to 83.2 percent at the end of 2012.

The extensive supply of vacant space in Prince George's County competes with Ward 5 buildings. The available supply of flex space in DC could not meet demand with a high occupancy rate of 96.7 percent in the second quarter of 2013; the slow absorption pace (less than 7,000 square feet in 2006, 2008 and 2009) reflected the need for additional space. Ward 5's available flex space totaled only 38,000 square feet in the second quarter of 2013 for an overall occupancy rate of 93.1 percent.

Reviewing Ward 5's industrial and flex inventory showed distinctions between transit-proximate property (with an inventory of 3.2 million square feet) and those auto-accessible properties (with an inventory of 4.4 million square feet). Properties along the Metrorail Red Line averaged vacancy rates between 2.5 and 6.0 percent over the last five years. This compares to vacancy rates between 10 and 15 percent for industrial and flex space along New York Avenue and Bladensburg Road. The rent differential between these two subareas ranges from $3.50 to $4.00 with higher rents for properties near the Red Line.

DEVELOP AN INDUSTRIAL ADVOCATE

Action 1.1: Designate an industrial Advocate for industrial users and industrial areas.

The District would benefit from an Advocate who promotes industrial land and users and links businesses to District programs and other resources. The Advocate role could be initiated as an industrial sector manager at a District agency such as the Deputy Mayor for Planning and Economic Development (DMPED) . The industrial sector manager could begin to immediately undertake priority actions identified in this Study and commence coordination with District agencies and other stakeholders on implementation. Some of the initiatives involving major District investments in public/private partnerships MAY require higher-level involvement from the Mayor and Council, and could also be augmented by outside entities with experience in immigrant investor programs, tax credits and other financing tools.

Over time, the Industrial Advocate role could evolve from solely a sector manager within District government into a separate entity or industrial Business Improvement District (BID). Such an industrial advocacy organization could be a non-profit funded under a contract arrangement stipulating clear performance measures. The group should be accountable to DMPED and linked with the Washington DC Economic Partnership. The city's existing BIDs could provide technical assistance and training for the new staff. A public/private governing board could include Ward 5 businesses, residents, District agencies, the Deputy Mayor for Planning and Economic Development, the Directors of the District Department of the Environment, Department of Small and Local Business Development, Department of Consumer and Regulatory Affairs and the Ward 5 Councilmember.

Examples of industrial BIDs exist in Los Angeles, Philadelphia and several other large cities. Typically, the BIDs focus on clean and safe programs to stabilize communities and bring together area businesses under a common umbrella. The study area's spread-out nature would make it difficult to operate an efficient clean and safe program. Its physical configuration along two rail lines involves great distances between its component parts, making it much more expensive to provide clean and safe services than is possible in a compact district. Planning and implementation of neighborhood improvements, including buffering industrial uses from residential neighborhoods, should take precedence over the street clean-up and other activities traditionally supported by business improvement districts (BIDs).

SUPPORT KEY EMERGING INDUSTRIES

Action 1.2: Partner with non-profits to support key emerging industries.

The Advocate and District agency staff working on industrial areas should facilitate the connection between existing or future non-profits focusing on emerging industries, including media, communications, food and arts/maker and businesses. These organizations would offer hands-on assistance to businesses, linking them to resources and each other, possibly within the context of shared facilities.

POLICY STRATEGY 02: ZONING, LAND USE AND REGULATION

SLOW THE LOSS OF INDUSTRIAL LAND

Industrial land and building prices and rents are increasing beyond the level that some industrial businesses can afford, pricing those businesses out of the District market. This phenomenon reflects the dwindling supply of industrial land as properties are converted to commercial and other more profitable uses.

Zoning plays an important role in setting development expectations and real estate values. One reason why industrial land is so expensive in DC is that zoning in industrial areas is very permissive, allowing most uses except for residential. As a result, industrial land values reflect the potential value for commercial uses that support much higher land prices by virtue of higher space rents/prices and higher-intensity development. When there is a market for commercial uses, a property owner can achieve a much higher return from developing for commercial rather than industrial use. As demand grows for commercial and institutional uses in Ward 5, that demand encourages owners of industrial property to redevelop for non-industrial uses or to plan for future conversion in the future. Once that expectation is formed, property owners often stop investing in their industrial property in anticipation of redevelopment.

In addition to office and commercial uses, the current industrial zoning allows schools to locate in these areas. The opening of pre-k to 12 schools in these areas not only reduces the supply of industrial space but also significantly raises the price of its land. It also brings conflicting

expectations as to the nature of the industrial area and the acceptability of industrial uses on nearby properties. Vocational schools, however, that provide job-training should continue to be allowed in these areas given their linkages to the local economy.

Action 2.1: Revise the zoning code to preserve Ward 5 industrial land.

To preserve industrial land and space for neighborhood-friendly businesses, the DC Zoning Commission and the Office of Planning should refrain from rezoning industrial land, at least within designated areas of cohesive industrial use in Ward 5. The District could adopt Industrial Business Districts that strengthen the long-term protections.

More importantly, the industrial zoning categories should be amended to exclude higher value uses, particularly:

- Stand-alone self-storage facilities without industrial uses activating the ground floor;
- Educational institutions other than workforce training facilities; and
- Hotels outside the newly created New York Avenue PDR District (Action 2.3).

Self-storage facilities would be an appropriate use for the upper floors of a multi-story facility. Educational institutions invite children and other protected categories to areas of production that are not intended for education and recreation, creating conflicting expectations for the use destination for the larger area. Additionally, charter schools should be encouraged to take advantage of underutilized and vacant public school facilities with better neighborhood access and amenities.

PROPOSED PDR ZONING DISTRICTS FOR FUTURE STUDY

As supported in Actions 2.1 through 2.5, potential PDR Districts to be considered for future study:

FUTURE ZONING DISTRICT	ATTRIBUTES
PDR Business District	» This potential district would act as a PDR conservation area and focus mainly on protecting PDR uses from competing uses » Allow PDR uses with tiered districts according to industrial use and intensity » Exclude higher value uses » Apply ZRR provisions about buffers, GAR and special exceptions for night clubs and waste-related uses
PDR Buffer District	» This potential district would be located where industry is currently abutting residential » Allow only compatible and/or activating PDR and other uses » Enforce stricter performance standards » Provide adequate on-site parking » Apply ZRR provisions about buffers, GAR and special exceptions for night clubs
Make/Live District	» Do not allow waste-related uses » This potential district would be limited to strategic locations near existing residential and transit infrastructure » Allow only compatible and/or activating PDR and other uses » Allow residential uses above required ground floor PDR/Maker uses » Apply stricter performance standards » Provide adequate on-site parking » Apply ZRR provisions about buffers, GAR and special exceptions for night clubs
NY Ave PDR Gateway District	» Do not allow waste-related uses » Allow make/live, hotel and commercial uses along the avenue's frontage » Apply ZRR provisions about buffers, GAR and special exceptions for night clubs » Include special streetscape standards and encouragement of public art as a community amenity » Do not allow waste-related uses

DC'S ZONING UPDATE AND INDUSTRIAL AREAS

The DC Comprehensive Plan of 2008 calls for "substantial revision and reorganization" of the DC Zoning Code, including the possible creation of new zones. To address this direction, the DC Office of Planning initiated the zoning regulations review (ZRR) process in 2007. Research and public meetings, including an industrial land working group, led the DC Office of Planning to propose revisions to the DC Zoning Code that would make the zoning current and help to implement the policy objectives of the Comprehensive Plan. These proposals are currently being considered by the DC Zoning Commission.

For the industrial areas, the ZRR proposal would address Comprehensive Plan direction by maintaining industrially zoned land, while proposing new regulations that better address possible impacts on adjacent land uses and residents, including the following:

- Rename current CM and M Zoning Districts to better reflect current uses.
- Retain permitted building height, but limit the building area that could be devoted to non-PDR uses. The zones where heavy industry is permitted (which tend to be the most separated from residential uses) would allow the least amount of building area to be devoted to non-industrial uses.
- Apply green area ratio (GAR) to industrial properties, requiring new development to meet environmental standards through the inclusion of environmental features, such as green roofs and improved landscaping. This will help to "green" industrial areas, improve air quality and stormwater retention, and reduce the urban heat island effect.
- Require a wide, landscaped buffer between any PDR use and residential zone, with an 8-to10-foot high solid screen (wall, fence or landscape screen).
- Restrict night clubs by allowing them only by special exception with the Board of Zoning Adjustment (BZA) approval, subject to location and potential impact conditions.
- Allow waste-related services, such as a trash transfer station, only by special exception, subject to locations and conditions intended to address potential impacts.

These proposed changes would also respond to some of the goals and priorities of this study. For the current status of the ZRR process, please refer to the Office of Zoning website (www.dcoz.dc.gov) or the ZRR website (www.dczoningupdate.org).

Action 2.2: Study existing PDR zones to preserve production and stimulate new maker spaces.

A study should be undertaken to identify areas for Industrial Business District protections and also some very limited locations where PDR uses on the ground floor could be combined with residential development on upper floors (i.e., "Make/Live Districts"). With a higher overall density, the land could be used more productively while still providing as much dedicated space for production uses. Cross-subsidy from the residential uses could reduce the required rents for the first-floor PDR uses.

There remain compatibility and other issues that must be resolved before a new zoning provision could be approved. This zoning category should be strictly limited to a very few locations so as not to disrupt the industrial land market and displace existing businesses.

ENHANCE THE NEW YORK AVENUE GATEWAY

Action 2.3: Create a New York Avenue PDR District as a gateway district.

As a major gateway to the District, hotel and commercial uses should be allowed along the New York Avenue frontage in a newly created New York Avenue PDR District. In addition to industrial uses, hotels and commercial uses, this potential new zone could allow the eclectic mixing of Make/Live buildings and artistic and maker uses. This zone would include public space design guidelines that encourage the rebuilding of the Avenue as a pedestrian friendly and green environment. Large public art installations could be part of a Planned Unit Development community amenity package to create an enticing and lively gateway feel.

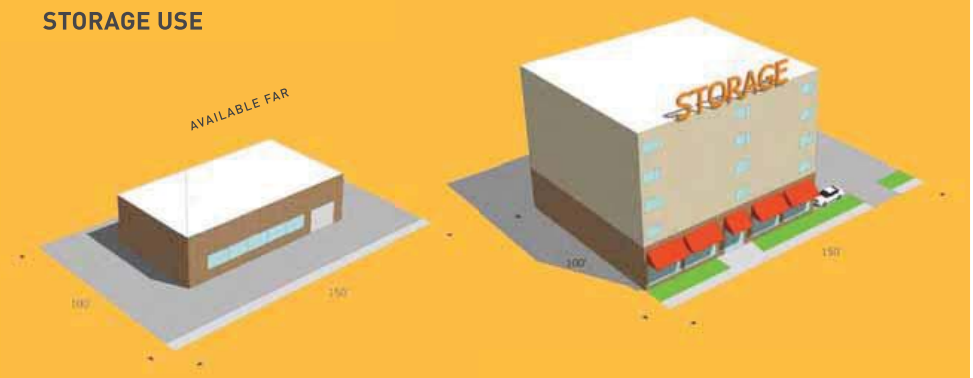
USE ZONING TO REDUCE INDUSTRIAL/RESIDENTIAL FRICTION

Action 2.4: Establish a new industrial buffer district to better transition from industrial areas to residential neighborhoods.

Where edges of the industrial areas are proximate to housing, new industrial buffer areas should be established to create physical and land use buffers which limit PDR uses to more compatible businesses that have fully contained operations and no outside storage (e.g. auto repair shops to be fully enclosed and properly ventilated). Zoning provisions in these buffer areas should include buffering requirements, ensure adequate on-site parking and incorporate performance standards.

ZONING TO CREATE BUFFER USES, ACTIVATION AND NEW AFFORDABLE PRODUCTION SPACE

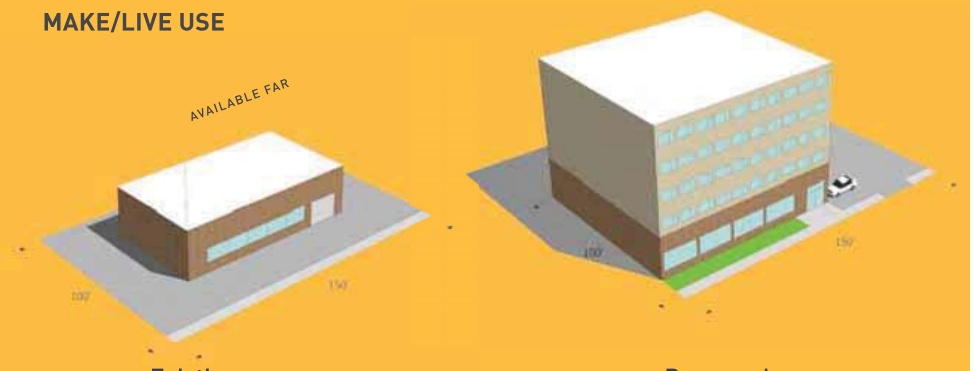
STORAGE USE



Existing Proposed

Requiring PDR space to be included as part of the frontage of self storage buildings should further activate industrial areas while creating needed space for small makers and producers.

MAKE/LIVE USE



Existing Proposed

Allowing the limited development of make/live units with production space on the first floor will create affordable space for makers, small PDR businesses and artists while adding a good buffer use where residential and PDR areas are in close proximity to each other.

Action 2.5: Create a Make/Live districts to buffer industrial and residential uses.

This potential new district would be limited to strategic areas served by transit and where industrial and existing residential coexist. It would incentivize new maker/PDR spaces on the first floor(s) with residential uses above, possibly through the use of a density bonus.

ENCOURAGE INDUSTRIAL BUSINESSES TO INCLUDE RETAIL ACTIVITY

Action 2.6: Revise special events permitting process and increase staffing to expedite the process.

Arts and other special events can be a major community amenity, one that helps build relationships between residents and local businesses. Participants of the arts focus group reported that getting a permit for a special event takes a long time because the process is complex and only two staff persons deal with event permits. Adding another staff person could help reduce this impediment to community events.

Action 2.7: Revise regulations that inhibit inclusion of retail outlets and/or periodic events.

Once-a-month beer and food tastings at the local brewery or pasta shop are a means of building good neighborhood relations and activity as well as marketing opportunity. Regulations that inhibit local businesses from periodically offering retail events or incorporating retail outlets into their industrial facilities should be reviewed and revised. These regulations could relate to business licenses, restroom facilities and sales tax collection as well as zoning.

Tab C

DeBear, Eric J.

From: LeGrant, Matt (DCRA) <matthew.legrant@dc.gov>
Sent: Wednesday, February 7, 2018 2:15 PM
To: Moldenhauer, Meridith
Cc: Steingasser, Jennifer (OP)
Subject: FW: Vested permit for 1401 22nd street, SE
Attachments: ATT00001.htm; ATT00002.htm; ATT00003.htm; ATT00004.htm; ATT00005.htm; Permitting History.pdf; LEGAL 34310727v1 B1707249- Building Permit_ 1401 22nd Street SE.PDF; Office of Planning Setdown Report.pdf; Office of Planning Hearing Report.pdf; Public Hearing Notice.pdf

Meridith Moldenhauer,

By means of this email I agree with the analysis and conclusions in your email, and as illustrated in the attachments, and specifically that:

- Pursuant to Subtitle A § 301.5(a), if a permit application for new construction is filed "on or before the date on which the Zoning Commission makes a decision to hold a hearing on the amendment" then then "processing of the application and completion of the work shall be governed by Subtitle A § 301.4."

- Subtitle A § 301.4 states that "any construction authorized by a permit may be carried to completion pursuant to the provisions of this title in effect on the date that the permit is issued."

- The date for vesting under Subtitle A § 301.5(a) is the date on which the Building Permit was processed as "ProjectDox Under Review." For the subject Building Permit, that date is August 31, 2017, which occurred in advance of the October 16, 2017 setdown hearing in the Map Amendment.

- The Office of Planning has submitted two reports in the Map Amendment confirming that the Building Permit is vested under the PDR-1 zone district.

- The public hearing notice for the Map Amendment issued by the Office of Zoning states, that "pursuant to 11-A DCMR §§ 301.4 and 302.11, the right to construct and establish the approved storage facility vested as of permit issuance."

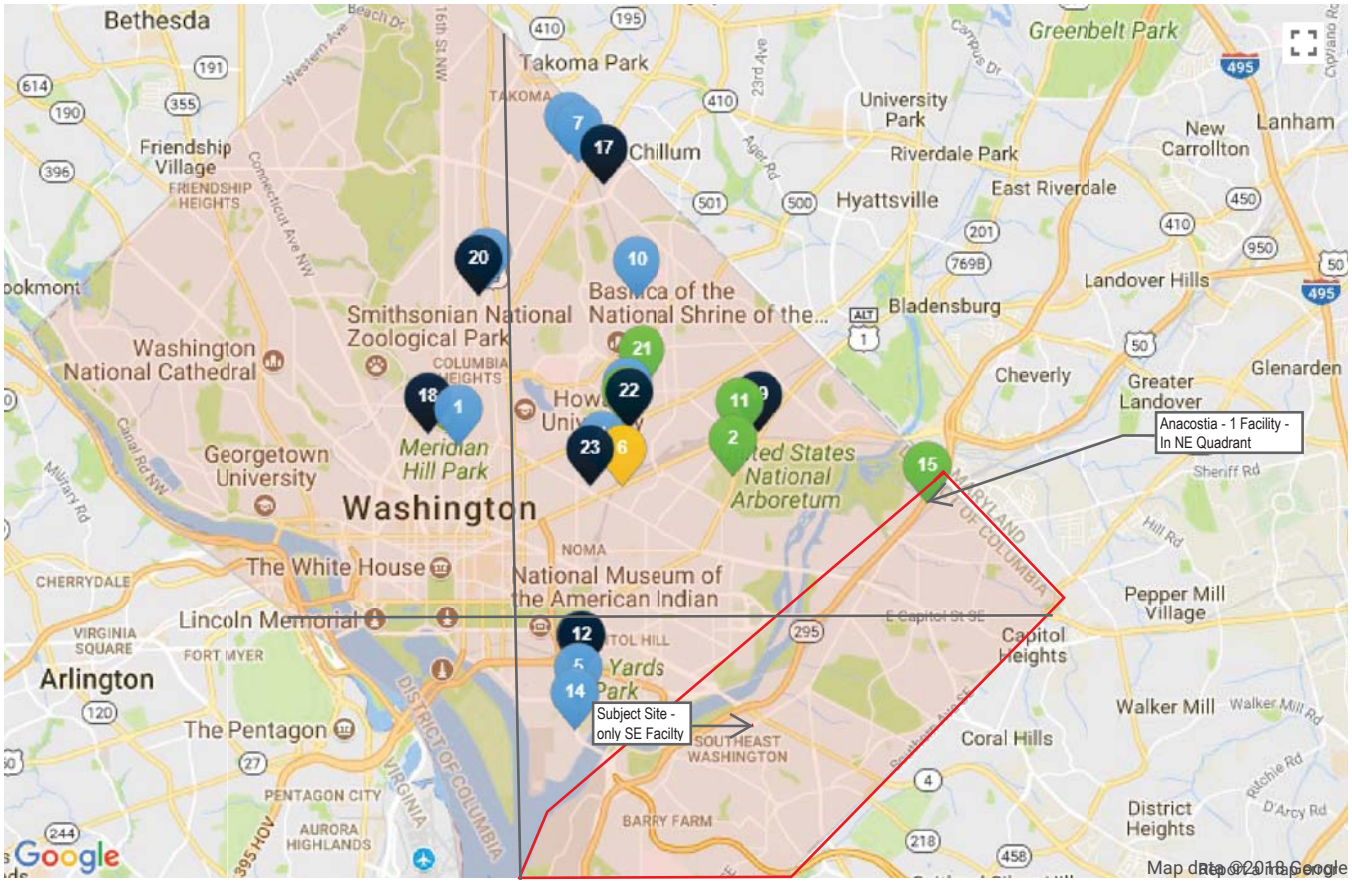
Therefore, I conclude that that the Building Permit is vested, pursuant to Subtitle A §§ 301.4 and 301.5, under the PDR-1 zone district.

Please let me know if you have any further questions.

Matthew Le Grant | Zoning Adminstrator, *Office of the Zoning Administrator*
Department of Consumer and Regulatory Affairs
Matthew.legrant@dc.gov | 1100 4th St SW, DC 20024
main: 202.442.4576 | desk: 202.442.4652
dcra.dc.gov

Tab D

Property Type Advanced



Improvements Rating

Not Rated A+ A A- B+ B B- C+ C C- D

1	Extra Space Storage	2	Public Storage	3	Extra Space Storage
4	CubeSmart Self Storage	5	Public Storage	6	U - Store Self Storage
7	Secure Self Storage	8	CubeSmart Self Storage	9	National Self Services Storage
10	CubeSmart Self Storage	11	Self Storage Zone	12	Splash Carwash Conversion Storage
13	U - Haul Moving & Storage	14	U - Haul Moving & Storage	15	CubeSmart Self Storage
16	10 I Street Storage	17	JDA Self Storage	18	Florida Self Storage
19	Extra Space Storage	20	Taylor Street Self Storage	21	Extra Space Storage
22	U - Haul Moving & Storage	23	Washington Self Storage		

Tab E

GOROVE / SLADE

1140 Connecticut Avenue NW
Suite 600
Washington, DC 20036
202.296.8625

TECHNICAL MEMORANDUM

To: Seth Saideman — Palatine Capital Partners Management, LLC

From: Zane Pulver
Katie Wagner, PE, PTOE
Erwin Andres

Date: March 14, 2018

Subject: 1401 22nd Street, SE Trip Generation Comparison

Introduction

This memorandum supports the proposed storage facility at 1401 22nd Street, SE as shown in Figure 1. To address the proposed rezoning of the property for 1401 22nd Street, SE from PDR-1 to RA-2, this memorandum presents the findings of the typical weekday and weekend turning movement counts conducted on Wednesday February 21, 2018 and on Saturday February 24, 2018. The counts, along with the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition trip generation for the proposed storage facility, will be compared to a potential development that would be allowed under the proposed rezoning. The weekday and weekend counts will help give context to the trip generation for the proposed development and the number of trips that would be added to the intersection of Fairlawn Avenue, SE and Nicholson Street, SE. The site is located in Ward 8 in southeast Washington, D.C. This project consists of redeveloping the site which is currently an empty lot. The proposed development will be a five (5) story self-storage facility containing approximately 786 units with eight (8) standard parking spaces and a total of 112,098 square feet.

This memorandum compares the trip generation of the proposed development program to the trip generation of a multi-family residential building that could be built under the proposed zoning.

Site Trip Generation Comparison

As noted above, the proposed development for the 1401 22nd Street, SE lot consists of a five story self-storage facility. The proposed rezoning of the lot from PDR-1 to RA-2 would limit the development potential on the subject site. The proposed self-storage will contain 786 units with approximately 20,000 square feet of ground floor space. Therefore, a trip generation comparison was analyzed for what a mid-rise multi-family residential building with a footprint of approximately 20,000 square feet would generate.

Trip generation for the proposed storage facility and the residential development allowed under the proposed zoning was calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. To calculate trip generation for the proposed 786-unit self-storage facility ITE Land Use Code 151 - Mini-Storage Facility was used. To calculate trip generation for the development that could be built under the proposed rezoning code RA-2, a trip generation was performed using ITE Land Use Code 221 - Mid-Rise Apartments. The number of residential units used in the trip generation calculation was based on DDOT's estimated developable square footage and assuming an average unit size of 800 square feet. It was found that 50 total units would be feasible on the property with 39,850 square feet of potential development as calculated in the DDOT Report dated February 2, 2018. The mode splits used in the trip generation were

consistent with the DDOT report. The trip generation calculations assumed a 1.13 car occupancy rate and a 95% auto mode split for the Mini-Storage Facility and 75% auto mode split for the Mid-Rise Residential building.

The trip generation comparison seen in Table 1 shows the AM and PM peak hour trips generated by the Mini-Warehouse and the Mid-Rise Residential building. The AM and PM peak hour trips that would be generated by the self-storage are less than or equal to the trips that would be generated by a residential building under the proposed rezoning. The average daily trips on a Saturday for the self-storage would generate significantly fewer trips than the residential development.

Table 1: Mini-Warehouse and Mid-Rise Residential Trip Generation Summary

Land Use	Code	Size	AM Peak Hour			PM Peak Hour			Saturday
			In	*Out*	*Total*	*In*	*Out*	*Total*	
Mini-Warehouse	151	786 Units	7	5	12	7	6	13	122
Mid-Rise Residential	221	50 units	4	8	12	11	7	18	427

Data Collection

Turning movement counts were collected on Wednesday, February 21, 2018 during the AM peak period from 6:30 to 9:30 AM and during the PM peak period from 4:00 to 7:00 PM. Turning movement counts were also collected on Saturday, February 24, 2018 from 10:00 AM to 2:00 PM. The weekday AM peak hour was found to be from 7:30 AM to 8:30 AM, the weekday PM peak hour was found to be from 5:30 PM to 6:30 PM and the weekend peak hour was found to be from 11:00 AM to 12:00 PM. Figure 2 and Figure 3 show the turning movement counts during the peak hours of the data collected during the weekday and weekend data collection. Figure 4 and Figure 5 show the pedestrian volumes during the peak hours of the data collected during the weekday and weekend data collection.

Figure 1: 1401 22nd Street, SE Site

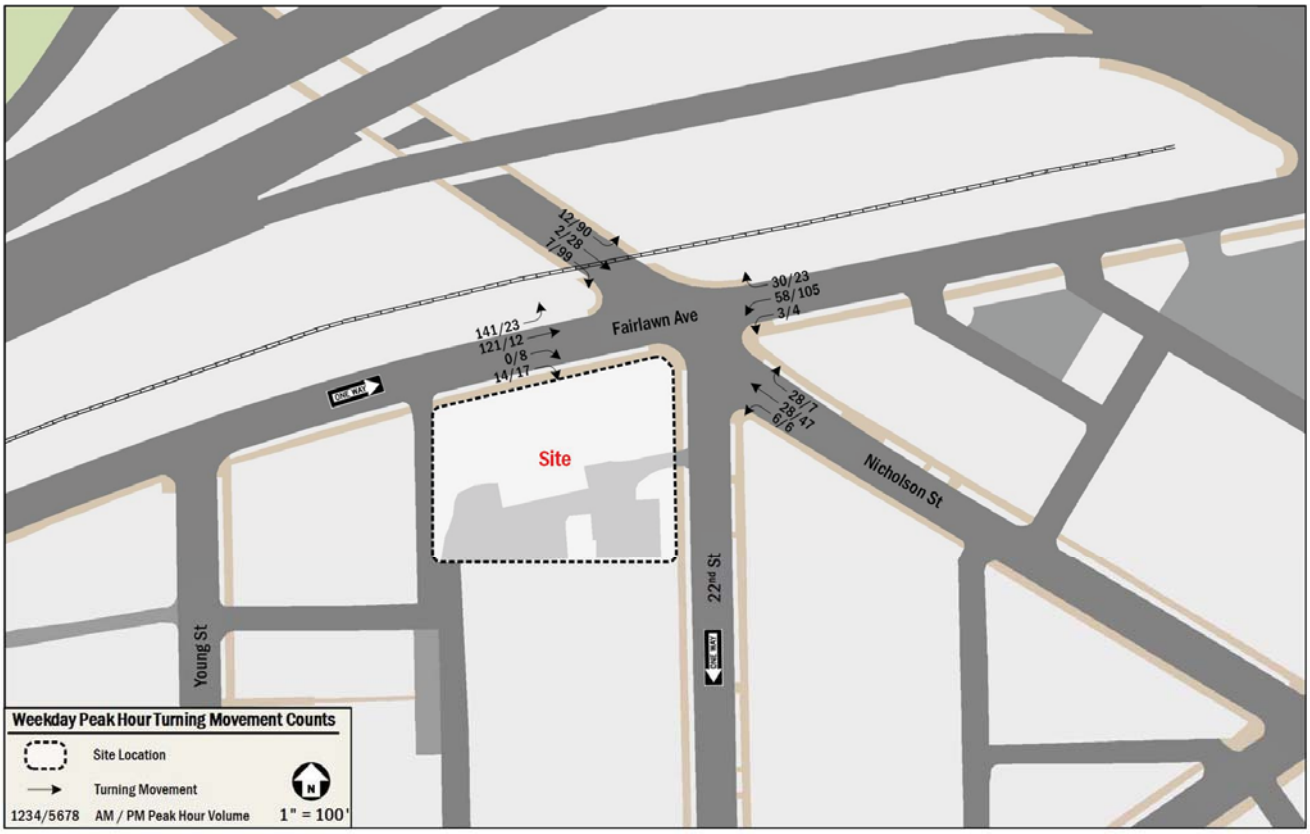


Figure 2: Weekday AM and PM Peak Hour Turning Movement Counts

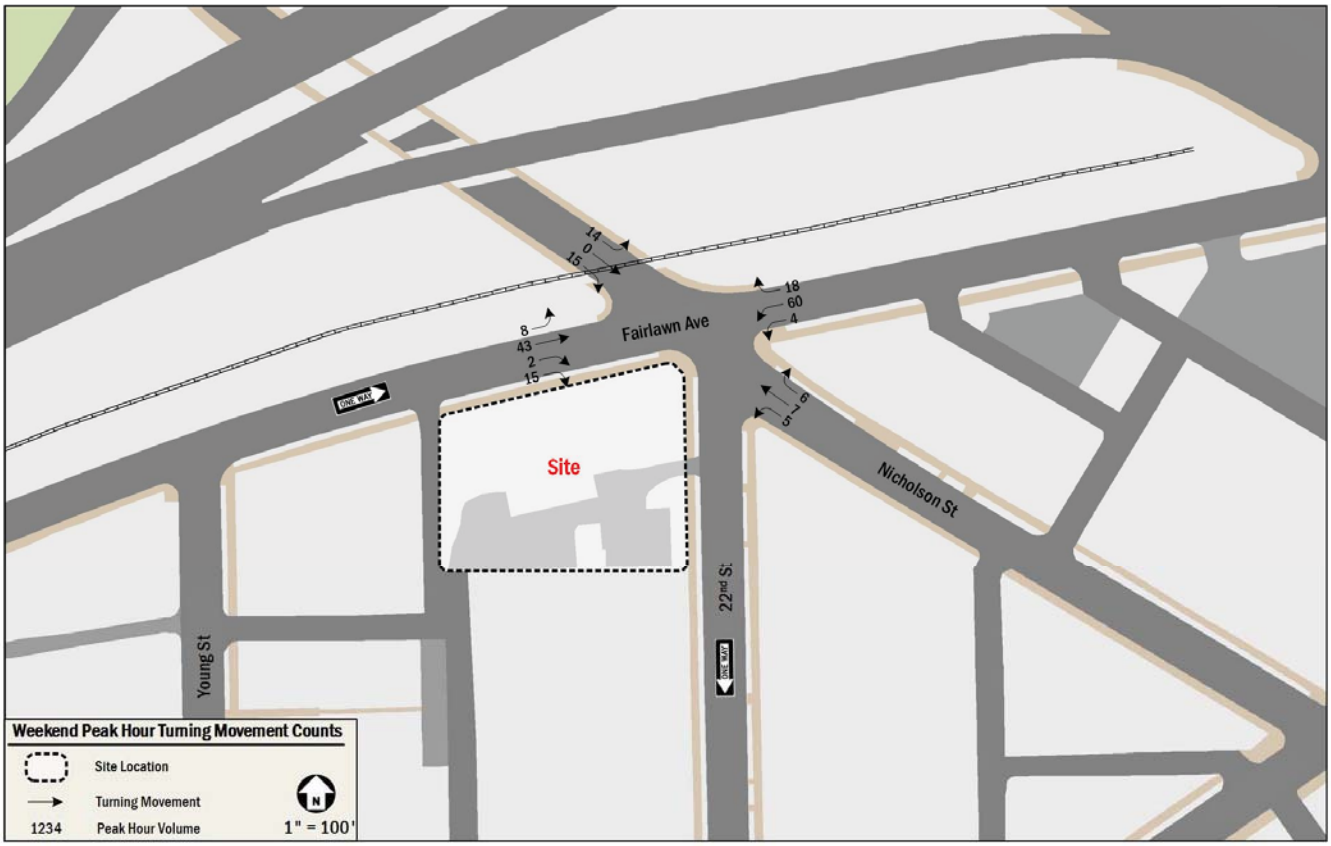


Figure 3: Saturday Peak Hour Turning Movement Counts

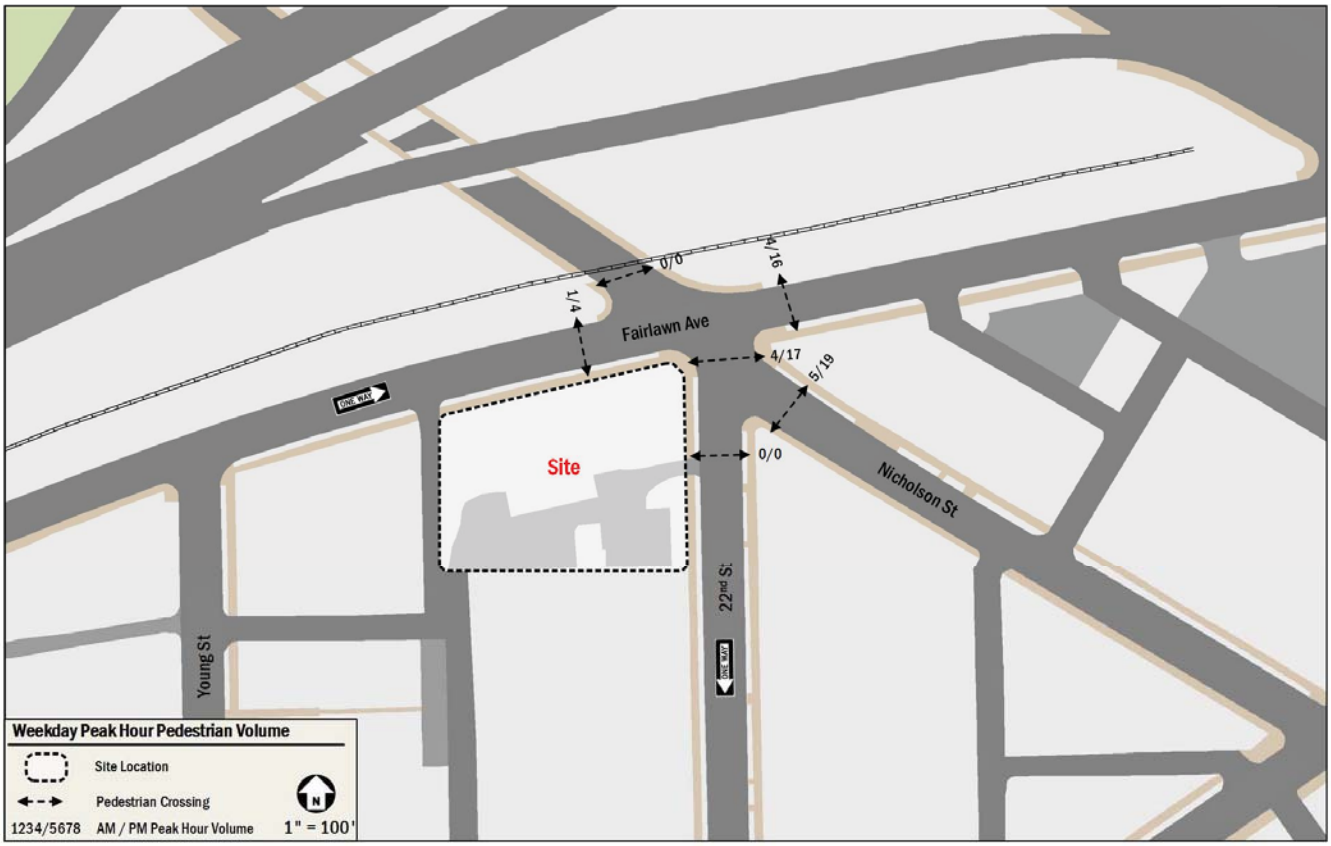


Figure 4: Weekday Peak Hour Pedestrian Volumes

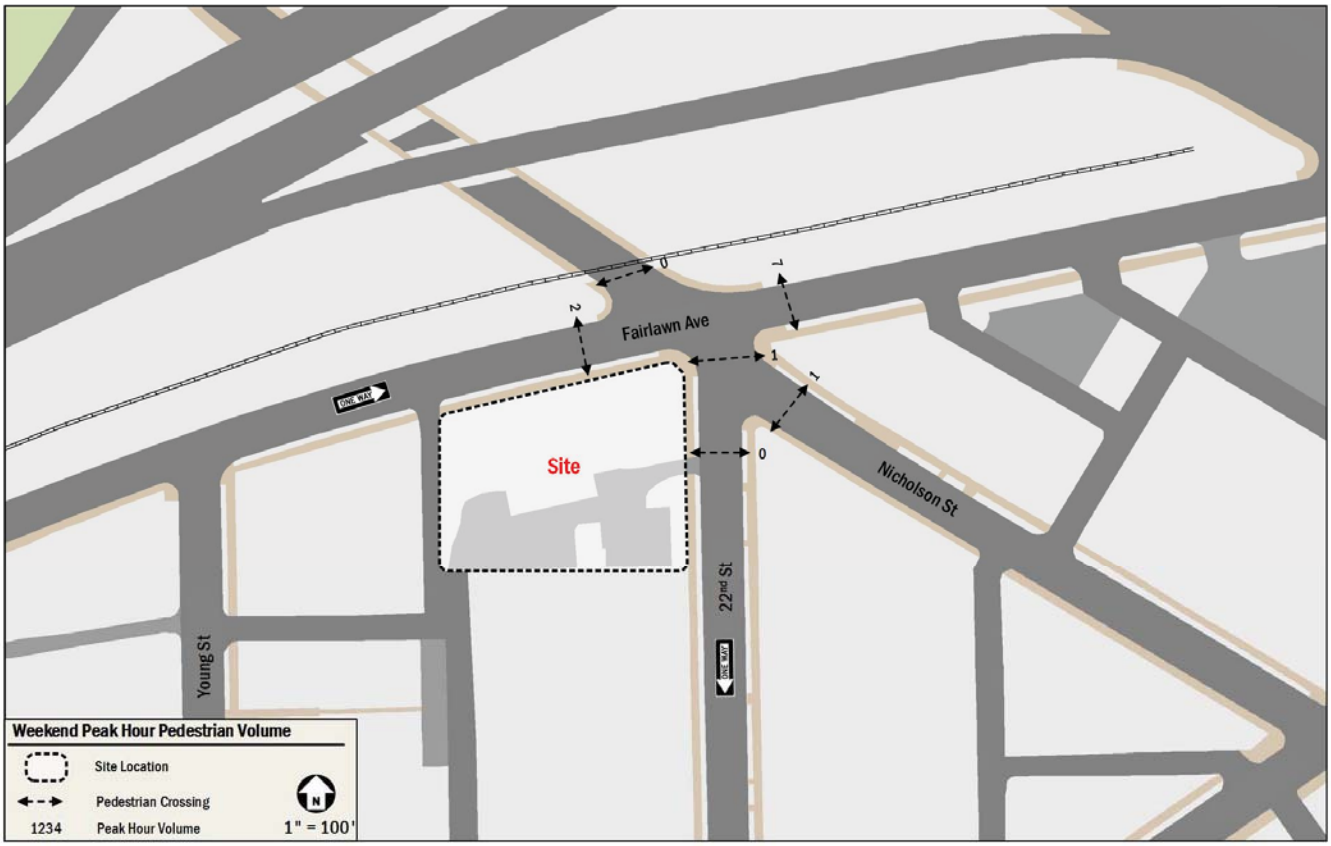


Figure 5: Saturday Peak Hour Pedestrian Volumes

Tab F

PAL's List of Witnesses and Summary of Testimony

Alex Hurst is the founder and managing partner of PAL. Mr. Hurst will testify as to the background on PAL and its purchase of the Property. Mr. Hurst will also testify as to the construction of the proposed self-storage facility at the Property.

Robert Cerrone is a member of PAL's investment team. Mr. Cerrone focuses on sourcing, evaluating and executing self-storage facilities. Mr. Cerrone will testify as to the low impact and operations of the proposed self-storage facility based on his familiarity and experience with self-storage projects.

Erwin Andres, Gorove Slade, expert in traffic and transportation – Mr. Andres is an expert in traffic and transportation and will testify as to any impacts the proposed self-storage facility may have on surrounding traffic patterns. Mr. Andres' resume is enclosed.

Stephen Varga, Cozen O'Connor, expert in land use and planning – Mr. Varga is an expert in land use and planning and will testify as to the project's compliance with the District's Comprehensive Plan and other planning goals and policies. Mr. Varga's resume is enclosed.

Erwin N. Andres, P.E.

Principal

Mr. Andres has 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.

Professional Registration: Professional Engineer: Maryland (#29177), New Jersey (#4557000)

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 14th & 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
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

CAMPUSES, SCHOOLS, AND INSTITUTIONS

Mr. Andres has been involved with the development of circulation studies, traffic simulations, traffic signal design, parking studies, transportation master plans and data collection for many universities, schools and institutions. Representative projects include the following:

Ohio State University, Columbus, OH
UVA Health Sciences District, Charlottesville, VA
National Museum AAH&C, Washington, DC
Washington International School, Washington, DC
Washington National Cathedral, Washington, DC
Woodrow Wilson High School, Washington, DC
Cardozo High School, Washington, DC
Kingsbury Academy, Washington, DC
Duke Ellington School, Washington, DC
Evermay, Washington, DC
Halcyon House, Washington, DC
DC Courts, Washington, DC
National Academy of Sciences, Washington, DC
Corcoran Art Gallery Addition, 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.

STEPHEN VARGA, AICP, LEED GREEN ASSOCIATE

Mr. Varga has experience in zoning and land use, sustainability best practice, comprehensive planning, as well as geographic information systems. He is currently Planning Services Director in Cozen O'Connor's Washington, DC office. In this role, he evaluates development proposals for zoning conformance and entitlement potential, drafts and submits text and map amendments as part of the District's 'Open Call' Comprehensive Plan update, and monitors and researches local government land use policies.

Prior to joining Cozen O'Connor, he served as director of planning services at Griffin, Murphy, Moldenhauer and Wiggins LLP after serving for nearly 10 years as an urban planner within the District of Columbia government.

From 2008-2010, he worked at the District of Columbia Office of Planning, an agency which guides development in the District while implementing preservation, revitalization, and strategic goals. As a development review specialist, he was responsible for reviewing zoning applications and presented agency recommendations at public meetings. Additionally, he served as core team member of Zoning Regulations Review project, a multi-year effort to comprehensively revise and modernize the zoning regulations of the District. He produced zoning recommendation reports and zoning regulation text, particularly for mixed use, transit-oriented development, and sustainability subject areas. This work would eventually become adopted as "ZR16," the new zoning regulations of the District, in effect since September 6, 2016.

From 2011-2016, he served at the District of Columbia Office of Zoning (DCOZ), an agency which provides administrative, professional, and technical assistance to the Zoning Commission and the Board of Zoning Adjustment (BZA) in support of their oversight and adjudication of zoning matters in the District of Columbia. Upon joining DCOZ, he worked as a zoning specialist, and eventually senior zoning specialist, where he was responsible for communicating complex technical and regulatory information to a wide range of stakeholders, including applicants, BZA, Advisory Neighborhood Commissions, and the public. In addition to carrying out his explanatory duties, he analyzed and managed hundreds of zoning applications per year, ensuring each complied with applicable procedures and requirements. He also improved the BZA application processes for applicants, and clarified rights and responsibilities for stakeholders, resulting in more-timely and efficient hearings. Additionally, he adapted BZA zoning processes in the Interactive Zoning Information System to conform with ZR16.

Mr. Varga holds a Master's Degree in City & Regional Planning from the Ohio State University. He graduated with a Bachelor of Arts Degree from the Ohio State University.

He has been a member of the American Planning Association since 2003. He earned his American Institute of Certified Planners ("AICP") designation in 2007, and his LEED Green Associate designation in 2010.