

Z.C. Case No. 14-21

OUTLINE OF TESTIMONY

**Jami Milanovich
Wells & Associates, LLC**

- I. Vehicular and Pedestrian Circulation
- II. Transportation Impacts
- III. Vehicular / Pedestrian Improvements
- IV. Transportation Demand Measures



Jami L. Milanovich, P.E.

PRINCIPAL ASSOCIATE

Ms. Milanovich is a registered professional engineer with 19 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-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.

GATEWAY MARKET, WASHINGTON, D.C.: Gateway Market is a proposed mixed-use development located at the intersection of Florida Avenue and 4th Street NE, on the fringe of NoMA. The proposed PUD will include a 155,200 SF residential component and a 27,500 SF retail component, including a potential grocer. In conjunction with the PUD, Ms. Milanovich was responsible for the following:

- Extensive safety analysis of the proposed access on Florida ;
- Coordination with the District Department of Transportation (DDOT) regarding the proposed site access;

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

- 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 PUD application on January 27, 2014.

CAPITOL PLACE, WASHINGTON, D.C.: Located just blocks from Union Station, Capitol Place will replace an existing surface parking lot with a mixed-use development including 375 residential units and 20,000 SF of retail space. The proposed development will be located along 2nd Street NE between G and H Streets NE. Due to changing market conditions, the originally approved development was modified to provide more but smaller residential units and fewer parking spaces. Ms. Milanovich conducted a traffic study to evaluate the impact of the proposed changes, including an evaluation of the appropriateness of the reduced parking ratio. Ms. Milanovich also worked with the developer and DDOT to modify the proposed loading facilities to eliminate the need for 55-foot trucks. The modified plan was approved by the Zoning Commission on April 12, 2012.

360 H^o; WASHINGTON, D.C.: Located just two blocks from Union Station in the Near Northeast neighborhood of the District, the mixed-use project, which was completed in 2013, includes 215 apartments, a 42,000 SF Giant supermarket, and 1,500 SF of additional retail space. Ms. Milanovich was responsible for preparing a traffic evaluation submitted in support of a PUD Modification. The traffic evaluation included an evaluation of bicycle, pedestrian, and non-auto transportation facilities, and Transportation Demand Management and Loading Management plans for the project.

Ms. Milanovich provided expert testimony before the District of Columbia Zoning Commission, which approved the project on January 11, 2010.

CATHOLIC UNIVERSITY OF AMERICA (CUA) SOUTH CAMPUS REDEVELOPMENT, WASHINGTON, D.C.: The six blocks that comprise CUA's South Campus encompass 8.9 acres of land generally bounded by Michigan Avenue on the north, Kearney Street on the south, the WMATA/CSX tracks on the east, and the Dominican House of Studies and Theological College on the west. The nearly one million square foot redevelopment, which currently is under construction, will create a mixed-use development consisting of residential, retail, and arts components interwoven into the existing Brookland Community. As proposed, the development will consist of 761 residential units, 83,000 SF of retail space; and 18,000 SF of arts space.

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In conjunction with the project Ms. Milanovich was responsible for the following:

- Oversight of the traffic impact study conducted in conjunction with the PUD application;
- Review and evaluation of the proposed realignment of the Michigan Avenue/Monroe Street intersection;
- Evaluation of the proposed loading facilities associated with the project;
- Preparation of a Transportation Demand Management Plan for the project; and
- Testimony before the District of Columbia Zoning Commission.

SQUARE 54 REDEVELOPMENT, WASHINGTON, D.C.: Square 54, which is located adjacent to Washington Circle on the George Washington University's Foggy Bottom Campus, is the site of the former GW Hospital. In 2006, GW, Boston Properties, and KSI submitted a PUD application to develop the then vacant site with a 881,000 SF mixed-use project including a 497,000 SF residential component, a 329,000 SF office component, and a 55,000 SF retail component, including a grocery store. In conjunction with the proposed PUD application, Ms. Milanovich conducted a multi-modal transportation impact study, which evaluated: 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. A Transportation Demand Management Plan also was provided as part of the traffic study. Ms. Milanovich provided expert witness testimony before the Zoning Commission, which approved the project in March 2007. Since the project opened in 2011, Ms. Milanovich has been responsible for conducting the annual transportation performance monitoring for the project, which is required as a condition of approval.

1400 14TH STREET, WASHINGTON, D.C.: Located in the Logan Circle neighborhood, the proposed project would include the redevelopment of three buildings located on the northwest corner of the Rhode Island Avenue/14th Street NW intersection. The proposed plans call for the renovation and incorporation of one of the three buildings which has been designated as contributing to the Greater 14th Street Historic District. The other two buildings will be razed. The proposed mixed-use redevelopment will include 12,841 SF of retail space, 4,578 SF of office space, approximately 30 dwelling units, and just three on-site parking spaces. Ms. Milanovich was responsible for the completion of a parking study in support of a Board of Zoning Adjustment (BZA) application for parking relief from the zoning requirements. As part of the parking study, inventory of transportation options available in proximity of the site, including an inventory of public

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transportation, car-sharing vehicles, pedestrian facilities, and bicycle facilities was conducted. On-street and off-street parking inventories in the surrounding area also were conducted to determine the availability of off-site parking near the site. Ms. Milanovich also prepared a Transportation Demand Management plan to reduce the number of vehicles on-site. Ms. The requested parking relief was approved by the BZA in January 2013.

1728 14TH STREET; WASHINGTON, D.C.: Located in the Logan Circle neighborhood, this proposed redevelopment included redevelopment of a warehouse to a mixed-use development. Three redevelopment scenarios were contemplated, each of which included both office and retail developments. In conjunction with the proposed redevelopment, Ms. Milanovich was responsible for the preparation of a traffic evaluation to support the requested parking and loading variances. As part of the traffic study, transportation options proximate to the site were inventoried. On-street and off-street parking inventories of the surrounding area were conducted to determine the availability of off-site parking near the site. A Transportation Demand Management Plan was prepared to reduce the number of vehicles on-site. A loading evaluation also was conducted to ensure that the proposed loading facilities could accommodate the anticipated deliveries. A Loading Management Plan was developed to support the requested loading relief. The requested parking and loading relief was approved by the BZA in December 2012.

1617 14TH STREET; WASHINGTON, D.C.: Located in the Logan Circle neighborhood, this proposed development included 35 residential units and 4,000 SF of retail space. In conjunction with the proposed development, Ms. Milanovich was responsible for the preparation of a traffic evaluation to support the requested parking variances. As part of the traffic study, transportation options proximate to the site were inventoried, including an inventory of public transportation, car-sharing vehicles, pedestrian facilities, and bicycle facilities. On-street and off-street parking inventories of the surrounding area also were conducted to determine the availability of off-site parking near the site. A Transportation Demand Management Plan was prepared to reduce the number of vehicles on-site. The requested parking and loading relief was approved by the BZA in December 2012.

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,

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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

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.

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.

901 MONROE STREET, WASHINGTON, D.C.: The proposed 220 unit residential development with 12,700 SF of ground floor, neighborhood-serving retail is proposed to be constructed on the former site of Colonel Brooks Tavern in the Brookland neighborhood. Ms. Milanovich was responsible for conducting a transportation impact study in conjunction with the PUD application. 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. a Transportation Management Plan and

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Loading Management Plan also were developed for the site. A parking evaluation also was conducted that examined the availability of on-street parking in the vicinity of the site to alleviate concerns from the neighborhood related to parking. Ms. Milanovich 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.: North Capitol Commons is a proposed 124-unit residential development that would provide affordable housing, permanent supportive housing, and associated support facilities. The site is located in the NoMA neighborhood of the District. Ms. Milanovich was responsible for conducting a transportation assessment for the site. 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. A loading management plan also was developed for the site in support of a loading variance, and a safety evaluation of the two intersections adjacent to the site also was conducted at the request of DDOT. Ms. Milanovich provided expert witness testimony at the Board of Zoning Adjustment in support of the requested parking and loading variances. The BZA approved the project in October 2012.

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.

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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.

HOTELS

HOMEWOOD SUITES, (465 NEW YORK AVENUE NW), WASHINGTON, D.C.: Located in the Mount Vernon Square neighborhood of the District, the proposed 177 key hotel is proposed on a unique, topographically challenged site located at the junction of New York Avenue and L Street. Ms. Milanovich worked extensively with DDOT to develop an access design that would meet DDOT guidelines and serve the hotel's needs. The access study 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.

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.

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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.

HILTON GARDEN INN – WEST END, WASHINGTON, D.C.: The 229-room hotel currently is under construction at the intersection of M and 22nd Streets in the West End neighborhood of the District. Ms. Milanovich first provided traffic engineering and parking services for the site in 2007 when it was approved for a luxury hotel. Due to changing market conditions, the luxury hotel was not built and an application to modify the original PUD was submitted to the District of Columbia Zoning Commission to construct a conventional hotel. As part of the modified PUD, relief from the parking requirements was sought. Ms. Milanovich was responsible for the preparation of a parking study, which evaluated parking demands at three similar hotels in the District, as well as Loading Management and Transportation Demand Management Plans for the hotel. Ms. Milanovich also worked extensively with the project team and various DDOT departments to design a lay-by lane that would serve the needs of the hotel and minimize impacts to 22nd Street.

SCHOOLS AND DAYCARES

SIDWELL FRIENDS SCHOOL, WASHINGTON, D.C.: Ms. Milanovich prepared a traffic study in conjunction with the school's proposed renovation and expansion of its Upper and Middle School on Wisconsin Avenue. Work included determination of mode split for existing school population, projection of future traffic generated by the school based on projected enrollment, and evaluation of existing and future drop-off/pick-up operations. The study also evaluated the impact on surrounding roadways, including the driveway to a new underground garage for the school. Improvements, including signalization of the new garage driveway, implementation of a left turn phase for traffic entering the garage, signal timing adjustments at area intersections, and a transportation demand management plan to reduce the number of automobile trips to and from the school were recommended. Subsequently, Ms. Milanovich prepared a traffic study to evaluate the effectiveness of the improvements recommended in the January 2004 TIS and to evaluate transportation conditions surrounding the site. The project was approved by the BZA in March 2005.

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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.

ST. PATRICK'S MIDDLE/HIGH SCHOOL, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of the traffic study conducted in conjunction with St. Patrick's plans to develop a new 120-student middle school, 320-student high school, and 27 new single family homes at 1801 Foxhall Road. The purpose of the traffic study was to evaluate the impacts on the adjacent Colony Hill residential neighborhood. As part of the study, a Transportation Management Plan was developed and improvements on Foxhall Road were recommended. The project was approved by the BZA in November 2006.

SCHOOL WITHOUT WALLS, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of a traffic impact study for the proposed renovation of the School Without Walls, which included modernization and expansion of the existing building to accommodate an increase in enrollment of 100 students as well as a new residence hall for George Washington University on the existing parking lot for the School. Ms. Milanovich provided expert testimony before the Zoning Commission, which approved the project on December 11, 2006.

JUBILEE JUMPSTART, WASHINGTON, D.C.: Ms. Milanovich was responsible for the completion of a traffic assessment to evaluate the impacts of the proposed renovation of the Maycroft Building, located at 1474 Columbia Road in the Columbia Heights neighborhood of the District. The proposed renovation would 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.

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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.

THE GEORGE WASHINGTON UNIVERSITY SQUARE 77 RESIDENCE HALL, WASHINGTON, D.C.: Ms. Milanovich 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.

THE GEORGE WASHINGTON UNIVERSITY SCIENCE AND ENGINEERING HALL, WASHINGTON, D.C.: Ms. Milanovich 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. Ms. Milanovich 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. Ms. Milanovich 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.

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THE GEORGE WASHINGTON UNIVERSITY SCHOOL OF PUBLIC HEALTH AND HEALTH SERVICES, WASHINGTON, D.C.: Ms. Milanovich 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. She 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.: Ms. Milanovich 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 residential 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.: 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 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.

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WOODRIDGE LIBRARY; WASHINGTON, D.C.: DC Public Libraries proposed to raze the existing 20,602 SF library located in the Langdon neighborhood and construct a new, slightly larger, 22,926 SF library in its place. The proposed project required a parking variance. In conjunction with the requested parking variance, Ms. Milanovich was responsible for the preparation of a traffic evaluation. 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 BZA in July 2013.

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

The University currently is constructing a new museum in an infill site on their Foggy Bottom Campus. Ms. Milanovich prepared a traffic evaluation for 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. Ms. Milanovich prepared an extensive curb cut justification memo, which documented the need for the proposed curb cut; evaluated vehicular and pedestrian impacts; and, at the DDDOT's request; evaluated the feasibility of loading through the University Yard as an alternative. Ms. Milanovich also prepared a loading management plan, which included accommodation of school buses and seniors buses) 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.

OFFICE

2100 PENNSYLVANIA AVENUE, NW, WASHINGTON, D.C.: The proposed redevelopment in the Foggy Bottom neighborhood of the District includes construction of a new 250,000 SF office building (with up to 22,428 SF of ground floor retail space) in place of an existing 87,554 SF office building. Ms. Milanovich was responsible for the preparation of a comprehensive transportation study in support of the proposed redevelopment. Specific

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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.: 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.

COSTCO WHOLESALE, WASHINGTON, D.C.: Ms. Milanovich 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. Ms. Milanovich 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.

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