Jami L. Milanovich, P.E.

PRINCIPAL ASSOCIATE

Ms. Milanovich is a registered professional engineer with 20 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 decade, 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 will span 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-grad 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.

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

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

West Virginia

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

The Urban Land Institute

District of Columbia Building Industry Association

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.

TYSONS CORNER CENTER, TYSONS, VIRGINIA – In January 2007, the Fairfax County Board of Supervisors approved the rezoning of Tysons Corner Center, an existing 2.5 MSF regional mall, to make way for an additional 3.5 MSF of office, residential, hotel, and retail space. Ms. Milanovich was responsible for the preparation of the transportation impact study in support the rezoning application. The study analyzed existing traffic conditions at 29 existing study intersections including I-495 ramps onto Route 7 and Route 123 using Synchro/SimTraffic and HCS software. Trip generation estimates were developed for the multi-phase development taking into account reductions to account for internal trips that would occur due to the mixture of on-site uses and the presence of the new Silver Line Metro Station. A number of roadway improvements were recommended to offset the impact of the proposed development. Additionally, an extensive Transportation Management Plan was developed for the property.

In addition, Ms. Milanovich also prepared a parking evaluation for the mall to determine potential shared parking arrangements between the mall and the various uses planned in conjunction with the redevelopment and evaluated the ability of each existing parking facility to accommodate a Parking Access and Revenue Control system.

RESIDENTIAL

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.

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

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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.

HOTELS

HYATT PLACE, (33 New York Avenue NE), WASHINGTON, D.C.: The proposed 200-room hotel is currently nearing completion along New York Avenue in the NoMA neighborhood of the District. 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 BZA in May 2012.

HAMPTON INN AT THE EDITORS BUILDING, WASHINGTON, D.C.: Ms. Milanovich was responsible for conducting a traffic assessment for the adaptive reuse that converted the 61,090 SF office building into a 116-room hotel in downtown. As an adaptive reuse, no parking was proposed in conjunction with the hotel. Therefore, as part of the traffic assessment, Ms. Milanovich worked with the hotel developer and DDOT to establish a curb side drop-off/pick-up zone for hotel guests. The evaluation established precedence for hotels to provide curbside guest loading zones along public roadways.

SCHOOLS AND DAYCARES

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.

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ST. PATRICK'S EPISCOPAL DAY SCHOOL, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of the traffic study prepared in conjunction with St. Patrick's Special Exception application, which requested an increase in enrollment from a cap of 440 students to a cap of 485 students at the school's Whitehaven Campus. As part of the traffic study, pedestrian and bicycle facilities on and around campus were evaluated. A detailed evaluation of the pick-up/drop-off area also was conducted. Ms. Milanovich provided expert witness testimony before the Board of Zoning Adjustment (BZA), which approved the project in December 2012.

COLLEGES AND UNIVERSITIES

THE GEORGE WASHINGTON UNIVERSITY FOGGY BOTTOM CAMPUS PLAN, WASHINGTON, D.C.: Ms. Milanovich 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. The District of Columbia Zoning Commission approved the Campus Plan in 2007.

During implementation of the campus plan, Ms. Milanovich also was responsible for conducting transportation studies focusing primarily on site access and loading for the following projects:

- Square 77 Residence Hall,
- Science and Engineering Hall,
- School of Public Health and Health Services,
- The GW Museum and Textile Museum,
- 2100 Pennsylvania Avenue, and
- Square 54 (The Avenue).

GEORGETOWN UNIVERSITY CAMPUS PLAN, WASHINGTON, D.C.: Ms. Milanovich conducted a peer review of the transportation study conducted in conjunction with the University's 2011 – 2017 Campus Plan. She provided input on the proposed scope of work and methodology based on extensive experience with other, similar projects. Ms. Milanovich also provided expert witness testimony on technical aspects of the transportation component of the

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Plan at the Zoning Commission hearing in November 2011. The Zoning Commission subsequently approved the Campus Plan. Since approval, Ms. Milanovich has provided traffic engineering services for the University as it implements the Campus Plan.

INSTITUTIONAL/CIVIC USES

NATIONAL LAW ENFORCEMENT MUSEUM; WASHINGTON, D.C.: In 2000, the United States Congress and President Clinton authorized the establishment of a National Law Enforcement Museum in Washington, D.C. The Museum, which is planned to open in 2016, will be located in Judiciary Square along E Street NW between 4th and 5th Streets. A significant portion of the museum will be located below E Street, making accommodation of traffic during construction a key element of the project. Ms. Milanovich has conducted traffic evaluations to analyze the traffic impact associated with various detour routes, which would allow for construction of the museum. Improvements necessary to accommodate rerouted traffic from partial or full closure of E Street were identified.

OFFICE

LABORERS' INTERNATIONAL UNION OF NORTH AMERICA (LIUNA), WASHINGTON, D.C.: LiUNA proposes to expand its existing headquarters, located at the corner of 16th Street and I Street NW, just two blocks from the White House. The proposed 53,315 SF expansion would take the place of an existing surface parking lot adjacent to the headquarters. Ms. Milanovich was responsible for the preparation of a traffic assessment for the proposed expansion. Prior to starting the transportation assessment, an access plan was developed in consultation with the project team and the DDOT that was acceptable to all parties. The access plan 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 was approved by the BZA in October 2013.

RETAIL

SHOPS AT DAKOTA CROSSING, WASHINGTON, D.C.: The proposed 432,270 SF shopping center will include a 154,000 SF Costco and a 65,000 SF supermarket in the Fort Lincoln neighborhood of the District. Ms. Milanovich conducted a traffic study to evaluate the impacts on ten intersections surrounding the site. A number of improvements were recommended to mitigate the impact of the proposed development.

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