

JOSEPH M. ANTUNOVICH, AIA

ANTUNOVICH ASSOCIATES, INC.

PRESIDENT

1990-Present

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BIOGRAPHY

Joe Antunovich is Founder and President of Antunovich Associates, an Architectural, Planning, Interior Design firm composed of approximately 85 professionals with offices located in Chicago and Washington, D.C. The firm was founded in 1990 by Joe, formerly a principal for sixteen years with the Chicago architectural and planning firm, Lohan Associates. Since moving to Chicago in 1974, Joe has obtained extensive experience in the design and construction of urban mixed-use villages, corporate campuses, retail facilities, historic preservation projects, residential complexes, and university master planning and facilities across the nation.

Joe directed for ten years, the design of McDonald's Corporation Headquarters in Oak Brook, Illinois and the construction of the new Oceanarium at the John G. Shedd Aquarium in Chicago. Since 1982 until the present time, Joe has guided the master planning and building design of DePaul University's Lincoln Park and Loop Campuses. Joe has completed projects for many other universities across the nation; among those are Harvard, Yale, University of Pennsylvania, Columbia, Georgia Tech, the University of Chicago, and New Mexico State University.

Joe has widespread experience in the design of urban mixed-use villages that celebrate "new urbanist" planning principles across the nation. After being awarded the Urban Land Institute's Award for Excellence in 2005 for The Market Common Clarendon, in Arlington Virginia, he has gone on to design other "urban villages" such as West Broad Village in Richmond Virginia, The Market Common Myrtle Beach in South Carolina, Potomac Village in Alexandria, Virginia.

Joe has extensive historic preservation experience including the rehabilitation of the historic 1895 Reliance Building in Chicago, where he obtained the highest design recognition from the AIA, ULI and the National Trust. Joe also rehabilitated the former Goldblatt's Department Store on State Street in Chicago for DePaul University's Loop Campus, and restored the Ransom R. Cable mansion in Chicago for the headquarters of the Driehaus Securities Corporation. Joe also renovated and rehabilitated the former Armstrong Cork Factory in Pittsburgh into upscale residential lofts. Recently, Joe directed the meticulous restoration of the historic Nickerson Mansion and the Murphy Auditorium in Chicago, for the Driehaus Foundation. Joe is a past Chairman of Landmarks Illinois. In March 2014 Landmarks Illinois honored Joe as a "Legendary Landmark" to acknowledge Joe's many efforts to preserve architectural and cultural heritage in the greater Chicago area.

Born in New Zealand, Joe attended Auckland University prior to moving to Los Angeles to attend the University of Southern California in 1967. Joe received both a Bachelor and Master's Degree in Architecture from U.S.C. Joe resides with his family in Evanston, Illinois.

SELECTED PROJECT EXPERIENCE

MARKET COMMON, CLARENDON

Arlington, Virginia

The Market Common Clarendon is an exciting "urban village" mixed-use retail, apartment and townhome project planned for a three-block, 10.22 acre site located in Arlington, Virginia. The property is strategically located along the vibrant Rosslyn-Ballston corridor between two Metro stations. The development is comprised of 250,000 square feet of specialty retail, 300 apartments, 87 townhomes and 1,420 parking spaces.

The mixed-use development is comprised of "Main Street" style one-and two-story retail space in varying sizes and elevations. A new central boulevard includes a half-acre-sized "urban park" in the median area containing green space, fountains, seating areas, a band shell, ornamental landscaping and a small tot lot.

The east building is five stories tall with four apartment levels. The west building is six stories tall and is comprised of four levels of residential above two levels of retail. The Fillmore Street building is comprised of four stories of loft apartments along the street and steps back 24 feet to a six-story apartment building concealing a six-level parking structure.

ARCH SQUARE

Washington, DC

Antunovich Associates has successfully collaborated with Douglas Development and McCaffery Interests to restore three historic properties at the corner of 7th and H Streets to their original 1890's charm. This was done by joining the properties together and adapting the buildings to accommodate the modern uses of today. The now combined properties are located immediately next to, and were designed to complement not compete with, Chinatown's iconic Friendship Arch. The restored building, now called Arch Square, has undergone an interior and exterior renovation, involving all trades of construction including an impressive underpinning and basement expansion. It is now a five-story mixed use building and features 3 floors of retail (basement, 1st and 2nd) and 3 floors of class A, loft office space that features high raftered ceilings, exposed brick and spacious outdoor terraces and a rooftop deck. The building is home to a spectacular 26,000 sf Walgreens flagship store on three levels that includes a full clinic, groceries and health/beauty supplies. This store has been a smashing success within this active, varied D.C. neighborhood, resulting in the store becoming the highest grossing Walgreens store in the Nation. The building is located adjacent to the Metro hub, Gallery Place/Chinatown, which is a crossing of the busy Red, Green and Yellow lines. Through extensive coordination with the District of Columbia Historic Preservation Office and the Commission of Fine Arts, Arch Square is a glowing example of the urban adaptive reuse required to successfully revitalize neighborhoods like Chinatown in Washington, D.C. and across the country.

Potomac Yards

Arlington, Virginia

Antunovich Associates has collaborated with RREEF and McCaffery Interests on the North Potomac Village Master Plan, adopted by the City of Alexandria City Council, in May, 2010. This plan envisions the 69.0 acre North Potomac Village site as an exciting new urban, mixed-use, sustainable community which compliments adjacent neighborhoods and creates a regional destination. The plan calls for a unique network of streets, parks and plazas along with a mix of uses including office, residential, hotel, entertainment, retail, restaurant and civic uses. The overall development program proposed for North Potomac yard provides for 7,525,000 square feet of development, which includes 1,930,000 square feet of office space, 930,000 square feet of retail, 170,000 square feet of hotel, and 4,495 residential units and nearly 10 acres of open space.

The overall development envelope planned for the site, allows for the allocation and mixture of uses by the proximity to transit, including a future Metrorail Station and a high-capacity Transit Way, as well as planned surrounding uses, open space and market conditions. The planned Metrorail Station will be only the second infill Station since the commencement of the Metrorail system in 1976.

The Master Plan creates three distinct neighborhoods within the framework of interconnected streets and open spaces. The three neighborhoods are Crescent Gateway, Market Common, and Metro Square. The Crescent Gateway neighborhood will be primarily a residential neighborhood with marvelous views of the District of Columbia over the Potomac River and access to Parks and the revitalized Four-Mile Run. The Market Common will form the nucleus of the retail core of the project with approximately 580,000 square feet of active street-side retail organized around a

central interactive park, restaurants, entertainment uses with residential buildings above. The Metro Square neighborhood will contain primary office space with active retail, entertainment and community uses on the lower street levels, creating energy and vitality around the new Metro Station.

WEST BROAD VILLAGE ***Henrico County, Virginia***

ANTUNOVICH ASSOCIATES has collaborated with Unicorp Development on an exciting new urban mixed-use development in Richmond, Virginia. West Broad Village, located in Henrico County, is comprised of 450,000 square feet of retail space, 366 multi-family residential units, 518 townhomes, a 430-room hotel, and 600,000 square feet of office space. In addition, the master plan incorporates numerous amenities for the neighborhood residents including a clubhouse and pools, health club, jogging and bicycle trails, water features and a daycare all set in a naturally wooded enclave.

West Broad Village is a community of people who live, work, shop and recreate within a community they call home. The Village Master Plan encompasses approximately 115 acres of residential, retail, office, hotel, recreation and environmental preserve uses. There are seamless transitions from the neighborhoods, to the "Main Street", to the public spaces and even to the adjacent schools and parks. Collectively, these spaces create a dynamic community framework and a community of neighborhoods where daily life can take place at an effortless pace.

PENN UNIVERSITY BOOKSTORE ***Philadelphia, Pennsylvania***

Antunovich Associates collaborated with the University of Pennsylvania and Barnes & Noble College Bookstores to design a state-of-the-art Student Bookstore and Resource Center at Penn's Campus in Philadelphia. The two-story 60,000 square foot facility anchors the new Sansom Commons mixed-use, hotel and retail facility at the corner of Walnut Street and 36th Street. This new development provides a covered "link" between Penn's Graduate Towers and the famed Locust Walk

The highlight of the bookstore is three spectacular two-story atriums that punctuate the space and are accessed by elegant escalators. The spaces are adorned with art and memorabilia that celebrates Penn's history and alumni. A 10-foot high, 200-foot long mural is displayed adjacent to the main circulation space, and is a collage of classic Penn images that champions student life and the history of this great institution.

RELIANCE BUILDING/HOTEL BURNHAM ***Chicago, Illinois***

Antunovich Associates collaborated with McCaffery Interests on the restoration and conversion of the historic Reliance Building into a 122-room boutique hotel, The Hotel Burnham. The Reliance Building, designed by John Welborn Root and Charles B. Atwood of D.H. Burnham & Company, and constructed in 1895, is recognized as the precursor of the modern glass and steel high-rise building. The Reliance Building is a National Historic Landmark and is listed on the National Register of Historic Places.

The Reliance Building was meticulously restored in conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings. Phase one included the restoration of the terra-cotta exterior, the replacement of the historic cornice, and replacement of windows above the first floor. The second phase included reconstructing the ornate first floor storefront, rehabilitating the ornate first floor elevator lobby and stair, restoring the elevator lobby and corridors on four upper-level floors, and restoring the ornate stair that connects all upper levels of the building.

CORK FACTORY ***Pittsburgh, Pennsylvania***

The Cork Factory Urban Lofts provides the progressive urbanite with a unique living experience. The design concept achieves a complete merging of old and new, popular and unique, historical and modern, life and living.

The design captures the historic feel of each building by both engaging and exposing the original elements when possible, it yields to the warmth of natural maple cabinets and eye opening accent colors throughout. Nestled between the two main residential buildings and peeking out from the shadow of the bridge high overhead, the historic one story brick Engine Room is home to the workout facility, party room and complex offices. The voluminous interior space, with its exposed steel structure ceiling and clerestory windows above, provides an inviting setting for visitors and small to medium sized get-togethers. A beautiful courtyard will draw you in and the river walk will appeal to your sense of fitness and outdoor adventure.

The Cork Factory Urban Lofts recently received the distinguished Award of Excellence from the Urban Land Institute for 2009.

PLATT-LUGGAGE BUILDING RELOCATION

Chicago, Illinois

The Platt Luggage Building, originally located at 2301 South Prairie Avenue, was designed by Howard Van Doren Shaw. Howard Van Doren Shaw was one the region's most successful and popular architects. The Platt Luggage Building is a wonderful example of the masonry craftsmanship prevalent at the turn of the 20th century.

The entire facade was moved to 2203 South Martin Luther King Jr. Drive alongside another of Shaw's masterful buildings, the Lakeside Press, the original printing and binding establishment of R.R. Donnelly & Sons Company. Prior to moving the façade, it was mapped and cataloged for dismantlement, with every brick and stone marked for removal or replacement. The dismantlement took three months in which each stone and brick was photographed, logged and placed in storage. All damaged stone and brick was repaired while it was in storage. After the entire facade was dismantled and repaired, the stone and brick walls were reconstructed and attached to structural steel support system. The original brick and stone components are rebuilt to match identically the original historic Platt Luggage Facade. The original windows were not transferred to the new location but historic replicas were constructed for the new facade. This facade stands as an example of masonry construction excellence of the past as well as the present.

COURTHOUSE COMMONS

Wheaton, Illinois

The 1896 DuPage County Courthouse building is an important marker of the political and economic development of DuPage County and contributes to a select group of historic county courthouse buildings throughout the State. An exemplar of the Richardson Romanesque style, this 5-story building's red brick walls are enlivened with broad masonry arched openings while red terra cotta and sandstone elements reference medieval Romanesque detailing. Capped by a red clay-tile mansard roof with prominent dormer windows, the building's clock tower is a visual landmark of downtown Wheaton.

Antunovich Associates' restoration of the Courthouse's exterior recaptured its 1896 appearance. The East building elevation was returned to the citizens of Wheaton after being covered for over 55 years. Previously, a 5-story Jail Annex, constructed in 1953, obscured the building's east elevation. The restoration project removed this unsightly Annex and methodically restored the exterior red clay brick walls with red terra-cotta details, the red clay-tile roof with dormer windows, and the clock tower terra-cotta elements. The adaptive reuse of interior has created elegant residential condominiums while preserving the original central open grand stair and hallways with terrazzo floors and marble wainscoting.

The Courthouse Square Development is complemented by new European-style rowhouses at the site's perimeter and the former State's Attorney's Office Building, whose exterior has been restored, and its interior renovated as club/house amenity space for the development.

EDUCATION

AUCKLAND UNIVERSITY

Auckland, NZ
Architectural Studies 1966

UNIVERSITY OF SOUTHERN CALIFORNIA

Los Angeles, CA
Bachelors of Architecture 1972
Master of Architectural Studies 1974

PROFESSIONAL LICENSES

Licensed Architect in the following states:

Alabama, Arizona, California, Colorado, Connecticut, District of Columbia, Florida, Iowa, Illinois, Indiana, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Utah, Virginia, Washington and Wisconsin.

PROFESSIONAL ACTIVITIES

Past Chairman for Landmarks Illinois, a member of the American Institute of Architects, the American Planning Association, the Urban Land Institute, the Chicago Building Congress, the International Council of Shopping Centers, the President's Committee at DePaul University and the University of Southern California.

KEVIN C. SPERRY

ANTUNOVICH ASSOCIATES, INC.

PRINCIPAL

2007-2015

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Kevin C. Sperry is the Principal-In-Charge of Antunovich Associates' Washington D.C. office, with responsibilities for both project design and project management. Kevin has extensive experience in retail, residential, mixed-use developments and institutional buildings. Presently, Kevin is the Principal-In-Charge for a number of large-scale mixed-use projects in and around the Washington, DC metropolitan area.

Hecht Warehouse Redevelopment is an 800,000 SF master plan and architecture project situated on a 5-acre site in Washington, DC, consisting of an exciting new retail street with 200,000 SF of retail, over 330 loft-style apartment units, and over 1,000 parking spaces in a new parking structure designed in a streamline moderne style, to seamlessly fit within the historic context of the block. The historic Hecht Warehouse building is being restored to its original glory and outfitted with new glazing at the ground level, as the building was originally designed, new glass block and steel-framed windows at all of the upper levels, three new, dramatic courtyards to bring in ample light and activity to the residential portion of the project, and exciting new amenity and lobby space filtered throughout the property. Kevin is also working on the Uline Arena, a 350,000 SF retail and office renovation project in the burgeoning NoMa district of Washington, D.C. This historic property will be renovated and increased in size to accommodate office tenants, along with a 160-car parking garage.

Kevin also designed and served as the project architect for a variety of flagship Barnes & Noble college bookstores throughout the United States including the 50,000 SF New Mexico State University Bookstore, the 45,000 SF Rutgers University Bookstore and the 20,000 SF Case Western Reserve University Bookstore. Kevin has also served as designer and project architect for numerous retail projects across the country, such as the Zombie Coffee and Donuts interior fit out in Columbia Heights, a 20,000 SF retail structure at 1442 Pennsylvania Avenue SE, the 15,000 SF SUMI Robata Bar and Grille, a high end specialty Japanese Restaurant and exterior dining environment. He is currently working on retail stores at the University of Kentucky, The University of Chicago, Georgia Tech, Tufts University and Fordham University.

Kevin has extensive experience in the design of urban mixed-use villages that celebrate "new urbanist" planning principles across the nation. In addition to the Hecht Warehouse District master planning project in Northeast Washington DC, Kevin is currently serving as lead designer and master planner on a number of multi-million SF planning projects – one 1,000,000 SF retail, residential and hotel project in White Plains, New York, one 2.5 million SF retail and office research park along the Mississippi River in Baton Rouge, Louisiana; and one 4.6 million SF retail and residential master plan in Miami, Florida. Kevin has served as the lead designer on numerous master planning competitions in Chicago, Illinois as well, with such clients as The University of Chicago, The McDonald's Corporation, and McCaffery Interests.

EDUCATION

UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

Urbana, Illinois

Bachelor of Science in Architectural Studies 2001

SOUTHERN CALIFORNIA INSTITUTE OF ARCHITECTURE

Los Angeles, CA

Master of Architecture

2004

Kevin is a licensed architect in the state of Illinois, and resides with his family in Arlington, Virginia.



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

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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