

William J. Bonstra, FAIA, LEED AP

Managing Partner

Bonstra | Haresign ARCHITECTS

Bill Bonstra is the founder and managing partner of Bonstra | Haresign ARCHITECTS. After distinguishing himself at several notable Washington firms, he founded the firm in 2000 and has designed prominent and award-winning landmarks such as the American Chemical Society Headquarters, Solo Piazza, The Tapes Condominium, Villaggio Condominium, Q14 Condominium, and The Studio Theatre among others. These projects contribute contemporary design to the traditional architecture of the nation's capital. Mr. Bonstra's work has been recognized by the American Institute of Architects and other leading industry groups for exemplary design and project implementation.

He and his work have been featured in *Residential Architect*, the *Washington Post*, *ArchitectureDC*, *The AIA Guide to the Architecture of Washington*, DC-Sixth Edition, and in the Second Edition of James Goode's *Best Addresses*. Internationally, his work has been published in well-known design magazines such as *BRAVACASA*, *Aspekti* and *Idealen Dom*. Mr. Bonstra is a recognized expert in the areas of adaptive reuse, historic preservation, contemporary design, and zoning and building code analysis. As a mentor to young architects, he frequently participates in lectures and juries at leading institutions such as The University of Maryland, The Catholic University of America, and Virginia Tech Alexandria Center.

Selected Project Experience

Q14 Condominiums

Washington, DC

28 unit multi-family residential, retail, underground Parking, 65,000 SF

SoLo Piazza

Washington, DC

77 unit hi-rise multi-family residential, 110,000 SF

The Tapes Condominium

Washington, DC

5 unit multi-family residential loft, 10,000 SF

1600 North Capitol Street, NW

Washington, DC

85 unit multi-family residential, retail (PUD Project)

Benning Station

Washington, DC

180,000 SF Office, retail, residential, underground Parking

801 Virginia Avenue, SE

Washington, DC

Retail, office, 20 unit multi-family residential, 28,000 SF

The Studio Theatre

Washington, DC

Theater Renovation and Expansion, 55,000 SF

The American Chemical Society Headquarters

Washington, DC

Commercial office building, 110,000 SF

701 Lamont Lofts

Washington, DC

38 unit multi-family residential loft, adaptive reuse

CITTA 50 Condominiums

Washington, DC

27 unit multi-family residential, adaptive reuse

Professional Registrations

DC, MD, VA, and NCARB LEED AP

Professional Affiliations

American Institute of Architects
DC Chapter
National Building Museum
U.S. Green Building Council
National Trust for Historic Preservation
Latrobe Society
DC Zoning Taskforce
Council of Advisors UMD
School of Architecture - Real Estate
Development Curriculum
Lambda Alpha International
District of Columbia Building Industry
Association

Urban Land Institute

District of Columbia Preservation
League
Past Chair LCCA Historic Preservation
Review Committee
Past Director Greater Washington Boys
and Girls Club
Past President, Maryland Architecture
Alumni Chapter

Education

University of Maryland
Bachelor of Architecture 1983
(With Honors)

Residential Project List



10th & V Street, NW

44 Unit Multi-Family Condominium, Washington, DC

The Palermo

Multi-Family Residential, Washington, DC

617 Jefferson Street, NW

Multi-family Residential, Washington, DC

624 8th Street, NE

6 Luxury Duplex Townhouse Units, Washington, DC

701 Lamont Lofts

38 Unit Multi-family Residential, Washington, DC

The Admiral, 801 Virginia Avenue, NW

20 Unit Residential / Mixed Use Project, Washington, DC

804 Taylor Street, NW

26 Unit Condominium Conversion, Washington, DC

The Majestic Apartments

38 Unit Multi-Family Residential Renovation, Washington, DC

CITTA 50 Condominiums

28 Unit Multi-Family Residential, Washington, DC

1534 16th Street, NW

Multi-Family Residential, Washington, DC

1547 7th Street, NW

7 Condominium Units in a Historic Arts & Crafts Building
Washington, DC

1600 North Capitol Street, NW

64 Unit Multi-Family Residential (PUD Project), Washington, DC

1636 Kenyon Street, NW

Multi-Family Residential, Washington, DC

1638 R Street, NW

Mixed Use, Residential Lofts / Retail / Office, Washington, DC

1813 13th Street, NW

Multi-Family Residential, Washington, DC

1822 New Hampshire Avenue, NW

Multi-Family Residential, Washington, DC

1840–1846 Vernon Street, NW

Restoration and Modification of Historic 26 Unit Condominium
Washington, DC

3619 Georgia Avenue, NW

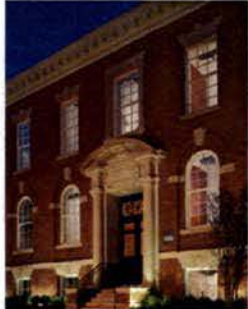
16 Unit Condominium and Retail, Washington, DC

The Angelina Condominiums

Interior / Common Space / Facade Renovation, Washington, DC

The Biltmore

Restoration of Historic 1912 24-unit Apartment Building
Washington, DC





The Celsius

19 Unit Multi-Family Residential, Washington, DC

Drake Place

58 Multi-Family Dwelling Units in Townhouses, Washington, DC

The Eden

9 Unit Multi-Family Residential, Washington, DC

Erie Lofts

11 Unit Multi-Family Residential, Washington, DC

The Ivy

14 Unit Multi-Family Residential, Washington, DC

Parker Flats at Gage School

Three Building Historic Renovation, 92 Condominium Units
Washington, DC

Logan Park, 1616 11th Street, NW

11 Unit Multi-Family Residential, Washington, DC

The Lofts at 2424

6 Unit Mixed-Use Residential / Office / Restaurant
Washington, DC

The Meridian

14-Unit Multi-Family Residential, Washington, DC

Macedonia Apartments

35-Unit Affordable Multi-Family Residential, Arlington, VA

Ontario Court

Affordable 26-Unit Multi-Family Residential, Washington, DC

Q14 Condominiums

28-Unit Multi-Family Residential, Washington, DC

The Shelton

94 Unit Rental Apartments, Arlington, VA

SoLo Piazza

77 Unit High Rise Multi-Family Residential, Washington, DC

The Tapies Condominium

5 Unit Multi-Family Loft Residential, Washington, DC

Town Run Commons

32 Condominium Lofts, 10 Live-Work Units with Artist Studios
Shepherdstown, WVA

Villaggio Condominiums

14 Unit Multi-Family Residential, Washington, DC

Metro Plaza at Wheaton Square

125 Unit Condominium Complex, Washington, DC

The Viya

16 Unit Multi-Family Residential, Washington, DC

Woodley Wardman

44 Unit Multi-Family Residential, Washington, DC



Lynn Hackney

President, Urban Pace

Lynn Hackney is a well-known entrepreneur and innovator in the Washington, DC multifamily real estate industry. She currently serves as President of Urban Pace, the leading condominium sales and marketing firm in the nation's capital also serving urban VA and MD. Working closely with developers, Urban Pace provides in-depth consulting on all aspects of residential development, from conceptual design and financing to exit strategy. Using state-of-the-art digital marketing techniques, Urban Pace has set a new standard for performance in its market sector. Since Lynn founded Urban Pace in 2001, the company has orchestrated the disposition of more than \$1.8 billion of real estate assets comprising more than 6,000 homes.

Lynn has put her entrepreneurial skills to work since the earliest stages of her career. She began in her early 20's by partnering with three other individuals to form what is now the nation's largest consumer residential real estate conglomerate in a major franchise brand.

In 2008, Lynn co-founded Allyson Advisors, a woman-owned partnership providing real estate financial consulting, equity investment, and debt placement services. By 2012, Allyson Advisors had obtained more than \$100 million in financing for its clients, and is now expanding to other markets.

In her current role as President of Urban Pace, Lynn serves on the Executive Committee of the District of Columbia Building Industry Association, and is a founding member of the Washington ULI Women's Leadership Initiative. As a ULI member and mentor for the Washington ULI Young Leaders Group, Lynn is a frequent speaker at conferences and training sessions. She was recently invited to join ULI's prestigious national marketing product council.

In addition to her professional work, Lynn has served as a major fundraiser and volunteer in several national Presidential election campaigns. She also serves on two national non-profit boards.

Lynn holds a Certificate from Harvard Business School, a Masters in Business Administration from Johns Hopkins University, and Bachelors in Economics and Finance from Virginia Commonwealth University. She lives in Washington, DC.



Jami L. Milanovich, P.E.

PRINCIPAL ASSOCIATE

Ms. Milanovich is a registered professional engineer with over 18 years of experience in a wide range of traffic and transportation projects including traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. She has worked for both public and private sector clients.

COLLEGES AND UNIVERSITIES

THE GEORGE WASHINGTON UNIVERSITY FOGGY BOTTOM CAMPUS PLAN, WASHINGTON, D.C. Conducted a comprehensive transportation study in support of the University's 2006-2025 Foggy Bottom Campus Plan. The Plan envisioned two million square feet of new high-tech classrooms, labs, offices, residential space, support space, and other modernized University facilities through 18 potential redevelopment sites, including the demolition of the 1,482-space University Parking Garage. The transportation study evaluated existing and proposed traffic and parking conditions, documented existing public transportation facilities, pedestrian facilities, bicycle facilities, and loading facilities, and documented the effectiveness of the existing Transportation Management Plan. Additionally, the study evaluated the impact of the Campus Plan on over 30 intersections in and around the campus. Provided expert witness testimony at the District of Columbia Zoning Commission, which approved the Campus Plan in 2007.

THE GEORGE WASHINGTON UNIVERSITY SQUARE 77 RESIDENCE HALL, WASHINGTON, D.C.: Prepared a transportation assessment in support of the proposed construction of a new 894-bed residence hall in the heart of the George Washington University's Foggy Bottom Campus. Specific project challenges included developing a plan to accommodate the loading and service needs of both the new facility and other existing uses on the square given the limited area available as a result of the infill project. The project also required an alley to be closed to accommodate the proposed redevelopment. The Zoning Commission approved the project in June 2013. The District of Columbia City Council approved the alley closing in July 2013.

EDUCATION

Master of Engineering, The Pennsylvania State University

Bachelor of Science – Civil Engineering (With Distinction); The Pennsylvania State University

SPECIALTIES

Traffic Impact Studies

Parking Studies

Corridor Analyses

Loading Management Plans

Site Access Studies

Expert Witness Testimony

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer

Washington, D.C.

Virginia

Pennsylvania

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

The Urban Land Institute

District of Columbia Building Industry Association

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THE GEORGE WASHINGTON UNIVERSITY SCIENCE AND ENGINEERING HALL, WASHINGTON, D.C. Prepared a transportation impact study in support of the University's plans to demolish the existing University Parking Garage and construct a new Science and Engineering Hall in its place. The new facility will include 376,471 SF on eight levels above-grade. Two below-grade programmed levels plus four levels of below-grade parking also are proposed. The study concluded that vehicular traffic to and from the site will be reduced by approximately 75 percent as a result of the redevelopment. Worked with the University, the project architects, and DDOT to develop a loading design and truck management plan for the proposed Science and Engineering Hall that would be sensitive to pedestrians and would minimize the impacts between vehicles and pedestrians. Provided expert witness testimony before the Zoning Commission in support of the project. The Zoning Commission approved the Second Stage PUD application in March 2011.

THE GEORGE WASHINGTON UNIVERSITY SCHOOL OF PUBLIC HEALTH AND HEALTH SERVICES, WASHINGTON, D.C. Prepared a transportation impact study in support of the University's plans to construct a new building to house the School of Public Health and Health Services. Worked with the University and the District Department of Transportation to establish a curb side loading zone in lieu of the originally proposed on-site loading berth that would require back-in maneuvers. The Zoning Commission approved the Second Stage PUD application in June 2011.

THE GEORGE WASHINGTON UNIVERSITY MOUNT VERNON CAMPUS PLAN, WASHINGTON, D.C. Conducted a transportation study in support of the University's 2010 Mount Vernon Campus Plan, which included the development of four new academic buildings and one new academic building. The study evaluated the impact of the corresponding increase in faculty, staff, and students on nine intersections surrounding the campus. The study also evaluated the impact of converting the existing W Street driveway to pedestrian and emergency vehicle access only.

GEORGETOWN UNIVERSITY CAMPUS PLAN, WASHINGTON, D.C. Conducted a peer review of the transportation study conducted in conjunction with the University's 2011 - 2017 Campus Plan. Provided input on the proposed scope of work and methodology based on extensive experience with other, similar projects. Conducted a detailed peer review of the transportation study. Provided expert witness testimony on technical aspects of the transportation component of the Plan at the Zoning Commission Hearing in November 2011. The Zoning Commission subsequently approved the Campus Plan. Since approval, provided traffic engineering services for the University as it implements the Campus Plan.

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MIXED-USE DEVELOPMENTS

1400 14TH STREET; WASHINGTON, D.C.: Completed a parking study in support of a Board of Zoning Adjustment application for parking relief from the zoning requirements for the proposed 12,841 SF of retail space, 4,578 SF of office space, and approximately 30 dwelling units. Determined the extent of transportation options available in proximity of the site, including an inventory of public transportation, car-sharing vehicles, pedestrian facilities, and bicycle facilities. Conducted an on-street and off-street parking inventory of the surrounding area to determine the availability of off-site parking near the site. Developed a Transportation Demand Management Plan to reduce the number of vehicles on-site. Received approval for the requested parking relief from the Board of Zoning Adjustment in January 2013.

SQUARE 54 REDEVELOPMENT, WASHINGTON, D.C. Conducted a multi-modal transportation impact study in support of The George Washington University's and Boston Properties plans to redevelop Square 54, the site of the former GW Hospital. The proposed redevelopment included a mixed-use planned unit development (PUD) consisting 497,000 SF of office space, 329,000 SF of residential space, and 55,000 SF of retail space (including a grocery store). The study evaluated on- and off-site automobile, pedestrian, and bicycle impacts, adequacy of the proposed number of parking spaces, and adequacy of the proposed number and location of loading berths. Provided expert witness testimony at the Zoning Commission Hearing in support of the PUD. The Zoning Commission approved the project in March 2007. Has conducted annual transportation performance monitoring for the project, as required as a condition of approval, since the project opened in 2011.

ART PLACE + SHOPS AT FORT TOTTEN, WASHINGTON, D.C. Prepared a comprehensive transportation impact study in conjunction with the Cafritz Foundation's plans to redevelop an obsolete garden apartment complex into a mixed-use, pedestrian- and transit-oriented town center with an emphasis on the arts. The 1.9 million square foot development program envisions 929 residential dwelling units (including 98 units designated for senior housing), retail shops, daycare center, senior center, community center, children's museum, public library, and space for the Washington Opera Company and Shakespeare Theater. The study evaluated the on-site street and block plan, street connections to adjacent land parcels, street and driveway connections to South Dakota Avenue and Galloway Street, and site traffic impacts on the South Dakota Avenue/Riggs Road and other off-site intersections.

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1728 14TH STREET; WASHINGTON, D.C. Completed a parking study in support of a Board of Zoning Adjustment application for parking relief from the zoning requirements for three alternate mixed-use building schemes. Determined the extent of transportation options available in proximity of the site, including an inventory of public transportation, car-sharing vehicles, pedestrian facilities, and bicycle facilities. Conducted an on-street and off-street parking inventory of the surrounding area to determine the availability of off-site parking near the site. Developed a Transportation Demand Management Plan to reduce the number of vehicles on-site. Received approval for the requested parking relief from the Board of Zoning Adjustment in December 2012.

1617 14TH STREET; WASHINGTON, D.C. Completed a parking study in support of a Board of Zoning Adjustment application for parking relief from the zoning requirements for the proposed 4,000 SF of retail space and 35 residential units. Determined the extent of transportation options available in proximity of the site, including an inventory of public transportation, car-sharing vehicles, pedestrian facilities, and bicycle facilities. Conducted an on-street and off-street parking inventory of the surrounding area to determine the availability of off-site parking near the site. Developed a Transportation Demand Management Plan to reduce the number of vehicles on-site. Received approval for the requested parking relief from the Board of Zoning Adjustment in December 2012.

HOTELS

465 NEW YORK AVENUE, NW, WASHINGTON, D.C. Evaluated the site access for a potential hotel at the site and prepared a curb cut justification for the site, which showed that the existing alley adjacent to the site was not appropriate for several reasons. 1) the alley is located to the rear of the property posing potential security and safety concerns, 2) the use of the alley for site access would create additional circuitous traffic on residential streets due to the one-way streets in the vicinity of the site, and 3) a significant change in grade on the site would create a very steep, impractical grade on the driveway to the below grade garage. Worked closely with the client and the District Department of Transportation to gain preliminary approval for the site access.

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HYATT PLACE, WASHINGTON, D.C. Conducted a traffic and parking assessment for a proposed 200-room hotel along New York Avenue in the northeast quadrant of Washington, D.C. The project presented unique transportation challenges due to the unique configuration of the site and the inability to provide access from New York Avenue. As such, no on-site parking was proposed. Additionally, a drop-off/pick-up operation could not be established along the site frontage because New York Avenue is a principle arterial. A lay-by-lane on N Street was designed to accommodate the site's valet parking operations. The project, which included a parking variance, was approved by the Board in May 2012.

HAMPTON INN AT THE EDITORS BUILDING, WASHINGTON, D.C. Conducted a traffic assessment for the adaptive reuse that converted the 61,090 SF office building into a 116-room hotel. As part of the traffic assessment, estimated the trip generating characteristics of the proposed urban hotel by conducting traffic counts at similar hotels to determine trip generation rates. Additionally, prepared an assessment that established precedence for hotels to provide curbside guest loading zones along public roadways and worked with the District Department of Transportation to gain approval for the proposed curbside guest loading zone on the north side of H Street.

INSTITUTIONAL/CIVIC USES

WOODRIDGE LIBRARY; WASHINGTON, D.C. Prepared a traffic evaluation for the redevelopment of the Woodridge Library in the northeast quadrant of Washington, D.C. The project includes razing the existing library (20,602 square feet) and the construction of a new larger library (22,926 square feet). Additionally, the project included a parking variance for the site. Parking occupancy counts were conducted on the nearby streets to determine the availability of on-street parking in the area. Data indicated a maximum of 40 percent occupancy of on-street parking spaces, leaving capacity for additional demand as a result of the redeveloped library. Utilizing count data as well as patron survey data, site specific trips were estimated for the existing library and extrapolated for the proposed library. The data revealed that the expanded library will generate fewer than 10 additional trips to the site, all of which can be managed sufficiently with the excess parking capacity in on-street parking. The project was approved by the District of Columbia Board of Zoning Adjustment in July 2013.

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THE GEORGE WASHINGTON UNIVERSITY MUSEUM, WASHINGTON, D.C.

Prepared a traffic evaluation for a new museum in an infill site on the George Washington University's Foggy Bottom Campus in support of a Second Stage Planned Unit Development Application. Access to the site was a significant challenge given the configuration of the site coupled with the unique loading needs of a museum. The small infill site had frontage on only one street and was bordered on the rear by the University Yard, which is a significant pedestrian-oriented space. Additionally, the museum needed to have an internal, climate-controlled area to load/unload priceless artifacts. Prepared an extensive curb cut justification memo, which documented the need for the proposed curb cut, evaluated vehicular and pedestrian impacts; and, at the District Department of Transportation's (DDOT's) request; evaluated the feasibility of loading through the University Yard as an alternative. Prepared a loading management plan and a curb cut monitoring plan, in consultation with DDOT, to minimize the impact of the curb cut and to ensure that it would operate as intended. The project was approved by the District of Columbia Zoning Commission in May 2012.

NATIONAL LAW ENFORCEMENT MUSEUM; WASHINGTON, D.C.

Analyzed the traffic impact associated with various detour routes, which would allow for construction of the museum. Determined improvements necessary to accommodate rerouted traffic from partial or full closure of E Street in downtown Washington, D.C.

OFFICE

2100 PENNSYLVANIA AVENUE, NW, WASHINGTON, D.C. Prepared a comprehensive transportation study in support of the proposed new 250,000 SF office building (with up to 22,428 SF of retail space). Specific project challenges included development of a loading management plan sensitive to the adjacent residential building and development of a transportation monitoring program to mitigate the impact of the proposed redevelopment. The project was approved by the District of Columbia Zoning Commission in January 2013.

LABORERS' INTERNATIONAL UNION OF NORTH AMERICA (LIUNA), WASHINGTON, D.C.

Prepared a traffic assessment for the proposed expansion of LiUNA's headquarters at the corner of 16th Street and I Street, NW. Prior to starting the transportation assessment, developed an access plan in consultation with the client and the District Department of Transportation that was acceptable to all parties. Successfully demonstrated that, in this case, providing access from the alley was not feasible due to the constrained alley conditions. Ultimately, reuse of an existing curb cut on I Street was determined to be the best solution. The project is scheduled to be heard before the Board of Zoning Adjustment in October 2013.

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RESIDENTIAL

901 MONROE STREET, WASHINGTON, D.C. Conducted a transportation impact study for a proposed 220 unit multi-family residential development with 12,700 SF of neighborhood serving, ground-floor retail uses. The study evaluated off-site traffic impacts on the surrounding roadway network and the adequacy of pedestrian and bicycle facilities in the vicinity of the site. Developed a Transportation Management Plan and Loading Management Plan for the site. Also conducted a parking evaluation that examined the availability of on street parking in the vicinity of the site to alleviate concerns from the neighborhood related to parking. Provided expert witness testimony at the Zoning Commission hearing in January and February 2012. The Zoning Commission subsequently approved the project in March 2012.

NORTH CAPITOL COMMONS, WASHINGTON, D.C. Conducted a transportation assessment for a 124-unit residential development that would provide affordable housing, permanent supportive housing, and associated support facilities. Since no parking would be provided on site, the transportation assessment included an inventory of alternative transportation options in the site vicinity, the anticipated trip generation for the proposed development, and a parking assessment that included an inventory of off-site parking facilities near the site as well as an on-street parking inventory near the site. Also, developed a loading management plan for the site in support of a loading variance, and conducted a safety evaluation of the two intersections adjacent to the site. Provided expert witness testimony at the Board of Zoning Adjustment (BZA) in support of the requested parking and loading variances. The BZA approved the project in October 2012.

FORT LINCOLN NEW TOWN, WASHINGTON, D.C. Conducted numerous transportation impact studies for residential projects in the Fort Lincoln New Town Community, including Dakota Crossing, the Village at Dakota Crossing, City Homes at Fort Lincoln, and Banneker Townhomes. Combined, the residential projects include approximately 660 new housing units. Projects included an evaluation of off-site pedestrian impacts and evaluation of pedestrian/bicycle circulation and connectivity.

30TH PLACE CRESCENT, WASHINGTON, D.C. Conducted a traffic and parking evaluation to determine the impact of Bundy Development's proposed 26-unit townhouse development along 30th Place in northeast Washington, D.C. In March 2012, the Zoning Commission of the District of Columbia approved a Zoning Map Amendment and Special Exception application.

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1827 ADAMS MILL ROAD NW, WASHINGTON, D.C. Conducted a traffic impact study and parking assessment for the proposed 36-unit condominium building with 8,675 SF of ground floor retail. As part of the study, conducted surveys at nearby neighborhood-serving retail establishments to determine the percentage of patrons who use non-auto modes of transportation in traveling to and from the establishments. Since a parking variance was requested, the study included an evaluation of the surrounding streets to determine the parking availability on surrounding streets. The BZA approved the project in May 2013.

RETAIL

COSTCO WHOLESALE, WASHINGTON, D.C. Conducted a traffic impact study in conjunction with Costco's Special Exception application to install and operate a fueling facility at the Costco in the Shops of Dakota Crossing shopping center. The study included an evaluation of data from other Costco fueling facilities to determine the number of trips that would be generated by the proposed fueling facility. Also evaluated the impact of the additional trips on three intersections near the site and formulated recommendations to mitigate the impact. The project was approved by the BZA in November 2012.

SHOPS AT DAKOTA CROSSING, WASHINGTON, D.C. Conducted a traffic impact study for a proposed 432,270 SF shopping center, including a 154,000 SF Costco and a 65,000 SF supermarket. The study evaluated the impacts on ten intersections surrounding the site. A number of improvements were recommended to mitigate the impact of the proposed development.

SCHOOLS AND DAYCARES

JUBILEE JUMPSTART, WASHINGTON, D.C. Completed a traffic assessment to evaluate the impacts of the proposed renovation of the Maycroft Building, located at 1474 Columbia Road, to include 64 apartment units, the Teen Renaissance Center, the Jubilee Family Resource Center, and Jubilee JumpStart (an early childhood development center). In addition to evaluating the impacts at the nearby intersections, the assessment also included an evaluation of the proposed pick-up/drop-off operation on 15th Street. The BZA approved the project in February 2012.

ST. PATRICK'S EPISCOPAL DAY SCHOOL, WASHINGTON, D.C. Conducted a transportation impact study in support of the school's special exception application, which sought to increase student enrollment from 462 students to 485 students. As part of the study, evaluated the impact of the proposed enrollment increase on the two adjacent intersections and also evaluated the ability of the pick-up/drop-off procedures to accommodate the additional traffic. The special exception was approved by the BZA in December 2012.

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