Jami L. Milanovich, P.E.

PRINCIPAL ASSOCIATE

Ms. Milanovich is a registered professional engineer with over 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 10+ 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.

INSTITUTIONAL/CIVIC USES

MEDSTAR GEORGETOWN UNIVERSITY HOSPITAL, WASHINGTON, D.C.: In conjunction with the 2017 – 2037 Georgetown University Campus Plan, Medstar Georgetown University Hospital plans a new 450,000 SF medical/surgical pavilion. In conjunction with the Campus Plan, Ms. Milanovich prepared a comprehensive transportation plan. Specific to the hospital, the transportation plan included a parking plan that would not only provide a direct replacement for spaces lost to accommodate the new pavilion, but also would reduce the number of stacked spaces in other parking facilities on campus, thereby making the existing facilities more efficient and user-friendly. The transportation plan also included campus circulation improvements including significant improvements to the hospital's main entrance and construction of a new campus roadway that would provide connectivity to an existing campus entry that currently is under-utilized. Ms. Milanovich and the project team worked closely with the surrounding communities and DDOT to develop a comprehensive transportation demand management plan to ensure that the number of parking spaces will adequately serve the hospital in the future and to minimize the impact of traffic on the surrounding neighborhoods.

The District of Columbia Zoning Commission approved the Campus Plan in December 2016.

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.

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

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 DDOT'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.

COLLEGES AND UNIVERSITIES

GEORGETOWN UNIVERSITY CAMPUS PLAN, WASHINGTON, D.C.: Ms. Milanovich and her team conducted a comprehensive transportation study in conjunction with Georgetown University's 2017 – 2036 Campus Plan. Ms. Milanovich worked extensively with the University, Medstar Georgetown University Hospital, the community, and the District Department of Transportation to develop transportation solutions that were amenable to all. A key component of the transportation plan was a comprehensive transportation demand management (TDM) plan that, over time, will substantially reduce vehicular traffic coming to and from the campus. The TDM included a comprehensive monitoring plan to ensure the community that the agreed upon performance monitoring targets are met. Ms. Milanovich provided expert witness testimony at the District of Columbia Zoning Commission, which approved the Campus Plan in December 2016.

Prior to the 2017 – 2036 Campus Plan, 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. Ms. Milanovich then worked with the University and other consultants on implementation of the Campus Plan, including required rerouting of the Georgetown University Transportation System buses and the design of a new bus turnaround on campus.

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

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and around the campus. The District of Columbia Zoning Commission approved the Campus Plan in 2007.

SCHOOLS AND DAYCARES

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.

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:

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- 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.

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.

RESIDENTIAL

1333 M STREET SE, WASHINGTON, D.C.: Located east of the Navy Yard, the proposed PUD will include nearly 700 residential units and over 10,000 SF of ground floor retail space in three buildings constructed over four phases. In conjunction with the PUD, Ms. Milanovich was responsible for oversight of the traffic impact study, 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 February 2015 and the project was subsequently approved.

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.

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HOTELS

HOMEWOOD SUITES, CAPITOL – NAVY YARD, WASHINGTON, D.C.: The Homewood Suites – Capitol/Navy Yard is a 195-room extended-stay hotel located in the Capitol Riverfront neighborhood in southeast Washington, DC. The hotel is located across the street from the Navy Yard Metro Station and includes 4,500 SF of ground floor retail space. A below-grade parking garage provides 40 parking spaces. Ms. Milanovich was responsible for conducting to a transportation study to evaluate the transportation impacts of the project, specifically related to the parking relief that was sought in conjunction with the project. The study included an evaluation of transportation options available proximate to the site, a parking assessment to determine the adequacy of the proposed parking supply, and a transportation demand management plan for the hotel. Ms. Milanovich provided expert witness testimony before the District of Columbia Zoning Commission in July 2014. The project subsequently was approved.

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.

OFFICE

1701 RHODE ISLAND AVENUE, NW, WASHINGTON, D.C.: Akridge Development proposes to convert the former YMCA located on Rhode Island Avenue in the Dupont Circle neighborhood of Washington, D.C. to a trophy office building. Plans for the renovation call for conversion of the former swimming pool to a below-grade parking garage. Given the constraints of the existing building, limited parking can be provided. Ms. Milanovich and her team worked with Akridge and the project architects to maximize the number of parking spaces that could be provided. Additionally, she conducted a parking evaluation and study that showed that the requested parking relief would not have an adverse impact on the surrounding neighborhood based on the proposed Transportation Demand Management Plan, the proximity of the site to multiple Metro lines, and the location of the site with respect to existing public parking facilities.

Ms. Milanovich provided expert testimony before the Board of Zoning Adjustment, which approved the project in May 2016.

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2112 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 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.

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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