

Jami L. Milanovich, P.E.

Principal

Ms. Milanovich is a registered professional engineer with over 27 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. Over the past 19 years, Ms. Milanovich has worked primarily in the District of Columbia on a multitude of mixed-use, residential, institutional, and office projects throughout the City. A sampling of her projects is included below.

MIXED-USE DEVELOPMENTS

CAPITOL CROSSING, WASHINGTON, D.C.: Located in the heart of DC in the Judiciary Square neighborhood, Capitol Crossing is a mixed-use project including 2.2 million square feet of office, residential, and retail development. The three-block site of the proposed Planned Unit Development (PUD) is bordered by E Street on the south, Massachusetts Avenue on the north, 3rd Street on the west, and 2nd Street on the east. The project spans I-395. Since the traffic impact study was completed in conjunction with the original PUD, Ms. Milanovich has been responsible for the following:

- Updated traffic impact studies evaluating proposed changes to the plan;
- Evaluation of modified access for the project;
- Review of the proposed below-grade loading facilities to ensure accessibility and maneuverability; and
- Testimony before the District of Columbia Zoning Commission for 2nd Stage PUD applications and PUD Modifications.

Recent approvals by the Zoning Commission include approval of the Second-Stage PUD application for the Center Block on January 27, 2014.

CONGRESS HEIGHTS, WASHINGTON, D.C.: Located at the Congress Heights Metro Station, the proposed PUD includes a mixed-use development with approximately 216 residential units, 240,000 SF of office space, and 15,000 SF of retail space. In conjunction with the PUD, Ms. Milanovich was responsible for the following:

- Oversight of the traffic impact study conducted in conjunction with the PUD application and
- Testimony before the District of Columbia Zoning Commission.

The Zoning Commission approved the project in February 2015.



EDUCATION

Master of Engineering; The Pennsylvania State University (2000)

Bachelor of Science – Civil Engineering (With Distinction); The Pennsylvania State University (1995)

SPECIALTIES

Comprehensive Traffic Studies

Traffic Impact Studies

Parking Studies

Corridor Analyses

Loading Management Plans

Site Access Studies

Expert Testimony

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer:

Washington, D.C.

Virginia

Maryland

Pennsylvania

West Virginia

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

Urban Land Institute

ART PLACE AT FORT TOTTEN, WASHINGTON, D.C.: Art Place at Fort Totten is a proposed 1.9 million square foot mixed-use development that will transform an obsolete garden apartment complex into a mixed-use, pedestrian- and transit-oriented town center with an emphasis on the arts. The proposed redevelopment will include 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. Ms. Milanovich prepared a comprehensive transportation impact study in conjunction with the proposed PUD. 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. The Zoning Commission approved the PUD on December 14, 2009. Ms. Milanovich continues to provide on-going support and evaluation related to modifications to the original PUD.

RESIDENTIAL

1333 M STREET SE, WASHINGTON, D.C.: Located east of the Navy Yard, the proposed PUD will include 900 residential units and 44,000 SF of ground floor retail space in two buildings. In conjunction with the PUD, Ms. Milanovich was responsible for conducting a Comprehensive Transportation Review, which included a transportation demand management plan and a loading management plan for the site. Ms. Milanovich provided testimony at the Zoning Commission hearing in September 2020 and the project was subsequently approved.

HILL EAST – PHASE I, WASHINGTON, D.C.: Phase I of the Hill East Waterfront Plan includes the development of Parcels F1 and G1 and comprises 349 residential units and 33,000 SF of retail space. Ms. Milanovich was responsible for preparing a traffic impact study (TIS) to evaluate the impacts of the proposed project on the surrounding roadway network. The TIS included a Loading Management Plan in support of the requested relief from the Zoning Regulations and a Transportation Demand Management Plan to reduce vehicular traffic generated by the project. Ms. Milanovich provided testimony before the District of Columbia Zoning Commission, which approved the project in 2016.

WATKINS ALLEY, WASHINGTON, D.C.: Watkins Alley is a residential development including 44 units located at 1311 E Street in the Capitol Hill neighborhood of Washington, D.C. Ms. Milanovich and her team conducted a Comprehensive Transportation Review, including Transportation Demand Management and Loading Management Plans. Ms. Milanovich provided expert witness testimony at the Zoning Commission Hearing. The project was approved by the Zoning Commission in July 2016.

819 D STREET NE, WASHINGTON, D.C.: Located in the Capitol Hill neighborhood, this proposed project would renovate the existing Way of the Cross Church of Christ and two adjacent church-owned townhouse buildings into 30 residential condominiums. Because a limited number of parking spaces can be provided with the existing renovation, a parking study was required. Ms. Milanovich was responsible for the preparation of the study, which included an inventory of non-auto transportation options in the site vicinity, a proposed Transportation Demand Management Plan, the anticipated trip generation for the proposed development, and a parking assessment. The project was approved by the BZA in March 2014.

THE PATTERSON HOUSE, WASHINGTON, D.C.: SB Urban proposes to renovate and construct an addition to the historic Patterson House located in the Dupont Circle neighborhood. The proposed residential development will include 97 micro-unit apartments with no parking. Ms. Milanovich was responsible for the preparation of a traffic study in support of the special exception from the parking requirements. The study provided extensive documentation of the growing trends of reduced auto use and ownership. The study also included a comprehensive transportation demand management plan. Ms. Milanovich provided expert testimony at the Board of Zoning Adjustment, which subsequently approved the special exception request in May 2014.

1101 RHODE ISLAND AVENUE NW, WASHINGTON, D.C.: Located in the Logan Circle neighborhood, this project will redevelop vacant building that formerly housed an auto service shop and a cab company into 35 luxury condominiums. Due to the small site and irregular shape of the property, each below grade parking level would provide only 10 or 11 spaces per level resulting in an extremely inefficient design. Therefore, the proposed project included a parking variance request. Ms. Milanovich was responsible for the preparation of a traffic evaluation that included an inventory of non-auto transportation options in the site vicinity, a proposed Transportation Demand Management Plan, the anticipated trip generation for the proposed development, and a parking assessment. The project was approved by the BZA in December 2013.

1827 ADAMS MILL ROAD NW, WASHINGTON, D.C.: The proposed redevelopment would replace an existing gas station with a 36-unit condominium building with 8,675 SF of ground floor retail in the Adams Morgan neighborhood. Ms. Milanovich was responsible for conducting a traffic impact study and parking assessment for the project. As part of the study, surveys at nearby neighborhood-serving retail establishments were conducted 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.

FORT LINCOLN NEW TOWN, WASHINGTON, D.C.: Ms. Milanovich has 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. The studies included an evaluation of off-site pedestrian impacts and evaluation of pedestrian/bicycle circulation and connectivity.

SCHOOLS

THE RIVER SCHOOL, WASHINGTON, D.C.: The River School proposes to relocate from its current location on MacArthur Boulevard to a new location at the intersection of Nebraska Avenue and Van Ness Street in the AU Park neighborhood of Washington, D.C. As part of the relocation, the River School proposes to expand its mission to include grades 4 through 6 in its curriculum. Ms. Milanovich and her team prepared a Comprehensive Transportation Review (CTR) that included an analysis of the traffic impact of the school on the surrounding roadway network and a detailed queuing analysis that demonstrated how the school's pick-up/drop-off operation would be accommodated on site without the use of public streets. The CTR also included a comprehensive Transportation Management Plan that included the following components: a Transportation Demand Management Plan, an Operations Management Plan, a

Performance Monitoring Plan, and physical roadway improvements. Ms. Milanovich provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the application in November 2021.

GEORGETOWN DAY SCHOOL, WASHINGTON, D.C.: Georgetown Day School consolidated its Lower, Middle, and High Schools on its Wisconsin Avenue campus in the Friendship Heights neighborhood of Washington, D.C. Ms. Milanovich and her team prepared a Comprehensive Transportation Review (CTR), which included a detailed assessment of a new driveway on River Road, a detailed evaluation of site access and circulation, including three proposed pick-up/drop-off locations, and intersection operation surrounding the campus.

Ms. Milanovich presented the results of the traffic study and the proposed transportation plan for the consolidated campus to various community groups. She also provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the campus consolidation in December 2017.

SIDWELL FRIENDS SCHOOL, WASHINGTON, D.C.: Sidwell Friends School proposes to relocate its Lower School from its current location in Bethesda to its Upper/Middle School campus on Wisconsin Avenue in the Cleveland Park neighborhood of Washington, D.C. Ms. Milanovich and her team prepared a preliminary assessment of traffic operations to identify strategies to accommodate the Lower School traffic on the Wisconsin Avenue campus. Data was collected on both campuses to determine trip generation rates, pick-up/drop-off queues, and parking occupancy. W+A determined that the relocation of the Lower School would require improved pick-up/drop-off operations and proposed conceptual pick-up/drop-off area designs as well as more efficient procedures that would accommodate the increase in traffic.

Following the preliminary assessment, Ms. Milanovich met with several community working groups and neighbors to address their concerns related to traffic. A strong commitment to a robust Transportation Demand Management (TDM) plan and Monitoring Plan as well as relocating pick-up/drop-off operations for the Middle School from a public street to a location on campus helped Sidwell ultimately gain the active community's support.

A substantial Comprehensive Transportation Review (CTR) was also prepared for review by the District Department of Transportation (DDOT). The CTR included detailed assessments of multi-modal site access and circulation, the five pick-up/drop-off locations, existing and anticipated loading needs, intersection operation with the proposed TDM plan and Middle School pick-up/drop-off relocation, Wisconsin Avenue corridor operations, and transportation solutions proposed by the community to address existing traffic issues. W+A also conducted a mode split survey of parents and teachers to determine their travel characteristics.

Ms. Milanovich provided expert testimony before the Board of Zoning Adjustment (BZA). The BZA approved the Lower School relocation and subsequent student and staff cap increases in March 2016.

THE BRITISH SCHOOL OF WASHINGTON, WASHINGTON, DC: Ms. Milanovich worked with the British School to evaluate the school's current transportation operations and to project future traffic and parking demands for the school based on the school's proposed expansion plans. Ms. Milanovich and her team presented their findings to the school and provided recommendations to improve capacity in order to more efficiently process the school's drop-off/pick-up operation. Ms. Milanovich also prepared a comprehensive transportation survey geared for students, parents, and faculty/staff. Using the results of the survey, Ms. Milanovich made recommendations to the school to reduce their vehicular demand.

SCHOOL FOR FRIENDS, WASHINGTON, D.C.: Ms. Milanovich oversaw the completion of a Transportation Assessment for School for Friends in the West End neighborhood of Washington, D.C. The study assessed the impacts of proposed student and faculty/staff cap increases on the surrounding road network as well as the pick-up/drop-off operations of the school. Parking occupancy counts, a mode split survey, and field observations were conducted to determine if the school's existing facilities could accommodate the additional parking demand associated with the cap increases. The Board of Zoning Adjustment approved the project in February 2015.

SHERIDAN SCHOOL, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of a transportation assessment of the Sheridan School in support of the school's renewal of their special exception approval. In conjunction with the special exception application, Sheridan sought a nominal increase in its enrollment cap from 226 to 230 students. The transportation assessment included an inventory of alternative transportation modes in the vicinity of the school, a description of the school's transportation operations, a summary of the school's Transportation Demand Management Plan, the anticipated increase in trip generation under the proposed student cap, and an assessment of vehicle queues on 36th Street during the AM drop-off period. The special exception application was approved by the Board of Zoning Adjustment in April 2014.