



City Council Meeting NOVEMBER 11, 2019

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE TO THE FLAG
- IV. PROCLAMATIONS
 - A. Veteran's Day
 - B. National Native American Heritage Month
- V. CONSENT AGENDA
 - A. Council Meeting Minutes (Meeting of 11/04/2019)
- VI. PUBLIC HEARING
 - A. **V-19-15/E-19-07 Swilley/Davis Drive Variance and Exception**
Consideration of requests for variance and exception to remove maximum building setbacks on Westside Parkway and Davis Drive, allow two (2) rows of parking between a principal building and Davis Drive, increase maximum building height from 35' to 85' for office buildings and parking decks, and reduce minimum distance between driveway on Davis Drive. The property is located on the south side of Westside Parkway at the intersection with Sanctuary Parkway and is legally described as being located in Land Lots 638 & 639, 1st District, 2nd Section, Fulton County, Georgia.
- VII. NEW BUSINESS
 - A. Design Services Change Orders for Academy Street and Webb Bridge Road TSPLOST Improvements
 - B. Morrison Parkway Sidewalk Improvements, ITB 20-005
 - C. North Point Area and Alpha Loop Trail Connectivity Feasibility Study (RFP 20-107)
 - D. FY20 Community Development Fleet Purchase
 - E. Community Development (Code Enforcement) Office Buildout (ITB 20-006)
- VIII. PUBLIC COMMENT
- IX. REPORTS
- X. ADJOURNMENT



City Council Meeting STAFF REPORT

Submitting Department: City Clerk

Submitted By: Erin Cobb

Sponsored By:

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: COUNCIL MEETING MINUTES (MEETING OF 11/04/2019)

II. RECOMMENDATION:

III. REPORT IN BRIEF:

IV. ALTERNATIVES:

V. ATTACHMENTS:

City Council Meeting draft minutes 11-04-2019 (002)



City Council Meeting
November 4, 2019
Office of the City Clerk
CITY HALL 2 PARK PLAZA
6:30 PM

This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted as heard by Council, but not quoted or paraphrased. This document includes limited presentation by Council and invited speakers in summary form. This is not an official record of the Alpharetta City Council Meeting proceedings. Official Minutes are recorded and available for review.

I. CALL TO ORDER

- *Mayor Gilvin called the meeting to order at 6:30 p.m.*

II. ROLL CALL

- Council Members
 - o Mayor Jim Gilvin
 - o Mayor Pro Tem Donald F. Mitchell
 - o Jason Binder
 - o Ben Burnett
 - o John Hipes
 - o Dan Merkel
 - o Karen Richard
- Staff
 - o Bob Regus, City Administrator
 - o Sam Thomas, City Attorney
 - o James Drinkard, Asst. City Administrator
 - o Peter Sewczwicz, Director of Public Works
 - o John Robison, Director of Public Safety
 - o Morgan Rodgers, Director of Recreation, Parks & Cultural Services
 - o Kathi Cook, Director of Community Development
 - o Tom Harris, Director of Finance

III. PLEDGE TO THE FLAG

IV. PRESENTATIONS

A. Citizen Recognition

- On May 9, 2019, Ms. Debbie Cousineau, Ms. Jasmine Amos, Ms. Gabrielle Williams, Dr. Moon Lee and Mr. Carl Childers rendered aid to YMCA member Andy Diamond who was found unconscious and unresponsive in the YMCA locker room.
- These individuals were recognized for their incredible citizen team effort by our Department of Public Safety, as well as Mayor and Council.

V. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 10/28/2019)

B. Financial Management Report: Month Ending September 30, 2019

- On a monthly basis, the Finance Department prepares detailed revenue and expenditure statements for all city operating funds (including prior-year comparisons for the General Fund).
- In addition, this report includes:
 1. Detailed capital project report including life-to-date activity;
 2. Payments \$5,000 and greater;
 3. Purchase orders with an estimated cost between \$5,000 and \$50,000; and
 4. Status of current year bids/RFPs.

❖ Council Member Merkel offered a motion to approve the consent agenda

- The motion received a second from Council Member Burnett
- The motion was approved unanimously (7-0)

VI. NEW BUSINESS

A. Alpha Loop Design Services - Change Order #2

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- Staff recommends Mayor and Council approve Pond & Company's proposal for Change Order #2 to Purchase Order 18000123 for design revisions to the Alpha Loop in the amount of \$80,380.00; approve TerraMark's proposal for associated survey services in the amount of \$1,160.00; and authorize the Mayor to execute all necessary documents.
- On July 17, 2017, City Council approved Pond & Company's proposal for design of the Alpha Loop from Old Milton Parkway to Westside Parkway. This work was approved as part of the City's On-Call Park Planning services contract. Change Order #1 was issued on October 17, 2019 for the creation of a stand-alone plan set which will be used to construct a portion of the Alpha Loop from the Chelsea

Walk Subdivision to the first stream crossing. Change Order #1 increased the purchase order by \$12,980.00 from \$376,190.00 to \$389,170.00.

- On November 12, 2018, City Council approved the rezoning of approximately 15.3 acres at the intersection of Haynes Bridge Road and Devore Road for a private residential development. Condition #14 of the rezoning called for the construction and easement dedication of the Alpha Loop through the development and connecting to the existing wide sidewalks along Haynes Bridge Road. Plans for "Haynes Bridge Road Tract" have been approved by Community Development and the project is currently under construction.
- Change Order #2 to Purchase Order 18000123 will realign approximately 450 linear feet of the currently designed Alpha Loop main trail alignment, providing a connection point to the "Haynes Bridge Road Tract" development. The proposed realignment will require:
 - o Revising existing tree protection plans, demolition/clearing plans, site plans, grading plans, lighting plans, landscape plans, erosion control plans, main line profiles, and storm drain profiles.
 - o Structural design of a new bridge structure approximately 250' in length. The bridge will be constructed of cast in place concrete piers with a concrete deck capable of supporting a 20,000-pound vehicle (sufficient for pickup trucks and ambulances). The bridge will provide a minimum of 12' clear width and have a maximum height of approximately 25'.
 - o Preparation of a No-Rise Study demonstrating the proposed construction will not negatively impact the flood plain.
 - o Acquisition of additional geotechnical information for the new bridge structure.
 - o Acquisition of additional survey information. (To be acquired through the City's On-Call Surveying contract.) Also included in the scope of Change Order #2 is the design of a short (approximately 200') connection into the Northwinds Office complex.
- If approved, Change Order #2 will increase Purchase Order 18000123 by \$80,380.00 from \$389,170.00 to \$469,550.00. The additional survey work will cost \$1,160.00 and will be acquired through the City's On-Call Survey Services contract. Revised plans are anticipated to be completed within 150 calendar days from Notice To Proceed.

Public Comment:

- No Public Comment
- ❖ Mayor Pro Tem Mitchell offered a motion to approve the Pond & Company's proposal for Change Order #2 to Purchase Order 18000123 for design revisions to the Alpha Loop in an amount not to exceed \$80,380.00; approve TerraMark's proposal for associated survey services in the amount of \$1,160.00; and authorize the Mayor to execute all necessary documents.
 - The motion received a second from Council Member Richard
 - The motion was approved unanimously (7-0)

VII. PUBLIC COMMENT

- No Public Comment

VIII. REPORTS

- Alpharetta Farmhouse Settlement Video
NOTE: This item was deferred by Mayor Pro Tem Mitchell and will be viewed at a later date.
- Council Member Hipes announced Jazz Night taking place at the Alpharetta Arts Center on Saturday, November 9th at 7:00 pm – 9:30 pm. The City's Economic Development Manager, Matthew Thomas, will be performing as part of the jazz band.
- Mayor Gilvin reminded everyone that Tuesday, November 5th is Election Day. The City of Alpharetta has three Council seats that are up for election, the Mayor and two homestead exemption referendums.

IX. ADJOURNMENT

- ❖ *With no further business to discuss or items to be heard, Mayor Gilvin adjourned the meeting at 6:51 PM*

Respectfully submitted,

A handwritten signature in cursive script that reads "Erin Cobb".

Erin Cobb, City Clerk



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: V-19-15/E-19-07 SWILLEY DAVIS DRIVE VARIANCE AND EXCEPTION

CITY COUNCIL:

NOVEMBER 11, 2019

II. RECOMMENDATION:

Approve V-19-15/E-19-07 Swilley Davis Drive Variance and Exception and Deny variance request to allow two (2) rows of parking and a drive aisle between the primary building and Davis Drive, subject to the following conditions:

1. The subject property shall be limited to the following LI (Light Industrial) uses:
 - a. New Auto Sales and Leasing/conditional use required
 - b. Office Building or Office Park
 - c. Restaurant
 - d. Retail Sales and Services Establishments
 - e. Storage, Inside Climate controlled
2. Driveway separation requirements may be reduced along Davis Drive based on an evaluation of sight distance and safety, with final approval by the City's Transportation Engineer.
3. Maximum building setback on Davis Drive shall be 30' and maximum building setback on Westside Parkway shall be 80'.
4. Maximum height of office buildings shall not exceed 6 stories and 85'. Office buildings shall have exterior materials that are primarily brick and/or stone (at least 75% of all elevations), except that Certified Green Buildings may use other exterior materials, as approved by DRB. All proposed development shall require DRB review and approval.
5. Maximum height of parking decks shall be 35', except that Certified Green Buildings shall have a maximum height of 60'. Parking decks shall be located to the side or behind the primary building and shall have exterior materials similar to the primary building, as approved by DRB.
6. A 20' landscape strip shall be required along Westside Parkway, 10' landscape strip along Davis Drive.
7. Applicant shall provide a 20' easement to the City for the future extension of the Alpha Loop within the Georgia 400 tree buffer.

III. REPORT IN BRIEF:

The applicant, Grover Swilley, is requesting variances and an exception to remove maximum building setbacks on Westside Parkway and Davis Drive, allow two (2) rows of parking between a primary building and Davis Drive, increase maximum building height from 35' to 85' for office buildings and parking decks, and reduce or eliminate minimum driveway spacing requirements on Davis Drive. The subject property is located on the south side of Westside Parkway at the intersection with Sanctuary Parkway.

DISCUSSION

The submitted request, if approved, would allow a property to be developed without maximum building setbacks on Westside Parkway and Davis Drive, with two (2) rows of parking between a primary building and Davis Drive, office buildings and parking decks with a maximum height of 85', and reduced or eliminated driveway spacing requirements on Davis Drive. The subject

property is located on the south side of Westside Parkway at the intersection with Sanctuary Parkway.

The 14.71-acre undeveloped property is zoned LI (Light Industrial) and located within the North Point LCI. Surrounding properties are also zoned LI, including Top Golf to the east, Sanctuary Park to the north and The Cooler (Alpharetta Family Skate Center) to the west. The site is bound by Georgia 400 to the south. The Comprehensive Land Use Plan designation of the property is 'Mixed Use' and 'Corporate Office'.

North Fulton Community Improvement District (NFCID) is currently working with the property owner for public right-of-way to extend Davis Drive to Westside Parkway through the subject property. The construction of the Davis Drive extension will subdivide the property into separate halves, resulting in a 4.4-acre north parcel and an 8.6-acre south parcel. Right-of-way necessary for the Davis Drive extension represents approximately 1.7 acres of land from the subject property. The applicant states that the variances and exception are requested in an effort to develop the parcel like surrounding development patterns and maintain value of the remaining parcels after the Davis Drive extension bisects the property requiring additional setbacks. Additionally, the recently adopted North Point Overlay applies to Davis Drive which requires maximum setbacks although the area which is dissimilar from surrounding development patterns. The applicant is requesting the following variances and exception from the Unified Development Code (UDC):

- UDC Subsection 2.10.3 (B), North Point Overlay, Site Regulation Table. Variance to eliminate the maximum building setbacks on Westside Parkway and Davis Drive. Westside Parkway is a Type B Corridor, which has a maximum setback of 60'. Davis Drive is a Type C Corridor, which has a maximum setback of 10'. The applicant states that variances are needed in order maintain consistency with existing development in this location.
- UDC Subsection 2.10.3 (B), North Point Overlay, Site Regulation Table. Variance to allow up to two (2) rows of parking (including drive aisle) between the primary building and Davis Drive. Davis Drive is a Type C Corridor, which requires surface parking lots to be located behind or beside the primary building. Driveways/drive aisles parallel to the Davis Drive may not be located between the primary building and Davis Drive. The applicant states the variances are needed to maintain consistency with existing development in this location.
- UDC Subsection 2.10.3 (D), North Point Overlay, Maximum Building Height and UDC Subsection 2.2.17 (D), LI Light Industrial, District Regulations. Exception to increase the building height for office buildings and parking decks from 35' to 85'. The LI Light Industrial zoning district has a maximum building height of 35' and the North Point Overlay requires that maximum building heights be in accordance with the underlying zoning. The applicant states that the height would be consistent with approvals at the adjacent Sanctuary Park development also zoned LI.
- UDC Subsection 2.10.6 (B)(2), North Point Overlay, Driveways, Spacing. Variance to reduce or eliminate driveway spacing regulations along Davis Drive, at the discretion of the City's Transportation Engineer. A site plan depicting driveway spacing along Davis Drive was not provided by the applicant.

VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting a variance. The ordinance specifically states..."a variance may be granted

in whole or in part, or with conditions, in such individual case of unnecessary hardship upon a finding that”:

(1) There are extraordinary and exceptional conditions pertaining to the piece of property in question because of its size, shape or topography; or

Response: Bisecting the property with the proposed road requires additional setbacks along the new roadway with 3 frontages for the created corner lots. Additionally, surrounding properties have not been constructed with maximum building setbacks.

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

Response: The requested variances and exception are requested due to the adoption of the North Point Overlay which requires the same standards along the new roadway as developments along North Point Parkway. The applicant states that the variances would allow the property to be developed in a similar manner to surrounding properties. Many of the North Point Overlay requirements were enacted to create a walkable pedestrian friendly development for future mixed-use development as well as existing residential. However, since most of the development surrounding this property is office, entertainment and restaurant it is doubtful future development would include a residential component. Staff cannot determine if a variance request to allow parking between Davis Drive and the primary building is supported by a hardship since the applicant did not provide a site plan. Staff cannot support the request to allow parking between the roadway and building without knowing the use and reviewing the entire site plan.

(3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or

Response: The subject property is impacted by the Davis Drive extension, which requires approximately 1.7 acres for right-of-way and will bisect the property into a north and south parcel. Additionally, the requests would allow the development of the parcel similar to surrounding parcel patterns. Properties to the north of the site within Sanctuary Park were approved for height variances restricted to office with a maximum of 10 stories. However, most of Sanctuary Park is developed with 6 stories which is recommended for this parcel.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

Response: Approval of the requested variances and exception should not cause substantial detriment to the public good.

CONCURRENCES

City Staff has reviewed the applicant's proposal and finds that it can generally support the requested variances and exception, except that Staff does not support the request to allow two (2) rows of parking and a drive aisle between the primary building and Davis Drive. A site plan with proposed uses and would be needed to review the hardship. While there are not unique conditions pertaining to the property due to its physical characteristics, the property will be impacted by the Davis Drive extension. The roadway project will require approximately 1.7 acres

of land for right-of-way and will bisect the property into a north and south parcel. If approved, conditions are recommended limiting Light Industrial (LI) permitted uses on the property and requiring Staff and Design Review Board (DRB) approval. Sanctuary Park was approved for height variances in 2000 to allow up to 6 stories of office and in 2010 to allow up to 10 stories for office. The 10-story allowance reverted in 2015. The 2008 North Point LCI addressed the area as a commercial center recommending heights between 4 and 6 stories.

CITIZEN PARTICIPATION PLAN

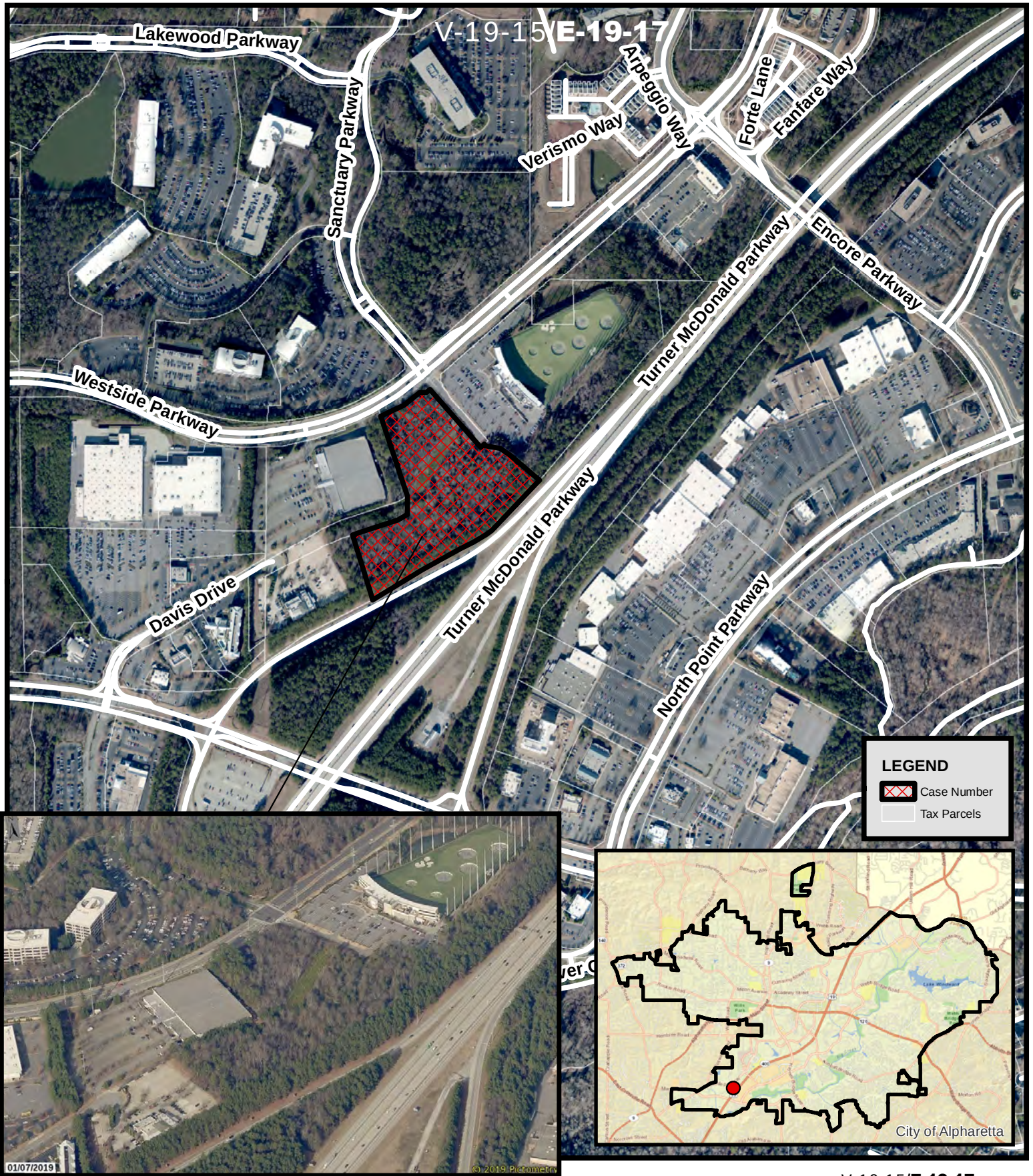
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on September 11, 2019. There was one (1) public comment on the sign-in sheet with a concern over driveway access to Ray's Steakhouse.

IV. ATTACHMENTS:

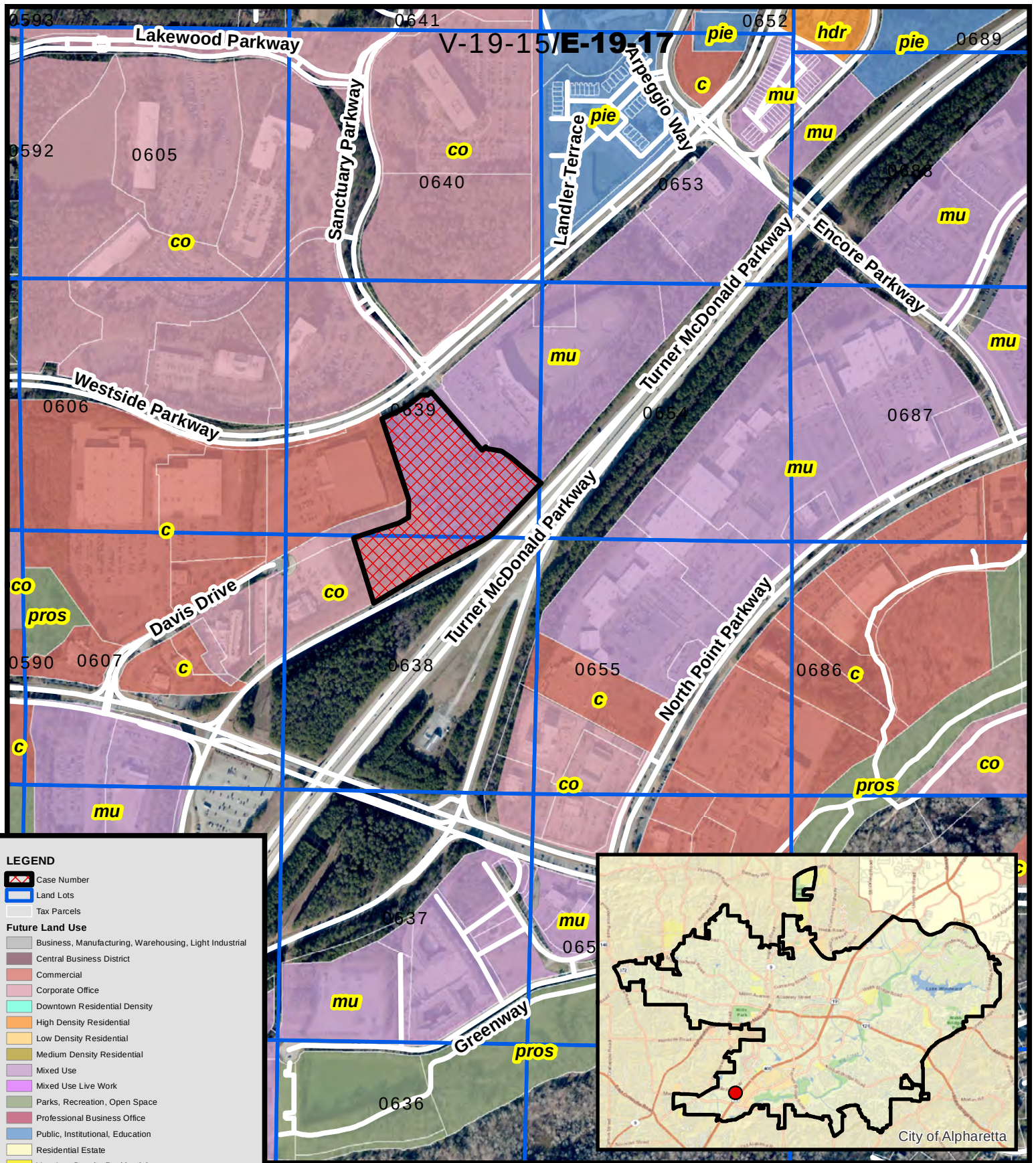
- Davis Drive Plan



Aerial Map
Swilley
Davis Drive Extension

V-19-15/E-19-17
D/LL: 1/2/638, 639
CC: 11/11/19

Location Map Provided by:
Community Development - GIS



LEGEND

- Case Number
- Land Lots
- Tax Parcels

Future Land Use

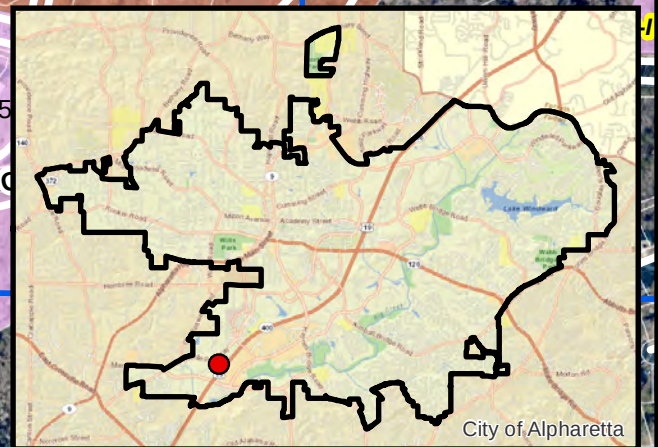
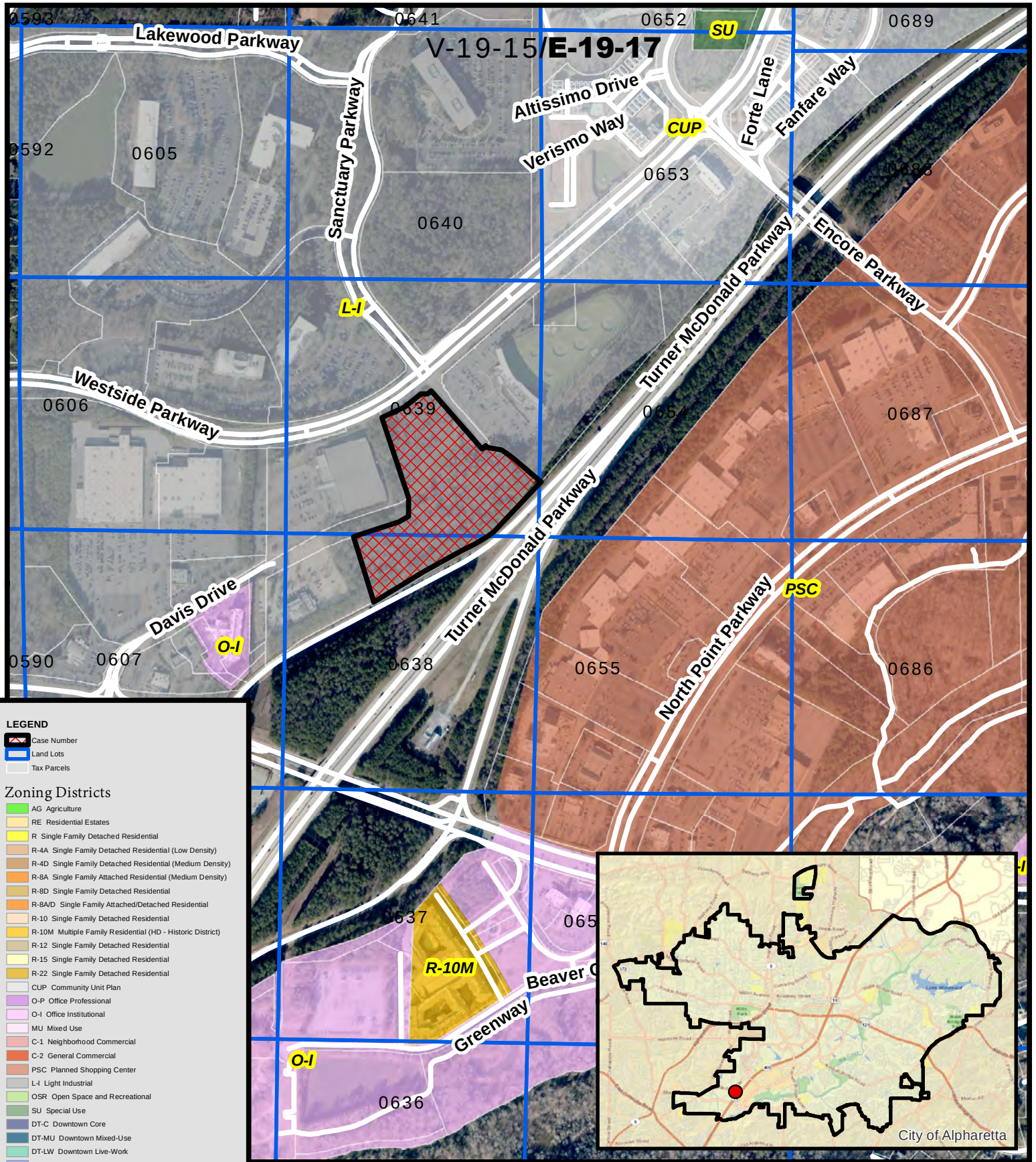
- Business, Manufacturing, Warehousing, Light Industrial
- Central Business District
- Commercial
- Corporate Office
- Downtown Residential Density
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Mixed Use Live Work
- Parks, Recreation, Open Space
- Professional Business Office
- Public, Institutional, Education
- Residential Estate
- Very Low Density Residential



Future Land Use Swilley Davis Drive Extension

V-19-15/E-19-17
D/LL: 1/2/638, 639
CC: 11/11/19

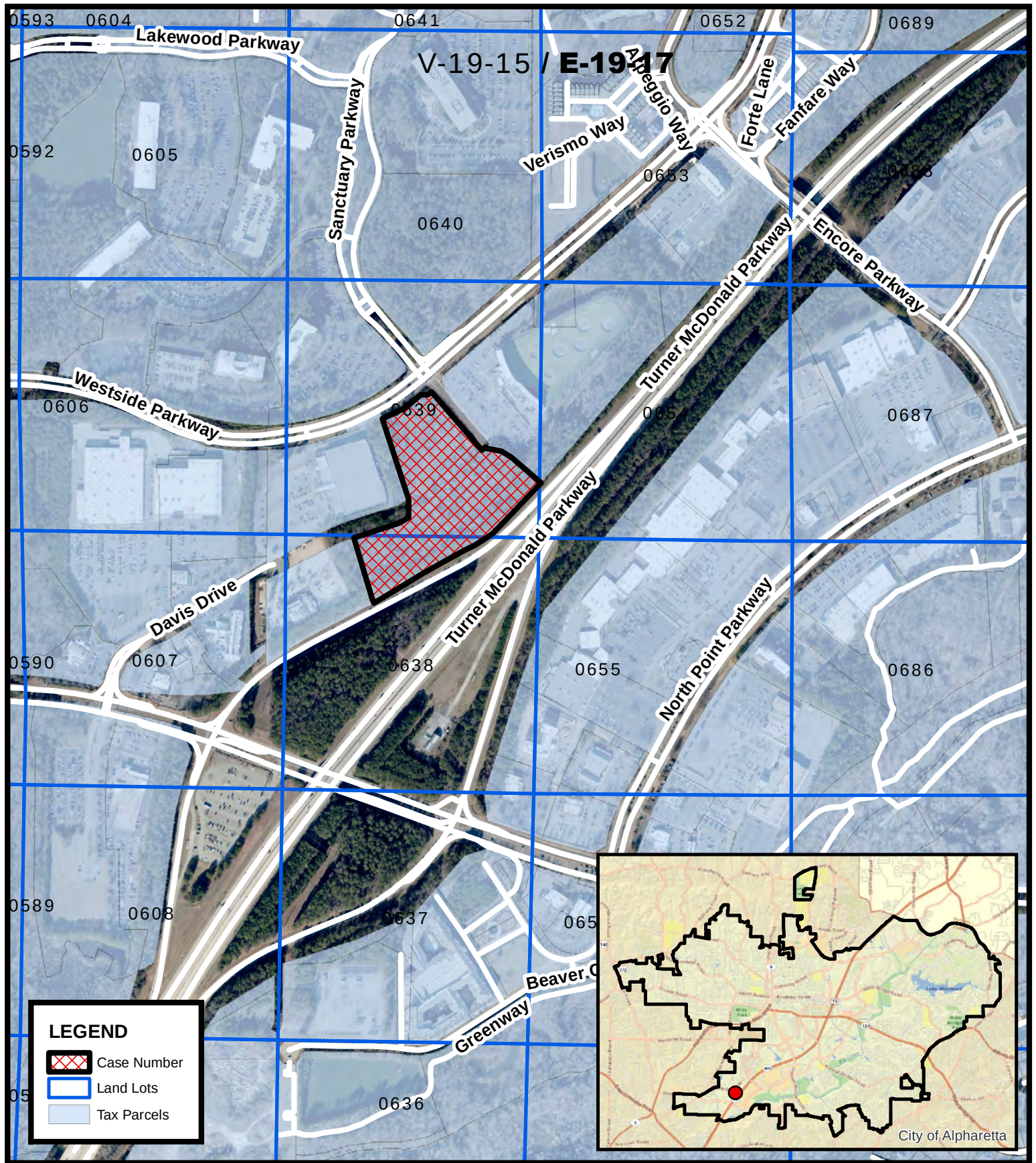
Location Map Provided by:
Community Development - GIS



Zoning Map Swilley Davis Drive Extension

V-19-15/E-19-17
D/LL: 1/2/638, 639
CC: 11/11/19

Location Map Provided by:
Community Development - GIS



LEGEND

-  Case Number
-  Land Lots
-  Tax Parcels



Location Map
Swilley
Davis Drive Extension

V-19-15/E-19-17
D/LL: 1/2/638, 639
CC: 11/11/19

Location Map Provided by:
Community Development - GIS

Exhibit C

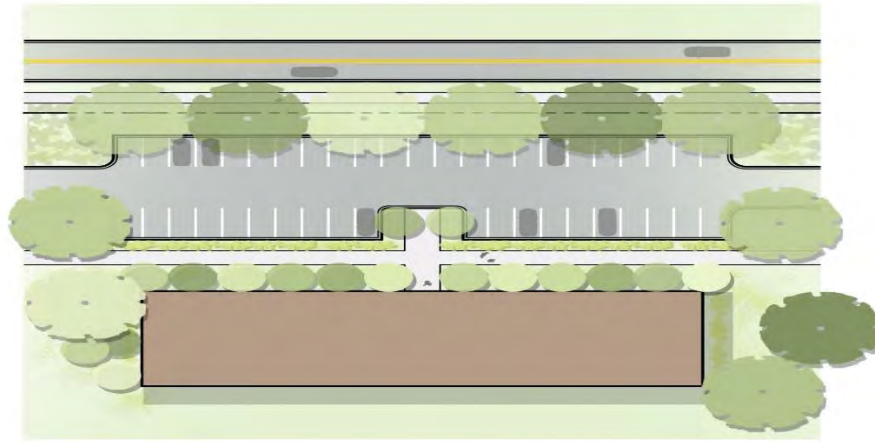
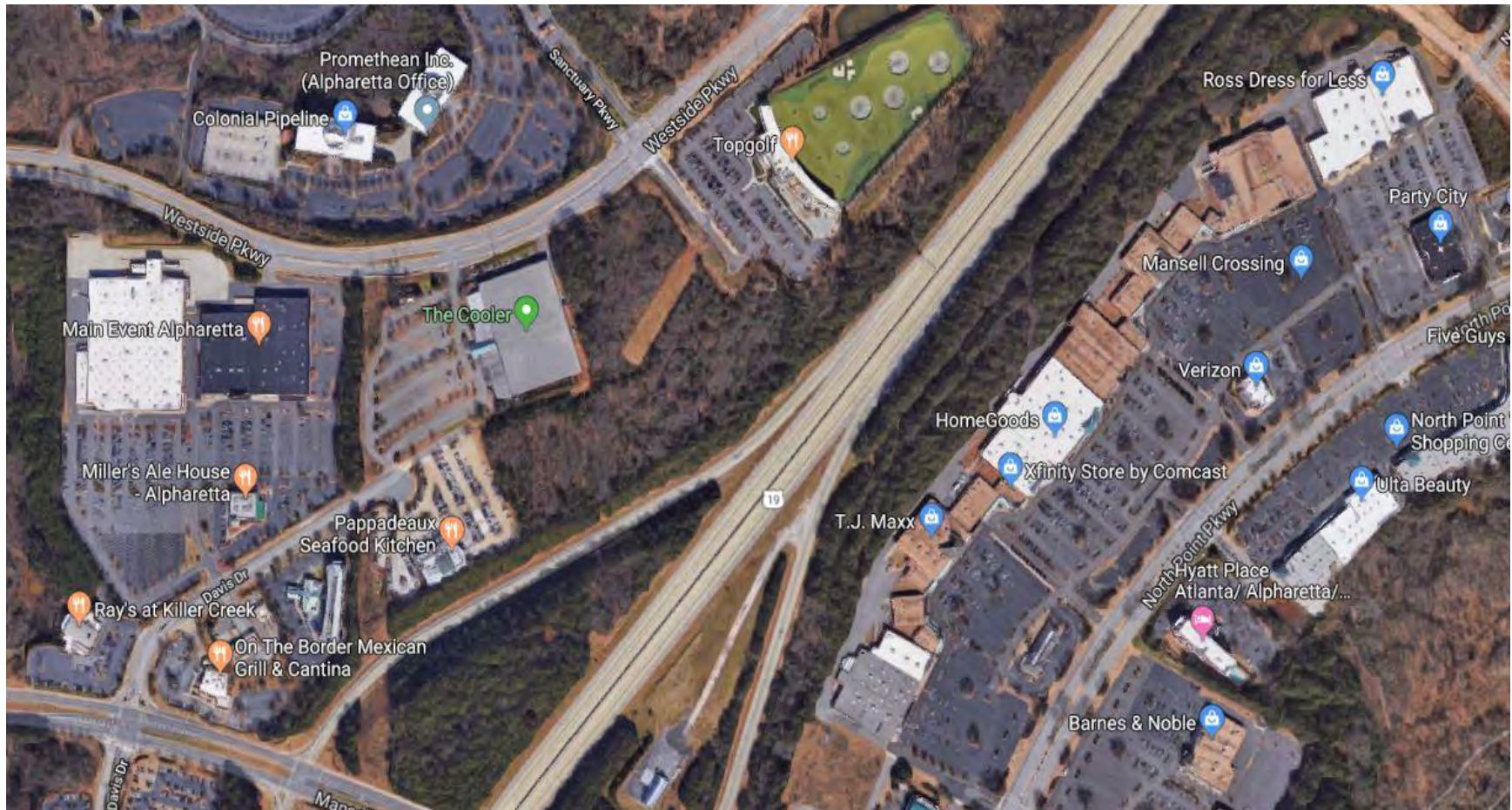


Exhibit D



Please Sign-In If you wish to Speak on Public Hearing Item

Swilley/Davis Dr. Variance and Exception

9.11.19

[illegible]

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Davis Drive Extension

Contact Name: Grover C. Swilley

Telephone: 404-569-5907

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

No comments or concerns have been received, via phone or in writing.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- | | |
|--|---|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☐ Group Meeting |
| ☐ Email | ☐ Other (Please Specify) _____ |

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Burl Martin

Date: 10/25/19

Print Form



PUBLIC HEARING APPLICATION FORMS AND REQUIREMENTS

UPDATED: March 26, 2019

VARIANCE REQUESTS FOR:

DAVIS DRIVE EXTENSION

PARCEL ID: 12-249009070-310
OWNER: ROCK MILL 400 LLLP

DEPARTMENT OF COMMUNITY DEVELOPMENT

2 PARK PLAZA
ALPHARETTA, GA 30009
WWW.ALPHARETTA.GA.US

TEL: 678.297.6070
FAX: 678.297.6071

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT

2 PARK PLAZA

ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Grover C. Swilley Telephone: 404-569-5907

Address: P.O. Box 88662 Suite: _____

City: Dunwoody State: GA Zip: 30356 Fax: _____

Mobile Tel: _____ Email: grover.swilley@gmail.com

Subject Property Information:

Address: 0 Davis Drive Current Zoning: N/A

District: 1ST Section: _____ Land Lot: 607, 638 & 639 Parcel ID: 12 249006070310

Proposed Zoning: _____ Current Use: Vacant Commercial Land

This Application For (Check All That Apply):

- | | | |
|---|---|------------------------------------|
| ☐ Conditional Use | ☐ Master Plan Amendment | ☐ Exception |
| ☐ Rezoning | ☐ Master Plan Review | |
| ☒ Variance | ☐ Public Hearing | |
| ☐ Comprehensive Plan Amendment | ☐ Other (Specify): _____ | |

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

The property is currently undeveloped and will remain available for any use allowed by the current zoning (L-I) and the North Point Overlay. However, the probable use is anticipated to be office with supporting commercial/retail.

Applicant's Request (Please itemize the proposal):

1. Waive the maximum setback requirements along Davis Drive and Westside Parkway;
2. Allow up to two rows of parking and one driveway between Davis Drive and the principal building;
3. Exclude parking decks from the maximum building coverage calculations;
4. Increase Maximum Building Height from 20 feet/two stories along Westside Parkway and 35 feet along Davis Drive, to 85 feet for office buildings and parking deck (with Design Review Board approval of building exteriors); and
5. Allow the reduction or removal of the curb cut separation requirements along Davis Drive as part of the land development process, at the discretion of the City Transportation Engineer.

Applicant's Intent *(Please describe what the proposal would facilitate).*

The Davis Drive extension proposes to create a connection between Mansell Road and Westside Parkway, increasing the connectivity of the North Point area per Sec. 2.10.1.B of the Overlay District. The requested variances would help alleviate the hardship of the Davis Drive extension which would bisect the subject property and increase the amount of roadway frontage resulting in the addition of setbacks, easements, and other restrictions.

The variances would also allow future development of the subject property to maintain consistency with existing development in the area. Allowing an increase in the building heights and parking decks above the current maximum of 35 feet is consistent with nearby office buildings. Exclusion of the parking decks from the maximum building coverage calculations would allow for higher density parking and therefore reduce the need for surface parking, which supports policies included in Sec. 2.10.1.B (General Purpose) of the North Point Overlay. Further, as seen in Exhibit C (attached), parking in front of principal buildings is required to be well screened from the road right of way by the landscape strip requirements included in Sec. 3.2.8 D of the Unified Development Code.

The size of the subject property and the available right of way prohibits future development from meeting the curb cut separation requirements along Davis Drive.

Finally, granting of the requested variances would avoid the relocation of a significantly deep existing sewer line on the portion of the property north of the proposed Davis Drive extension.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Grover C. Swilley

Telephone: 404-569-5907

Address: P. O. Box 88662

Suite: _____

City: Buford

State: GA

Zip: 30518

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

☐ Annexation

☐ Special Use

☐ Rezoning

☐ Conditional Use

☒ Variance

☐ Master Plan

☐ Land Use Application

☐ Other

Identify Authorized Applicant:

Name of Authorized Applicant: Grover C. Swilley

Telephone: 404-569-5907

Address: P. O. Box 88662

Suite: _____

City: Buford

State: GA

Zip: 30518

So Sworn and Attested:

Owner Signature: _____

Date: 7/31/19

Notary:

Notary Signature: _____

Date: 7/31/19



DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: **Grover C. Swilley**

Subject Public Hearing Case: _____

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of \$250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____



Date: _____

7/31/19

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

These variances, in general, would ensure that future development and construction on the subject property may be compatible with surrounding development, constructed prior to the adoption of the North Point Overlay.

How will this proposal affect the use and value of the surrounding properties?

These variances do not change the use or value of the surrounding properties.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

N/A - we are not requesting a rezoning of the property.

What would be the increase to population and traffic if the proposal were approved?

None - no change in zoning or allowable uses per the existing L-1 zoning or the North Point Overlay is proposed.

What would be the impact to schools and utilities if the proposal were approved?

None - no change in zoning or allowable uses is proposed. The predominant use of future development will likely be predominantly office, so there be no impact on schools. No change in utilities or utility construction requirements is proposed.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

Per the City of Alpharetta 2035 Comprehensive Plan, this property is within the North Point Activity Center. The property is intended to provide moderate to high-density properties with 1-10 story buildings, with vehicular access from a variety of locations and moderate to shallow setbacks. This proposal maintains this character by ensuring the property remains a viable location for a variety of uses.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The construction of the Davis Drive extension and the existing sewer line on the northern portion of the property will affect the development of the property and make it difficult to meet several of the zoning and overlay district requirements. The site layout and design of surrounding, existing developments support the requested variances.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

The construction of the Davis Drive extension will bisect the property and affect the site layout as well as buildable area. Specifically, the new portion of Davis Drive would create a situation where there are three road frontages on the northern portion of the property. There is also a sewer line across property north of the Davis Drive extension that limits development to primarily surface parking (two rows with an access driveway is requested). The northern portion of the property along Westside Parkway is on a slope that will create additional challenges for any future development and construction on the site, but will also provide grade separation which will minimize the view of future building and/or parking deck development.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

The zoning code standards, as they currently are defined, would create a development that is inconsistent with the surrounding built environment. Specifically, other developments have significant parking areas between the building and street (see attached Exhibit D), and in many cases, structures are taller than 2-4 stories. If the requested variances are granted, they would help create a more uniform area of development and also reduce the amount of surface parking on the property.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

The roadway being constructed would become City right-of-way and would generate a significant amount of additional roadway frontage than currently exists on the property. In addition, the area that remains is roughly half the depth of the existing lot, and therefore will not accommodate larger office complexes or other types of development that have shown interest in the property, either at the present time or historically. The existing sewer line to the north of the Davis Drive extension also creates a challenge to development. A small (two row with an access drive) surface parking area in front of a principal, future building on the site is being requested, and would result in a smaller parking area than what exists on surrounding sites.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

The zoning of this area is grouped in with the North Point Mall area. However, the mall and associated commercial development is physically separated from the subject property by GA 400. The North Point Overlay requirements are not consistent with the existing developments within the immediate area. The requested variances would allow this proposed development to be constructed in a manner consistent with the adjacent developments, while also conforming to the intent of the district by being built closer to the road and minimizing surface parking in front of the buildings. Therefore, it will create no negative impacts to this area.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

SIGN VARIANCE REVIEW CRITERIA

Are there exceptional conditions pertaining to the property where the sign is to be located as a result of the property size, shape, or topography which are not applicable to other lands or structures in the area? If "yes," please explain.

☐ Yes

☐ No

Would the applicant be deprived of rights that are commonly enjoyed by others similarly situated? If "yes," please explain.

☐ Yes

☐ No

Would granting the variance confer on the applicant any significant privileges which are denied to others similarly situated? If "yes," please explain.

☐ Yes

☐ No

Are the exceptional circumstances the result of actions of the applicant or the applicant's representatives? If "yes," please explain.

☐ Yes

☐ No

Is the requested variance the minimum necessary to allow the applicant to enjoy rights commonly enjoyed by others similarly situated? If "no," please explain.

☐ Yes

☐ No

Would granting of the variance violate more than one standard of the Unified Development Code? If "yes," please explain.

☐ Yes

☐ No

Would granting the variance result in allowing a sign that interferes with road or highway visibility or obstruct or otherwise interfere with the safe and orderly movement of traffic? On a separate sheet or sheets, please defend your response.

☐ Yes

☐ No

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Davis Drive Extension

Contact Name: Grover C. Swilley Telephone: 404-569-5907

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

Alpharetta Family Skate Center 10800 Davis Drive, Alpharetta, GA 30004

Pappas Restaurants Inc 3520 Piedmont Rd, NE, Ste 410, Atlanta, Ga 30305

30 West Pershing LLC 3520 Piedmont Rd, NE, Ste 410, Atlanta, Ga 30305

Sanctuary Acquisitions West LLC 2929 Arch St., Floor 28th, Philadelphia, PA 19104-2868

Sanctuary Acquisitions East LLC 2929 Arch St., Floor 28th, Philadelphia, PA 19104-2868

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*



Letter



Personal Visits



Telephone



Group Meeting



Email



Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Davis Drive Extension

Contact Name: Grover C. Swilley

Telephone: 404-569-5907

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*



Letter



Personal Visits



Telephone



Group Meeting



Email



Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: _____

Date: _____

Print Form



3500 Parkway Lane, Suite 500
Peachtree Corners, Georgia 30092

T: 678.336.7740 | F: 678.336.7744
www.pondco.com

August 1, 2019

To Whom it may concern;

This Letter of Intent is in support of the variance requests for City of Alpharetta parcel 12-249006070-310 owned by Rock Mill 400 LLLP. Several variances are requested in conjunction with the construction of the Davis Drive extension. The 'project' for the purpose of these requests is limited to the construction plans of Davis Drive (in process by AECOM). The construction of this roadway will divide the single parcel into two separate halves, and transfer ownership of the proposed right-of-way to the City of Alpharetta. The variances as proposed are presented in an effort to maintain the sellability, and therefor property value, of the remaining parcels.

At the time of this letter, the primary interest for this property is for Office Buildings, however no site plan has been proposed.

The variances may be summarized as follows:

Removal of maximum setbacks along Davis Drive and Westside Parkway. These setbacks are required as part of the North Point Overlay district, however, this area is separated from the primary walkable areas, and this requirement is inconsistent with any other adjacent parcels.

Allowing up to two rows of parking and one driveway parallel to Davis Drive between the primary building and Davis Drive. This allowance would provide accessible parking and priority parking to the frontage of the future buildings, while ensuring that the majority of any required parking will remain to the side/rear of the primary structure in accordance with the intent of the overlay district.

Confirmation that the construction of a parking deck would not count toward the maximum building coverage. Parking decks are categorized currently as accessory structures.

Allowing, for office building or parking deck usages, an increase in the maximum building height to 85 feet. This height is comparable to other buildings in the area with similar uses. Any building subject to this requirement would still require architectural elevations to be approved by the DRB.

Allow reductions or removal of the curb-cut requirements along Davis Drive to be authorized at the discretion of the Transportation Engineer during the land development review process. This allowance would ensure that the both parcels, as shown on the plan, would be able to maintain at least two entrances.

Thank You for your time,



Jason Bach, P.E., LEED AP

Project Manager
Civil – Site Development Group



Pond | 3500 Parkway Lane | Suite 500
Peachtree Corners, Georgia 30092
mobile 678.631.9522 | main 678.336.7740 | fax 678.336.7744
bachj@pondco.com
www.pondco.com

EXHIBIT B

ROCK MILL LEGAL DESCRIPTION

All that tract or parcel of land located in Fulton County, Georgia and being all of the property conveyed to Rock Mill-400, LP. by a Quit Claim Deed from Resolution Trust Corporation dated February 5, 1992 recorded in Deed Book 14979, page 301 in the Office of the Clerk of the Superior Court of Fulton County, Georgia.

LESS AND EXCEPT:

1. The property being conveyed to 30 West Pershing, LLC;
2. Property previously dedicated for right of way of Davis Drive and Westside Parkway;
3. Property conveyed to American Family Skate Centers, LLC by deed, recorded at Deed Book 22486, page 138, aforesaid clerk's office; and
4. Property conveyed to Pappas Restaurants, Inc., by deed recorded at Deed Book 27512, page 281, aforesaid clerk's office.

The deeds referred to above by recording information are incorporated herein by reference.



City Council Meeting STAFF REPORT

Submitting Department: Public Works

Submitted By: Geoffrey Sarra

Sponsored By: N/A

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: DESIGN SERVICES CHANGE ORDERS FOR ACADEMY STREET AND WEBB BRIDGE ROAD TSPLOST IMPROVEMENTS

II. RECOMMENDATION:

Please approve Pond & Company's proposal for Change Order #1 to Purchase Order 19000582 for design revisions to the Academy Street Improvements in the amount of \$47,400.00; Pond & Company's proposal for Change Order #1 to Purchase Order 19000583 for design revisions to the Webb Bridge Road Improvements in the amount of \$155,942.96; and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT.
BUDGET: NO

TOTAL PROJECT COST: \$47,400 (ACADEMY STREET) /
\$155,942.96 (WEBB BRIDGE ROAD) / \$203,341.96 (TOTAL)

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Academy St Improve (33541100-541410-C1932)	\$47,400.00
Webb Bridge Rd Improvements (33541100-541410-C1933)	\$155,941.96
33541100-541410 (Non-Allocated; TSPLOST Fund)	(\$203,341.96)

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	\$0.00
N/A	\$0.00
N/A	\$0.00

IV. REPORT IN BRIEF:

On May 6, 2019, City Council approved Pond & Company's proposals for the design of improvements to Academy Street from Loxford Lane to Fire Station 81 and improvements to Webb Bridge Road from the Big Creek Greenway to Webb Bridge Way. Both proposals were approved as part of the City's On-Call Engineering services contract.

Academy Street from Loxford Lane to Fire Station 81 (PO 19000582)

Change Order #1 for the Academy Street improvements incorporates two tasks. First, pedestrian lighting will be added to the 2' grass strip along the north side of Academy Street from the driveway of Alpharetta Presbyterian to Fire Station 81. Lights will be placed at approximately 80' intervals to match the spacing along the frontage of East of Main.

Second, the previously approved typical section between Loxford Lane and Wedgewood Drive will be modified. In order to minimize impacts to private property and flood plain, it had become necessary to eliminate the 2' grass strip in some areas and utilize header curb in lieu of curb and gutter in others. By reducing the bicycle accommodations in both directions of travel from a 4' bike lane to a 3' striped shoulder, it becomes possible to shift the northern curb line to the south and maintain the 2' grass strip and use of curb and gutter between the driveway of Alpharetta Presbyterian and Wedgewood Lane. Additionally, these

modifications will lessen the amount of construction easements and right of way needed to construct the project.

The scope of Change Order #1 will require: These proposed modifications will require the revision of the curb line for approximately 3,450 linear feet of the project. Adjusting the curb line will then require:

- Revision of approximately 3,450 linear feet of curb line
- Revision of grading, retaining walls, driveway profiles, and cross-sections.
- Revision of storm drain locations and associated profiles
- Revision of signing and marking plans
- Revision of utility plans
- Revision of erosion control plans
- Revision of right of way plans
- Creation of lighting/electrical plans.

If approved, Change Order #1 will increase Purchase Order 19000582 by \$47,400.00 (23.3%) from \$203,175.00 to \$250,575.00.

Webb Bridge Road from the Big Creek Greenway to Webb Bridge Way (PO 19000583)

On October 15th, the City hosted an open house meeting for residents along the Webb Bridge Corridor to view the plans under development and receive feedback. Two of the more common points mentioned to staff were the continuation of the multi-use trail from the proposed roundabout to Webb Bridge Park and continuation of wider sidewalks and bicycle accommodations from the proposed roundabout to the improvements recently constructed by Johns Creek at the Kimball Bridge Road intersection. Staff has also received feedback requesting enhancement of the pedestrian crossings at both Creekview Elementary School and Webb Bridge Middle School. Change Order #1 includes six tasks:

- Task 1 will expand the design scope to include continuation of the 10' wide multi-use trail from the proposed roundabout at Webb Bridge Way along the north side of Webb Bridge Road to the entrance of Webb Bridge Park and tie to the multi-use trail constructed by Johns Creek which currently ends in the cul-de-sac. This will include continuation of the proposed tree wells and pedestrian lighting along the multi-use trail. No roadway widening is proposed along this stretch. The cost for Task 1 is \$85,475.00.
- Task 2 will expand the design scope to include the extension of wide sidewalks and bike accommodations from the proposed roundabout to the improvements extending north from Kimball Bridge Road recently constructed by Johns Creek. This will include continuation of the proposed tree wells and pedestrian lighting as room permits. No roadway widening is proposed along this stretch. The cost for Task 2 is \$43,935.00.
- Task 3 is for the preparation of additional exhibits and revision of the existing exhibits for a future public meeting reflecting the design changes in Tasks 1 and 2 above. The cost for Task 3 is \$8,430.00.
- Task 4 is for the design of enhanced pedestrian crossings at the three signalized intersections at the school entrances. Enhancements will include the installation of in-pavement LED lights similar to what has been approved for the Alpha Loop crossing on Haynes Bridge Road. The cost for Task 4 is \$4,000.00.
- Task 5 is for survey updates. The original survey of the corridor was performed prior to the construction of the Shirley Estates subdivision. This task will collect current survey data in this area to reflect as-built roadway, storm drainage and shoulder improvements constructed as part of the subdivision. The cost for Task 5 is \$5,500.00.
- Task 6 is for the preparation of the conceptual exhibits utilized in the public meetings. The preparation of these exhibits was not included in the original design scope. The cost for Task 6 is \$8,602.96.

If approved, Change Order #1 will increase Purchase Order 19000583 by \$155,942.96 (31.2%) from \$499,717.50 to \$648,660.46.

V. ALTERNATIVES:

None.

VI. ATTACHMENTS:

Pond Proposal - Academy Street CO 1



3500 Parkway Lane, Suite 500
Peachtree Corners, Georgia 30092

T: 678.336.7740 | F: 678.336.7744
www.pondco.com

October 29, 2019

Mr. Peter Sewczwicz, PE
Director of Public Works
City of Alpharetta
1790 Hembree Road
Alpharetta, GA 30009

Re: **Academy Bike & Ped Improvements Change Order – Additional Services
Professional Design Services Fee Proposal**

Pond & Company (Pond) is pleased to be assisting the city in the delivery of the Academy Street Bike & Ped Improvements. As we have progressed through the design process, we have received design change requests that differ from the original concept plans and the project kick-off meeting.

These design changes were not factored in the original contract and have been identified as additional scope. The City has also requested to include lighting plans for the entire length of the project.

The paragraphs below describe these additional professional services and fees.

PROJECT UNDERSTANDING:

Lighting plans have been requested to be included of the project. The lighting plans will not require photometric analysis. The locations of the light poles should be placed in intervals of 80' on center spacing. The electrical plans will be based on client-specified pole/fixture assemblies. We understand that the lighting appurtenances will be owned and maintained by the City of Alpharetta

A change in the typical section has been requested which varies from the original scope. The new typical section to be implemented would consist of a 3' bike lane, curb and gutter, 2' grass strip and 6' sidewalk. Curb and gutter will be maintained throughout the project, including the area of the floodplain. This typical section change would affect the existing plans from Loxford to Wedgewood.

PROFESSIONAL SERVICES:

The work will consist of changing the original design. Pond will provide all labor, materials and equipment necessary to assist the City of Alpharetta Public Works in completing the tasks as described herein.

Scope of Work

Phase 1:

Task 1A. Lighting Plans – Lighting Plans will be prepared to include the above-mentioned details. The following additional tasks have been identified.

- Conduit routing plans will be prepared. It is estimated that several (likely four) service points and eight lighting circuits will be necessary.
- Utility coordination will be performed to determine service point locations.
- Voltage drop calculations will be performed to confirm appropriate service point quantities and locations, number of lights to be connected to each circuit, and required wire size to limit voltage drop to 5% of service point voltage rating.
- Electrical plans will include a light pole foundation detail and information necessary for proper electrical distribution and lighting controls.

Task 1B. Typical Section Change - The design will be revised to implement the above-mentioned typical section changes. It has been identified that the following the design tasks will be necessary to implement the changes. Plan view revisions to location of sidewalk, cross section updates, walls, drainage, typical sections, construction plan, additional utility coordination, update right-of-way plans, and signing and marking plans.

Deliverables of Phase 1

- Resubmittal of Preliminary plans
- Resubmittal of ROW Plans
- Lighting plans will be incorporated to the resubmittal of the preliminary plans, 90% Plans and Bid Plans.

We expected to receive 1 set of compiled comments for each submittal.

ASSUMPTIONS

Services or tasks not specifically outlined above are excluded.

PROFESSIONAL FEES:

Pond proposes to accomplish this change order for a proposed total fee of \$47,400.00.

If this fee and scope is acceptable, Pond & Company is available to begin work immediately in issuance of a work order under our current On-call Engineering Services agreement (Contract 16-1009A) and purchase order (PO-19000582-00). If you would like us to discuss or modify the scope please contact us. If you need any additional information, please feel free to contact me at (678)336-7740.

Sincerely,

POND & COMPANY



Richard Fangmann, PE, PTOE
Vice-President

Cc: Arwin Lopez, P.E.

Attachments: Figure 1: Schedule of Fees

City of Alparetta

Academy St from Loxford Lane to Woodland Lane
Change Order - Additional Services
Project Length 0.93 miles

SUMMARY BY Segment

COST AMOUNT OF CONTRACT PROPOSAL

10/29/2019

	PHASE AMOUNTS
Phase 1 - Additional Services	\$ 47,400.00
TOTAL DESIGN COST FOR ALL SEGMENTS	\$47,400.00

City of Alparetta

Phase 1 summary

PROJECT: Academy St from Loxford Lane to Woodland Lane

Phase 1 - Additional Services

PERSONNEL	EST. HOURS	RATE/HR.	COST \$	TOTALS
PRINCIPAL	0	\$ 200.00	\$ -	
PROGRAM MANAGER	0	\$ 180.00	\$ -	
PROJECT MANAGER	44	\$ 160.00	\$ 7,040.00	
SENIOR ENGINEER	132	\$ 130.00	\$ 17,160.00	
ENGINEER	232	\$ 100.00	\$ 23,200.00	
SENIOR LANDSCAPE ARCHITECT	0	\$ 110.00	\$ -	
LANDSCAPE ARCHITECT	0	\$ 90.00	\$ -	
TECHNICIAN/DRAFTER	0	\$ 80.00	\$ -	
ADMINISTRATIVE ASSISTANT	0	\$ 60.00	\$ -	
GIS ANALYST	0	\$ 85.00	\$ -	
SENIOR REGULATORY SCIENTIST	0	\$ 155.00	\$ -	
PROJECT SCIENTIST 1	0	\$ 110.00	\$ -	
SCIENTIST 2	0	\$ 95.00	\$ -	
SCIENTIST 1	0	\$ 75.00	\$ -	
TOTAL DIRECT LABOR		408 Manhours	\$	47,400.00
DIRECT COSTS (SPECIFY):				
ITEM	UNIT COST	QUANTITY	TOTALS	
Mileage (30 miles roundtrip to proj. site)	\$ 0.55		\$ -	
REPRODUCTION	\$ 150.00		\$ -	
MAIL & DELIVERY	\$ 50.00		\$ -	
TRAVEL	\$ -		\$ -	
			\$ -	
Direct Cost Total			\$	-
SUBCONSULTANTS (LIST):				
SUB CONSULTANT			TOTALS	
			\$ -	
			\$ -	
			\$ -	
Subconsultant Sub Total			\$	-
COST AMOUNT FOR PHASE			\$	47,400.00

City of Alparetta

Phase 1 detail

PROJECT: Academy St from Loxford Lane to Woodland Lane

Phase 1 - Additional Services

TASKS	Assumptions	No. of SHT	PRINCIPAL	PROGRAM MANAGER	PROJECT MANAGER	SENIOR ENGINEER	ENGINEER	SENIOR LANDSCAPE ARCHITECT	LANDSCAPE ARCHITECT	TOTAL	% OF TOTAL
1.A Lighting Plans											
Electrical Circuit Calculation	Voltage Drop Calculations, Determine number of required circuits					12	8			20	4.9%
Utility Coordination	Coordinate with power company to determine service point locations					3	6			9	2.2%
Electrical Circuit Design	Layout electrical circuit					8	16			24	5.9%
QA/QC					4	6				10	2.5%
Quantity takeoff						2	4			6	1.5%
1.B Typical Section Change											
	Plan View Update					4	16			20	4.9%
	Cross Section Update					8	24			32	7.8%
	Update Typical Sections					2	6			8	2.0%
	Additional Utility coordination					1	4			5	1.2%
	Drainage Update (plan view, drainage profiles, & cross sections)					12	16			28	6.9%
	Re-evaluate location of walls					4	8			12	2.9%
	Coordination				6					6	1.5%
	Update ROW Plans accordingly					6	16			22	5.4%
	Update Signing and marking plans					2	8			10	2.5%
Deliverables											
Resubmit of Prelim. Plans	(QA/QC, Submittal, Reponse to comments				16	28	40			84	20.6%
Resubmit of ROW Plans	(QA/QC, Submittal prep, Reponse to comments				10	18	20			48	11.8%
Lighting Plans and Details	(QA/QC, Submittal prep, Reponse to comments				8	16	40			64	15.7%
TOTALS			0	0	44	132	232	0	0	408	100.0%



City Council Meeting STAFF REPORT

Submitting Department: Public Works

Submitted By: Geoffrey Sarra

Sponsored By: N/A

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: MORRISON PARKWAY SIDEWALK IMPROVEMENTS, ITB 20-005

II. RECOMMENDATION:

Please award ITB 20-005 to A1 Contracting LLC in the amount of \$1,005,000.00 for the Morrison Parkway Sidewalk Improvements; allocate funds in the amount of \$30,000.00 for utility relocations; and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: \$1,035,000.00

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>
Morrison Parkway Sidewalk (31741100-541420-C1925)	\$647,788.76
Sidewalk Improvements (Non-Allocated) (31741100-541420-C1512)	\$387,211.24

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>
N/A	\$0.00
N/A	\$0.00

IV. REPORT IN BRIEF:

The award of this bid is for the construction of approximately 3,300 linear feet of 8' wide sidewalk along the south side of Morrison Parkway from Hembree Road to Haynes Bridge Road. Included in the project scope is the installation of curb and gutter, installation of storm drainage, and construction of retaining walls.

The Department of Public Works prepared plans and specifications for the project and advertised for competitive bids during September and October, 2019. Bids for the project were received on October 24, 2019, and the City received a total of seven bids from the following:

- A1 Contracting LLC \$1,005,000.00
- Sol Construction LLC \$1,038,741.17
- Excellere Construction LLC \$1,228,800.00
- CMES, Inc. \$1,261,624.00
- Ohmshiv Construction LLC \$1,299,360.00
- Precision 2000, Inc. \$1,517,206.50
- Autaco Development \$1,659,129.00

The apparent low bidder, A1 Contracting LLC, is an experienced contractor which has worked on several projects with similar elements in Georgia for multiple governmental agencies including Gwinnett County and the City of Duluth. The contacted references stated that A1 Contracting LLC provided reliable work on time and within budget and would utilize their services again. Additionally, A1 Contracting LLC was awarded City's Fiscal Year 2019 Bond Sidewalks - Multiple Sidewalk Segments project which included construction of

sidewalks along Providence Road and Charlotte Road.

Staff met with representatives of A1 Contracting LLC to review the scope of work and the City's expectations. The representatives assured staff that they had visited the site and reviewed the plans and specifications. A1 Contracting LLC assured staff that they could complete the project for the submitted bid amount and within the allocated time frame. Thus, staff determined A1 Contracting LLC to be the lowest responsive and responsible bidder.

The construction of this sidewalk segment will necessitate the relocation of one utility pole and two light poles. Additionally, there are a number of underground utilities within the project limits. While efforts have been made to design around the underground utilities, it is not uncommon in this situation for unmarked utilities to be encountered or utility depths to vary. Costs for utility relocations will be paid by the City directly to the utility owner. The costs of these relocations are anticipated to be no more than \$30,000.00.

Once a contract with A1 Contracting LLC has been finalized and executed, construction may begin immediately. The anticipated completion date is no more than 150 days from notice to proceed.

V. ALTERNATIVES:

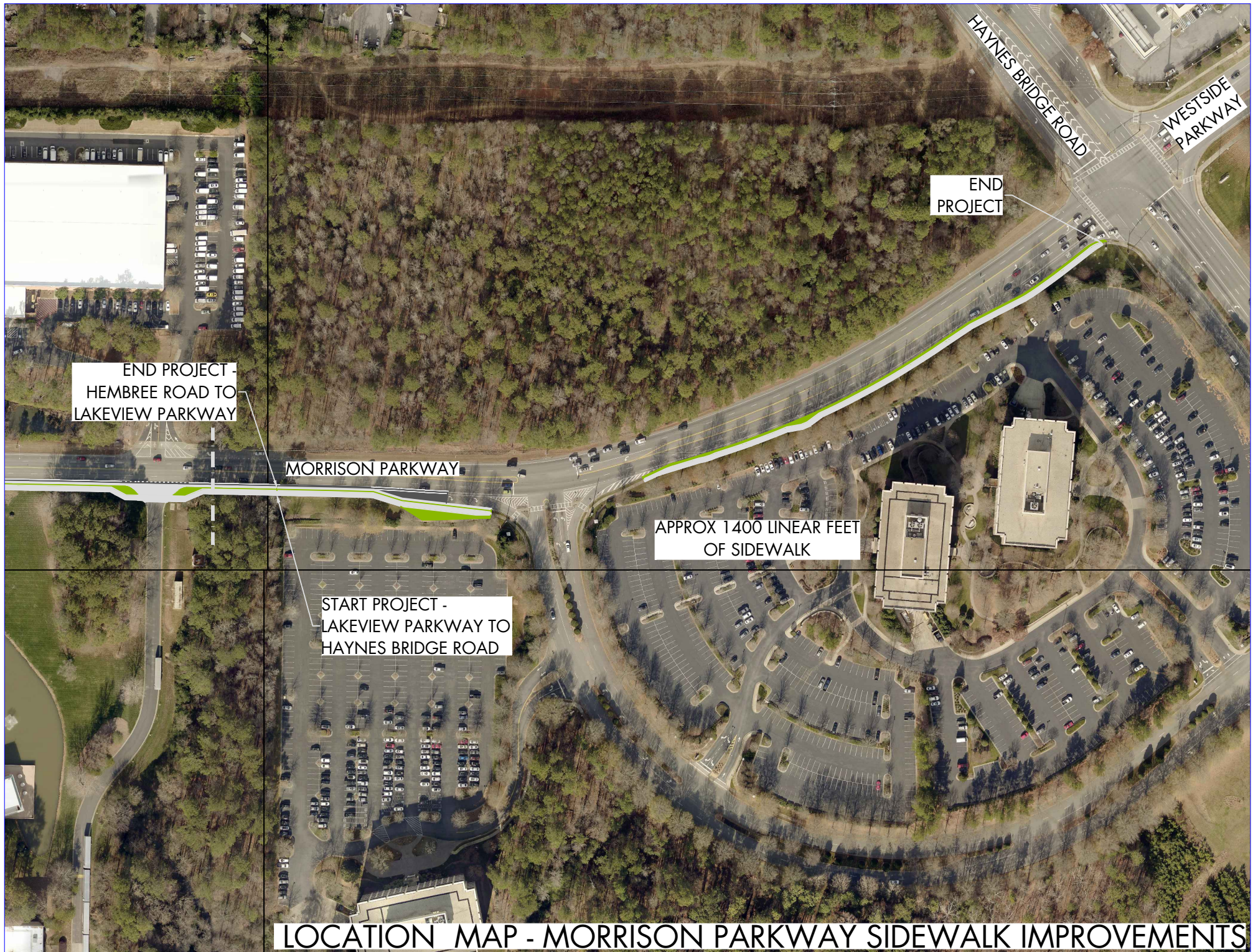
None

VI. ATTACHMENTS:

Morrison - Location Map



LOCATION MAP - MORRISON PARKWAY SIDEWALK IMPROVEMENTS



LOCATION MAP - MORRISON PARKWAY SIDEWALK IMPROVEMENTS



City Council Meeting STAFF REPORT

Submitting Department: Community Development

Submitted By:

Sponsored By:

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: NORTH POINT AREA AND ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY (RFP 20-107)

II. RECOMMENDATION:

Award RFP 20-107 to MKSK for the North Point Area and Alpha Loop Trail Connectivity Feasibility Study and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT.
BUDGET: NO

TOTAL PROJECT COST: \$150,000.00 (GRANT FUNDING OF
\$120,000 AND CITY MATCH OF \$30,000)

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>
ARC Livable Centers Initiative (LCI) Program Grant and Match (34074150-521200-C2017)	\$150,000.00

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>
ARC Livable Centers Initiative (LCI) Program Grant (34074150-334310-C2017)	\$120,000.00

IV. REPORT IN BRIEF:

The recent update to the North Point LCI identifies greenspace/trail connectivity as an area-wide initiative to enhance development and reinvestment into the North Point area through the creation of a system of connected multi-use trails and greenspaces. In accordance with this initiative, the Mayor and City Council authorized Staff to apply to the Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI) Program in March 2019 seeking grant funding for a North Point Area and Alpha Loop Trail Connectivity Feasibility Study. ARC awarded the City \$120,000 to complete the Feasibility Study, with the City committed to a 20% match in the amount of \$30,000 (total funding of \$150,000).

The Feasibility Study will develop a scoping concept plan for a multi-use path connecting the Alpha Loop to the Big Creek Greenway, North Point Mall, and across Haynes Bridge Road. The plan will include an alignment, typical section, environmental impacts, and cost estimates for constructing the multi-use path and crossing Haynes Bridge road to connect into another segment of the Alpha Loop.

To this end, Community Development staff, in conjunction with Finance staff, prepared RFP 20-107 and advertised in August/September 2019. Proposals were received on September 12, 2019 and consisted of 7 responses which were submitted to an Evaluation Committee for review and ranking. This Committee consisted of staff members from Community Development, Recreation, Parks and Cultural Services, Mayor and City Council.

Phase 1 evaluation consisted of the following criteria: Firm Experience and References (35%); Firm Organization and Staffing Qualifications (20%); Proposed Project Approach and Timeline (35%); and Firm

Capabilities (10%).

The Phase 1 evaluation scores were as follows (scale of “1” to “100” with “100” being the highest):

- 87 MKSK
- 85 Pond
- 77 AECOM
- 63 Greenberg Farrow
- 61 EHI Consultants
- 56 Prime Engineering Inc.
- 52 The Collaborative, Inc.

The top 3 firms were shortlisted for Interviews (Phase 2) which were held on October 23, 2019. Upon conclusion of this phase, the rankings were as follows (Phase 1 scores + max of “100” for Phase 2 Interviews):

- 172 MKSK
- 168 Pond
- 135 AECOM

All cost proposals were structured at the \$150,000 project budget.

Staff recommends awarding MKSK the North Point Area and Alpha Loop Trail Connectivity Feasibility Study (RFP 20-107) as the high-ranking firm.

V. ALTERNATIVES:

VI. ATTACHMENTS:

Scoring Summary (Phase 2), 1-Company Profile Overview MKSK INC, 1-Firms Experience with Similar Projects References MKSK INC, 1-Proposed Approach to Performing MKSK INC, 1-Proposed Organization Staffing MKSK INC, ARC Grant Agreement (Executed) Alpha Loop Greenway Feasibility Study

20-107 - NORTH POINT AREA AND ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY

Scoring Summary

	TOTAL ALL PHASES	P H A S E 1 S C O R I N G					PHASE 2 SCORING
	Total	Technical Proposal Total Scoring	Proposed Organization and Staffing for project. Qualifications of Proposed Staff	Firm's Experience/ References	Proposed Approach to Performing	Cover Letter, Business Organization Firm Capabilities	Presentation/ Interview
Supplier	/ 200 pts	/ 100 pts	/ 20 pts	/ 35 pts	/ 35 pts	/ 10 pts	/ 100 pts
MKSK	172	87	17.33	32.67	28	9	85
Pond	167.67	85.167	18	30.33	29.17	7.667	82.5
AECOM Technical Services, Inc.	134.83	77.337	16	29.17	24.5	7.667	57.5

NORTH POINT AREA & ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY

REQUEST FOR PROPOSAL: 20-107

SEPTEMBER 12, 2019



MKSK **TOOLE**
DESIGN

photo: alpharetta.ga.us

September 12, 2019

City of Alpharetta
Attn: Debora Westbrook, Procurement Agent
2 Park Plaza
Alpharetta, GA 30009
678.297.6052

Darren Meyer, PLA, ASLA, AICP
Principal-in-Charge
504 Rhett Street, Suite 204
Greenville, SC 29601

Request for Proposals: North Point Area and Alpha Loop Trail Connectivity Feasibility Study

Dear Ms. Westbrook and Members of the Selection Committee,

As the Alpha Loop continues to take shape in the heart of Alpharetta, it is poised to provide significant economic and community benefit to the City and region. This signature pedestrian and bicycle trail is already proving to be a catalyst for economic development, a signature quality-of-life amenity, and a step towards transportation equity – accommodating universal modes of transportation (walking and biking) while reducing reliance on the automobile. The value of this trail system is significant for internal trips within Alpharetta, i.e., linking Avalon with Downtown Alpharetta, but also has tremendous potential benefit for its ability to enhance regional connectivity. By providing links to existing regional trail systems such as the Big Creek Greenway, future trails such as Path400, and planned transit services (MARTA BRT), the Alpha Loop gives the Alpharetta community the opportunity to strengthen its connectivity and access to the wider metro area, which is critical for long-term economic stability.

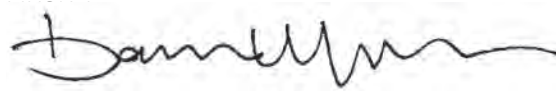
While the benefits of the Alpha Loop are significant, the challenges of routing a public trail system through a highly-developed area are complex. Trail planning, like all thoroughfare planning, involves a wide range of stakeholders, complex real estate strategies, transportation mode conflicts, environmental obstacles (and opportunities), and engineering challenges. The successful implementation of the Alpha Loop extension will require a highly creative approach to several unique conditions: the Haynes Bridge Road crossing, the routing along GDOT r/w between Haynes Bridge and Encore Parkway, the connection to North Point Mall and future BRT, and the crossing of North Point Parkway to connect with the Big Creek Greenway.

To tackle these unique challenges, MKSK has partnered with Toole Design Group, a firm with whom we have successfully collaborated on multiple projects throughout the country. MKSK is a collective of 95 Planners, Urban Designers, and Landscape Architects, founded in 1990, who are passionate about the interaction between people and place. The MKSK/Toole Team pairs the industry-leading expertise of Toole in trail and active transportation planning with the nationally-recognized urban design and placemaking experience of MKSK. This team also pairs Toole's experience in the greater Atlanta metro with partners such as ARC, MARTA, and GDOT with MKSK's recent experience in Alpharetta developing the North Point Placemaking Plan. Together, we can bring valuable professional resources and

highly creative thinking to the unique complexities of the Alpha Loop extension.

In addition to strong experience in multi-use trail planning, we place tremendous value on the working relationship we have developed with the City of Alpharetta as part of the North Point Placemaking Plan, and we look forward to building and strengthening that relationship through this effort. We look forward to the opportunity to continue to serve the Alpharetta community and assist the City and its partners in developing this tremendous public asset.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Darren Meyer', with a stylized, flowing script.

Darren Meyer, PLA, ASLA, AICP, Principal-in-Charge
dmeyer@mkskstudios.com
864.626.5716

COMPANY PROFILE / OVERVIEW

COVER LETTER, BUSINESS ORGANIZATION & FIRM CAPABILITIES

REQUEST FOR PROPOSAL: 20-107

SEPTEMBER 12, 2019



BIKE NEW ALBANY PLAN, NEW ALBANY, OH_MKSK

PROJECT LEAD: PLANNING, TRAIL DESIGN, PLACEMAKING & PUBLIC ENGAGEMENT

MKSK

MKSK is a collective of 95 Planners, Urban Designers, and Landscape Architects, founded in 1990, who are passionate about the interaction between people and place. We are a practice with a network of seven regional metropolitan studios in South Carolina, Kentucky, Ohio, Indiana, and Michigan. MKSK approaches planning and design with a clear understanding that each place is unique and has economic, social, environmental, historical, and cultural influences which should be explored through thoughtful, context sensitive design. We shape place to improve lives, and we share the story to inspire ourselves, our peers, and the world to work together for the common good. We work in cities to reimagine, plan, and design dynamic urban environments. We are strategic thinkers and bold innovators who celebrate the power of collaboration and build authentic places. Our practice values the importance of social connections and the power of the human condition. We partner with clients to create places that are socially connected, ecologically responsive, and economically sustainable. We believe in the culture of local, strive to understand the sense of place, and rely on authentic ideas.

MKSK's approach focuses on helping communities fully realize their potential, by providing plans, collaborative services, design guidelines and policy tools that address each development's specific needs and goals. Our team of highly-qualified urban designers brings both private and public practice expertise on large and small projects. By continually evolving design processes and crafting individualized solutions for each community, our team is able to create visions that clearly communicate effective strategies and allow for an organic and extraordinary place to emerge.

MKSK has been performing services similar to those described by RFP 20-107 for 29 years.

BUSINESS NAME: MKSK, Inc.

DUNS # 116973401

HOME OFFICE ADDRESS:

462 S. Ludlow Alley
Columbus, OH 43215

OFFICE LEADING THIS PROJECT:

504 Rhett Street, Suite 204
Greenville, SC 29601

PRIMARY CONTACT:

Darren Meyer, PLA, ASLA, AICP
Principal-in-Charge
504 Rhett Street, Suite 204
Greenville, SC 29601
864.626.5716
dmeyer@mkskstudios.com

NUMBER OF CLIENTS: 211

GEOGRAPHIC SERVICE AREA

Our reach is global, but our seven metropolitan offices are focused in the Midwest, Great Lakes, Mid-South, and Southeast because this is where we're from and this is where we enjoy practicing.



PUBLIC ENGAGEMENT

Public involvement and engagement is a fundamental part of our community-based urban planning and design approach. The success of the public visioning process is a critical step in building understanding, support, and ownership of focus areas that will ultimately lead to effective implementation across time.

Our team views the early stages of a planning project as a time for learning and collaboration. It is here that we invite the public and stakeholders to share with us the issues and considerations important within a community. This knowledge, and the relationships built through this process, guides our planning efforts as we develop ideas and strategies to address project issues. The testing of those ideas, through further public engagement, ultimately provides us with a consensus-based direction. Our goal is to form a shared and “living” vision. To reach this goal, we attempt to cast a wide net, which often includes residents, business interests, development community members, key stakeholders, key officials, and public agencies. Opportunities to engage the public can be in the form of traditional open houses, forums, or focus group sessions. More and more, outreach is occurring online through web-based meetings, surveys, and via social media platforms.

Our team is at the forefront of these emerging methods of collaboration and participation. However, with each project, we work with the client to evaluate methods that are most appropriate for a particular project and community. MKSK has developed a toolbox of effective project management and public engagement methods through our working experience with many types of communities and many scales of projects.

Our public participation toolbox blends traditional methods with fresh approaches adapted to hands-on engagement together with 24-hour community information and dialogue on web-based platforms. The more traditional public participation and engagement opportunities incorporated in this process include stakeholder interviews, walking tour, and public meeting visioning workshops.

Opportunities include:

- Interactive meetings & exhibits
- Pop-up displays
- Dedicated website & social media platforms
- Community mapping - geo locate ideas
- Online and telephone surveys
- Mail-in postcard concepts
- Tactical urbanism
- Youth activities
- Study area storefront displays and office hours
- Street stalls and kiosks at existing events
- Study area walking/bike tours
- Distribute disposables cameras to record the study area likes/dislikes
- Stakeholder and focus group meetings
- Public workshops and presentations
- Charrettes and visioning



COMMUNITY CHARRETTE



INTERACTIVE MEETINGS

Greenville County

PLAN GREENVILLE COUNTY

YOUR VOICE, OUR FUTURE. IT'S A BIG DEAL.

g»

DEPARTMENT MENU

- Long Range Planning Home
- About Us
- Comprehensive Plan Plans
- Resources
- Planning Home
- 2009 Comprehensive Plan

Online Community Workshop
We Need Your Input!

Phase II Online Workshop
Posted: 06/27/19 2:06 PM by Plan Greenville County

MEETING

UPCOMING MEETINGS

PROJECT WEBPAGE



PRESENCE AT COMMUNITY EVENTS

MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



Toole Design is the nation's leading planning, engineering, and landscape architecture firm specializing in bicycle and pedestrian transportation. Their mission is to create livable communities where walking and bicycling are safe, convenient, and enjoyable for everyone. Toole Design focuses on developing cost-effective and implementable solutions that move people efficiently while also improving health, quality of life, and economic vitality.

The Toole team believes that the transportation system is the backbone of all infrastructure, and that the key to creating vibrant places lies in how well people can get around. Their keen understanding of context sensitivity, placemaking, and safety shines through in each of their projects. Starting from the earliest planning stages and working all the way through project completion, Toole Design considers all modes of transportation as well as environmental and health impacts to create functional, inviting public spaces for all.

Toole Design's project experience includes designing urban parks and greenways, streetscapes, sidewalks and walkways, recreational trails, bicycle facilities, and Complete Streets. They also have extensive experience incorporating sustainable practices such as bioretention measures and permeable surfaces. Toole Design knows that inspired park and streetscape design can advance a community's aspirations for a place while also staying true to cultural and economic objectives. Street rights-of-way account for a large percentage of any downtown area, and our designers are highly skilled at transforming those streets into public spaces.

Toole Design has significant experience in planning and design for shared use paths, and multiuse trails, that are both on-street and off-street. They are recognized for their work on on-street bicycle facilities including turnover analysis for the space, parking management, traffic calming features, special pavement markings, wayfinding signage, and improved traffic control. Toole strives to use their local and national experience and expertise to push the envelope, delivering designs that are at once innovative and grounded in detailed technical competency. Toole Design is author to several national planning and design documents, including the Federal Highway Administration's (FHWA) Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts and the upcoming 2019 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

Toole Design has 16 years of performing services similar to those described by the RFP. They have 17 offices in North America and work with numerous clients. In the Southeast, they are currently working with over 500 clients. In Georgia, they are currently working with the Atlanta Regional Commission, the Atlanta Beltline, the City of Atlanta, and the Georgia Department of Transportation.

CONTACT: Addie Weber, AICP, Atlanta Office Director, aweber@tooledesign.com, 404.310.3174



FIRM'S EXPERIENCE WITH SIMILAR PROJECTS, REFERENCES

NORTH POINT AREA & ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY

SEPTEMBER 12, 2019



SHAPING THE AVENUE, LANSING, MI_MKSK

MKSK

CREATIVE PLACEMAKING PLAN FOR NORTHPOINT AREA

ALPHARETTA, GEORGIA

PROJECT OWNER

City of Alpharetta
Kathi Cook, Community Dev. Dir.
678.297.6073

YEAR

2018 - On-going

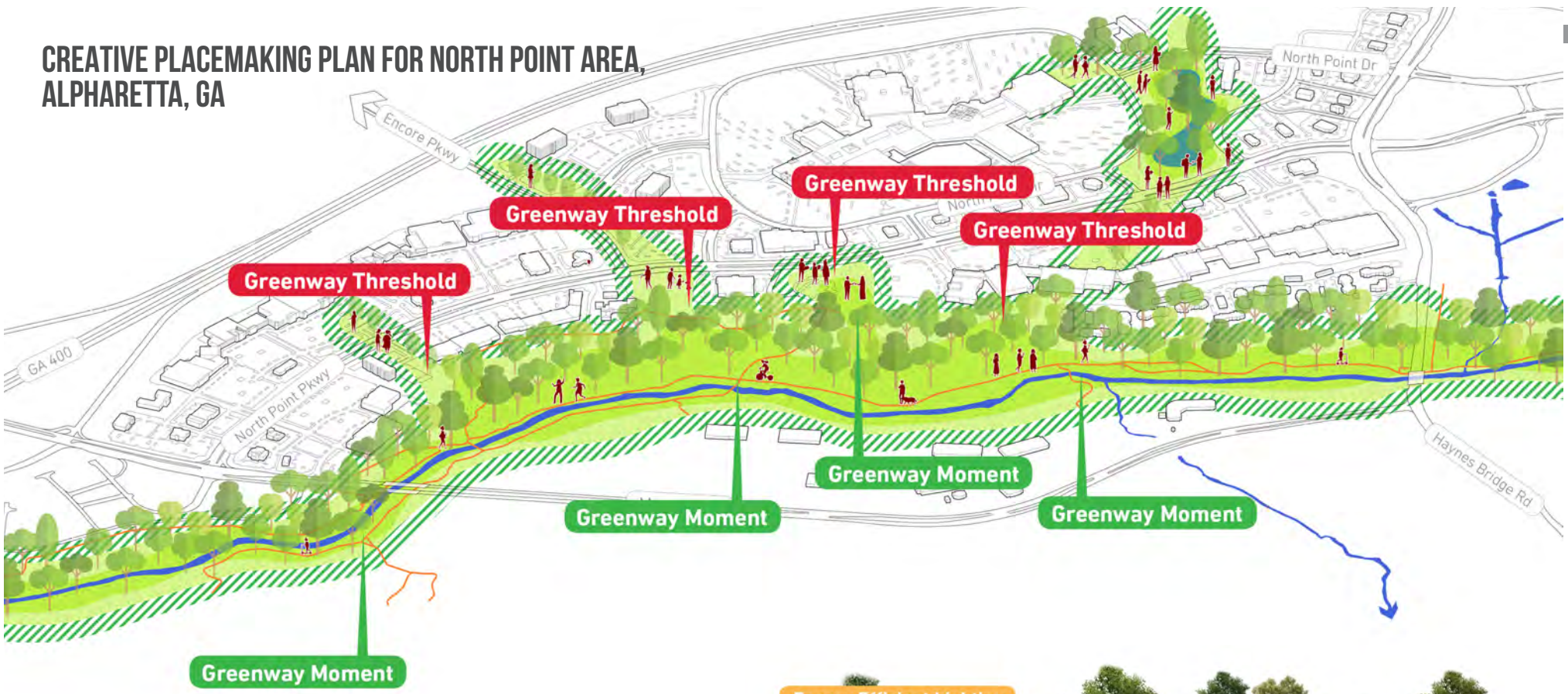
COST

\$93,700 (MKSK Scope Value)

North Point, located in Alpharetta, Georgia is a commercial center at the heart of a growing regional economy with significant opportunities for mixed-use development, recreation, and cultural celebration. With access to transportation options, housing choices, community activity centers, and public spaces, North Point is positioned to become a desired livable community within the Atlanta metro area. Working closely with stakeholders and the community, MKSK is preparing a Creative Placemaking Plan to stimulate investment and improve safety and walkability along the North Point Parkway corridor. The study will articulate streetscape, design guidelines, wayfinding and signage and the integration of smart technology to encourage walkability and safe movement of pedestrians, bicycles and vehicles throughout the North Point area. The plan recommends a diversity of types of creativity and public art to enrich the corridor environment as well as create an interactive destination.



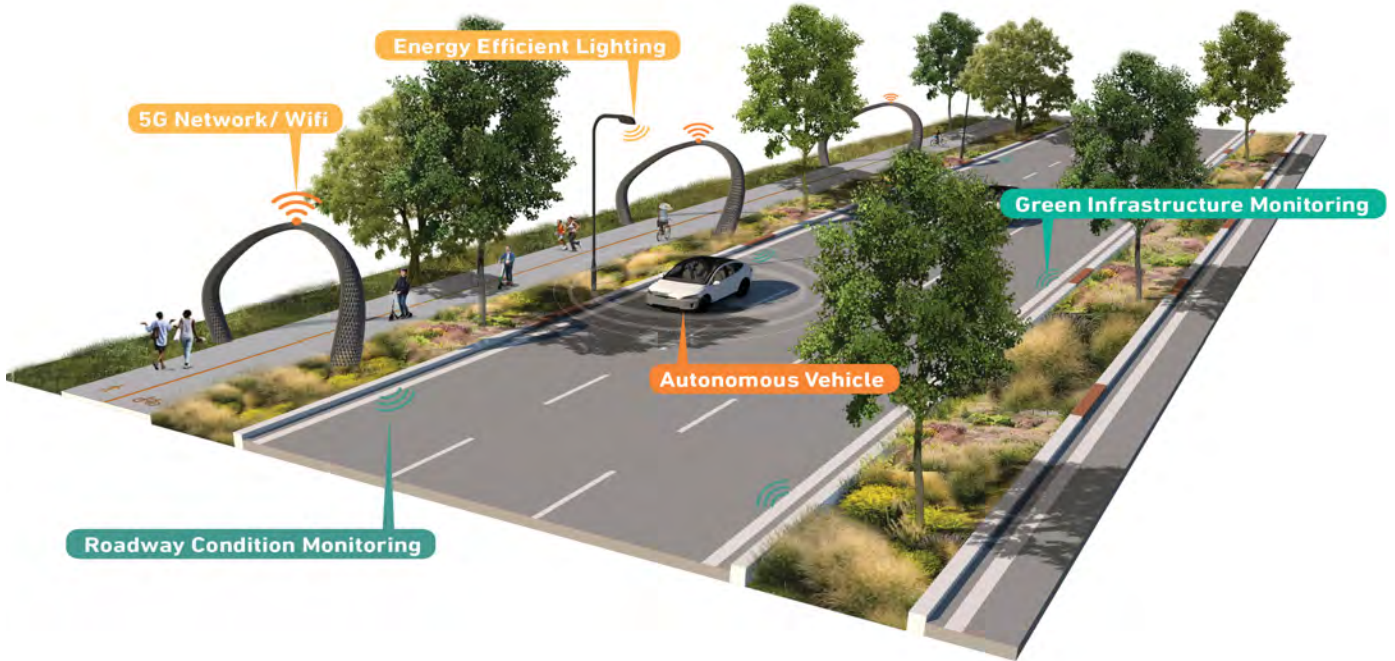
CREATIVE PLACEMAKING PLAN FOR NORTH POINT AREA,
ALPHARETTA, GA



BUILD VALUE
HOW DO WE CREATE
LONG-TERM ECONOMIC
COMPETITIVENESS &
HIGH QUALITY OF LIFE?

BUILD ON ASSETS
HOW DO WE CREATE
PLACE THAT IS
UNIQUELY ALPHARETTA
& UNIQUELY NORTH
POINT?

BUILD FOR PEOPLE
HOW DO WE CREATE N
ENVIRONMENT THAT
IS SAFE, ACCESSIBLE,
WALKABLE &
CONNECTED?



MKSK

REEDY RIVER REDEVELOPMENT AREA & UNITY PARK

GREENVILLE, SOUTH CAROLINA

PROJECT OWNER

City of Greenville
Ginny Stroud
Community Development
Administrator
864.467.4568

YEAR

2016 - On-going

COST

\$581,850 (MKSK Scope Value)
\$40M (PH 1 Construction Estimate)

GREENVILLE UNITY PARK IN THE NEWS

ASLA THE DIRT:

"Unity Park Anchors Equitable Development in Greenville"

<https://dirt.asla.org/2018/08/21/unity-park-anchors-equitable-development-plan-in-greenville-south-carolina/>

FORBES:

"South Carolina Park Looks to Uncover & Mend City's Segregated History"

<https://www.forbes.com/sites/juanebastianpinto/2018/08/21/south-carolina-park-looks-to-uncover-and-mend-citys-segregated-history/#474f7d627fed>

Recognizing the important relationship between park planning and community development, MKSK and the City of Greenville have partnered on an innovative approach to equitable development and public space planning on the west side of Greenville, SC.

The Reedy River Redevelopment Area (RRRA) is a 350 acre district in the historically African American neighborhoods of Southernside and West Greenville and is centered around the Reedy River. In a proactive approach to planning for flood hazards, real estate market pressures, and community needs, MKSK prepared a district plan for parks and open space in the Reedy River floodplain and an affordable housing and equitable development plan for the neighborhoods surrounding the river and future park. This comprehensive approach to parks and community planning provided the foundation for social and environmental equity in the culturally-rich neighborhoods west of downtown Greenville and also provided a model for urban floodplain management and green infrastructure. The Reedy River Redevelopment area also includes the Upstate's signature multi-use trail - the Swamp Rabbit Trail. MKSK worked closely with the community to plan the routing and design of this critical transportation link, which supports commuting, recreation, and serves as a significant driver of new business development and relocation.

Building on the district planning effort that launched in 2016, MKSK has continued to assist the City and greater Greenville community in the development of this vision with the creation of a Community Character Code (form-based code), detailed design and engineering for a signature urban riverfront park (Unity Park), and affordable housing and development planning for the district. Unity Park is supported by both public and private funding, and is scheduled for a Spring 2019 groundbreaking.





MKSK**ROCKY BRANCH GREENWAY: GREENING AMERICA'S COMMUNITIES**

C O L U M B I A , S O U T H C A R O L I N A

PROJECT OWNERS

City of Columbia
Leigh DeForth, AICP
Comprehensive Planner
1136 Washington Street
Columbia, SC 29201
803.545.4864

EPA Office of Sustainable
Communities
Melissa Kramer
Senior Policy Analyst
61 Forsyth Street SW
Atlanta, GA 30303
202.564.8497

YEAR

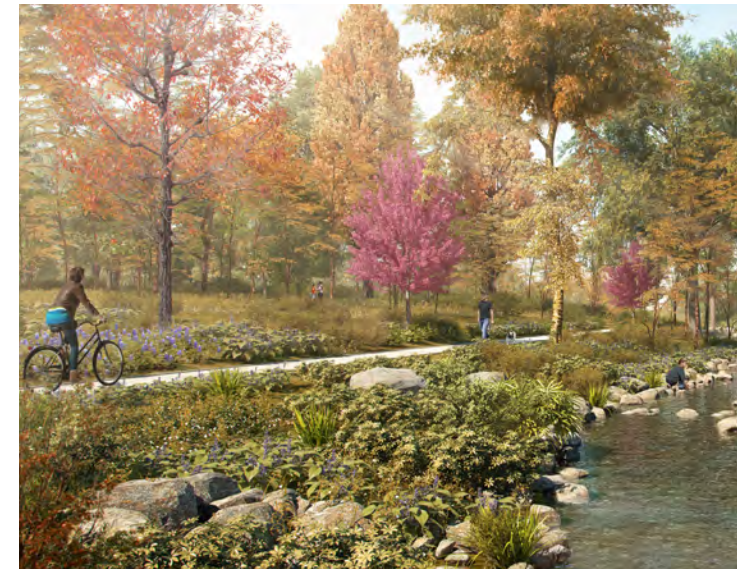
2018

COST

\$41,400 (MKSK Scope Value)

MKSK along with SBE consultant McCleod Landscape Architects assisted the City of Columbia, South Carolina through the Federal EPA grant program for Greening America's Communities to develop a plan and a vision to transform an important urban waterway, the Rocky Branch, in the Capital City Mill District. This area of the city has been experiencing significant change and development pressure from a resurgent city center and a growing university. The area contains a diversity of uses from historic mill village neighborhoods and their respective textile mills, to student-oriented housing and a variety of lower-density commercial and light industrial businesses.

The Rocky Branch is overburdened due to development, historic channelization, and environmental degradation. Eroded banks, debris, and pollution decrease land values and have made it difficult for the public to envision how what has been a nuisance could become an attractive resource that provides environmental, public health, and community benefits. A revitalized Rocky Branch will be a tremendous asset and help catalyze additional revitalization in the area.



MKSK

BRIDGE PARK DEVELOPMENT & URBAN TRAIL

DUBLIN, OHIO

PROJECT OWNER

Crawford Hoying
Nelson Yoder
614.335.2078

YEAR

2013 (Design), 2018
(Implementation)

COST

\$358,000 (MKSK Scope Value)

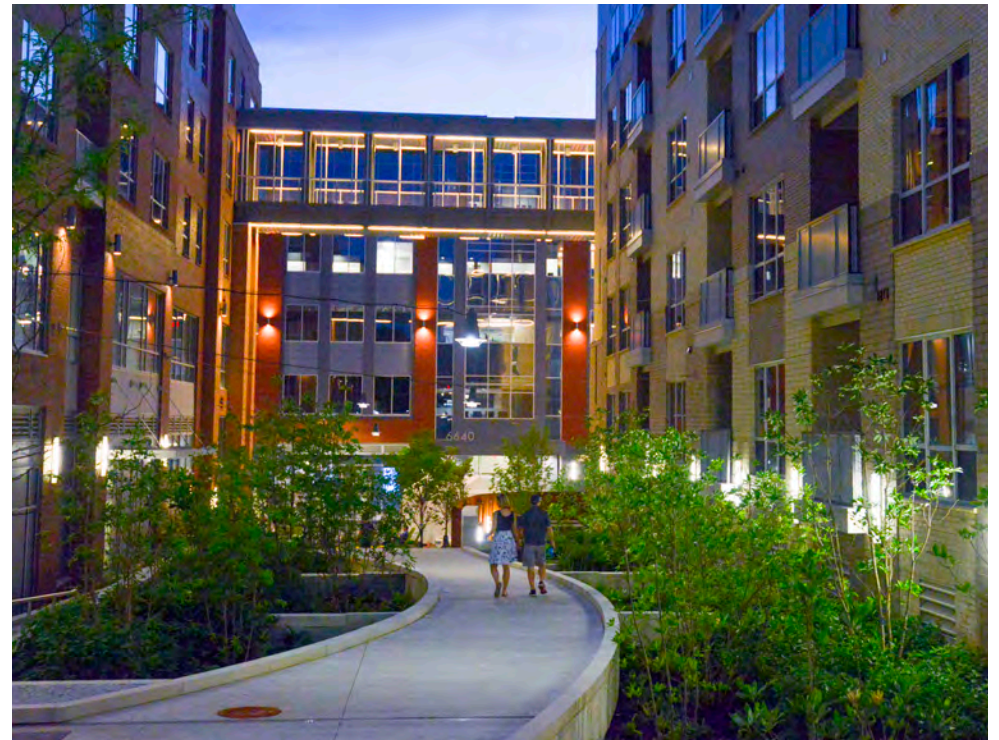
Bridge Park is Dublin's newest urban, walkable neighborhood complementing Dublin's vibrant Historic Downtown. Spanning 30 acres along the Scioto River, Bridge Park builds upon Dublin's rich history of iconic developments and ushers in a new era as a social, commercial, and experiential destination. Integrating retail and residential uses within a walkable and inviting neighborhood, Bridge Park features condominium homes and apartments, a boutique grocery store, retail, office, and a hotel and conference center developed in multiple phases over the next few years.

As part of the Bridge Street District planning and design efforts, MKSK examined the role the City's streets play in the connectivity and creation of a sense of place within the District. The Bridge Street District Streetscape Character Guidelines identify appropriate typologies, materials, and connections throughout the District. This identified appropriate corridor designs that create a well-connected street network and public spaces that encourage pedestrian activity and bicycle travel.

An important idea identified in the Plan was the Greenway System. This system loops through the District and is a signature feature. The Greenway system is anchored by different community destinations including parks, activity nodes, restaurants, and entertainment spaces. The Greenway System includes a cycle track, the first to be introduced to Dublin. This facility creates a bicycle-designated facility separated from traffic and pedestrian activity. This allows the Greenway System to provide connections for multiple modes of transportation.



BRIDGE PARK DEVELOPMENT & URBAN TRAIL, DUBLIN, OH



MKSK

RIVERSIDE CROSSING PARK

DUBLIN, OHIO

PROJECT OWNER

City of Dublin
Terry Foegler
Director of Strategic Initiatives
614.410.4660

YEAR

2016 - On-going

COST

\$1,700,000 (MKSK Scope Value)
\$80M (Construction)

Through early community planning for the Bridge Street District, the Scioto River corridor through Historic Dublin was identified as the focal point for initial public investment. The invaluable community assets of the river and historic core offered the foundation for expanded civic space within the heart of the community. The planning for Riverside Crossing Park envisioned increased recreation, scenic and education opportunities along the riverfront, while providing protection for sensitive natural features and enhancing ecological systems.

The new park will be an important part of a broader system of regional parks and local recreational systems, linking to these assets through extensive bicycle/pedestrian facilities, canoe/kayak access points, and scenic natural connections. The west side of the park is envisioned as a more naturalized area with connections to the Indian Run greenway, Scioto River access, and trail systems. The east side of the park is elevated outside of the floodplain and has planned areas for public gatherings and cultural events, a pavilion building, outdoor ice skating, rock climbing, planting beds, and scenic river overlooks.

MKSK led the Park Master Planning and Design process in conjunction with the City and input from the community and is leading the implementation.



RIVERSIDE CROSSING PARK, DUBLIN, OH



MKSK

ROSE RUN CORRIDOR VISION PLAN

NEW ALBANY, OHIO

PROJECT OWNER

City of New Albany
Joseph Stefanov, City Manager
614.855.3913

YEAR

2016 Plan, On-going

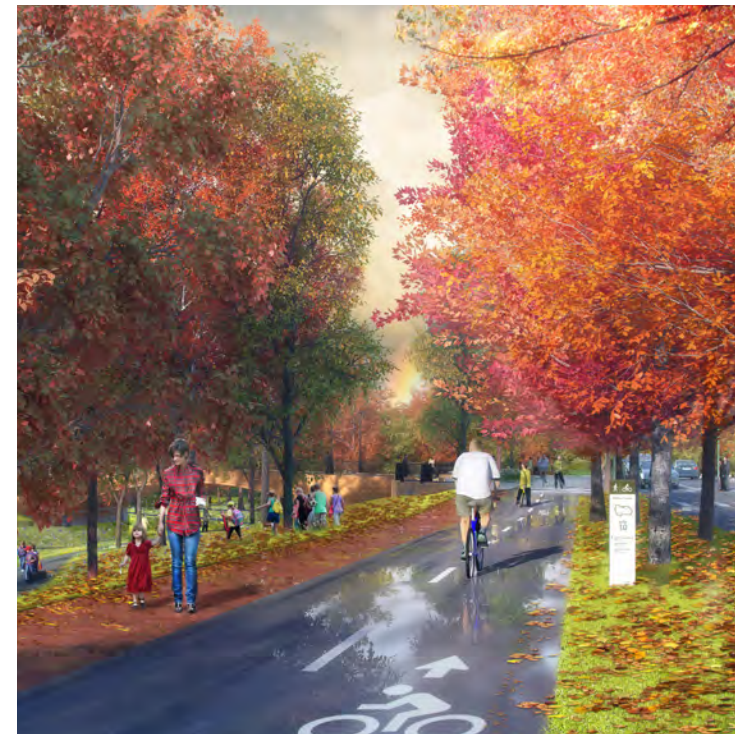
COST

\$626, 500 (Initial Plan)
\$21,000 (Signage Package)
\$100,000 (Implementation Plan)

The Rose Run Corridor Vision Plan is intended to guide park development and urban redevelopment at the core of the Village Center and energize the downtown with new park space and an improved greenway. The plan envisions to intertwine the riparian edge of the Rose Run stream corridor with more urbanized pedestrian connections and green spaces linking the Learning Campus with the Village Center and Public Library and breaking the once divided land uses.

Planned improvements begin with the realignment of Village Hall Road to reclaim park space between the Library and the Rose Run corridor. Acquisition of this land facilitates the new Library Gardens to the south which connects to the new pedestrian bridge crossing the stream. The pedestrian bridge leads to a new plaza overlook along Dublin Granville Road at the southern end of the existing Learning Campus entry greenspace. Both the pedestrian bridge and the plaza overlook will serve as a ceremonial gateway to the City of New Albany. Additionally, this new space will be a focal point of the project and programmed to accommodate City festivals, farmers markets, and other public gatherings.

MKSK provided study plan services for the initial design and, in conjunction with the Engineer team, is continuing design services for the next phase of implementation.



MKSK

BIKE NEW ALBANY MASTER PLAN

NEW ALBANY, OHIO

PROJECT OWNER

City of New Albany
Adrienne Joly
Deputy Dir. of Comm. Dev.
614.939.2254

YEAR

2014

COST

\$50,000 (MKSK Scope Value)

OUTCOMES

Planned feasibility study for the
development of the city cycle
track loop

Application for recognition as
part of the League of American
Bicyclists' Bicycle Friendly
America program

2014 OCASLA Honor Award

In order to accommodate and safely plan for New Albany area's growing number of cyclists, the City initiated a bicycle master planning effort. The Bike New Albany master plan examines the existing cycling conditions and trends within New Albany, and presents a comprehensive approach that includes infrastructure, design, education, and policy, in order to further integrating cycling into the City.

In 2014, the city of New Albany worked with MKSK to complete its most recent update to the City's Strategic Plan. As part of these efforts, a Transportation Study was conducted that evaluated all modes of transportation in the City, including cycling. This Study revealed that while New Albany had traditionally successfully planned for cyclists along its leisure trail system, a bicycle master planning study was needed to understand how to safely and comfortably accommodate the growing number of cyclists along its road corridors.

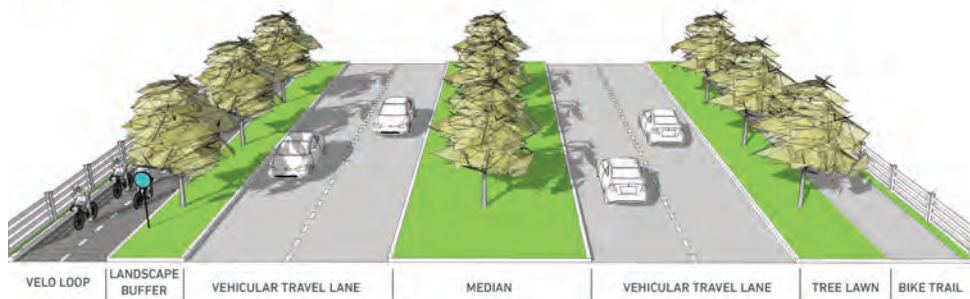
The Bike New Albany plan proposes the creation of a complete bicycle network that will allow all types of riders to easily, intuitively and safely navigate around the City. By utilizing both on-street and off-street infrastructure, and supporting these elements with bicycle amenities, signage and wayfinding, and policies to increase awareness of cycling, the City can create a bicycle-friendly community that promotes cycling for all. Key elements of the Plan include:

- Master Plan to guide the development of on-street bicycle facilities
- Proposed 5-mile cycle track loop that encourages increased ridership and creates important community connections
- The incorporation of bicycle amenities at strategically identified cycling hubs throughout the City
- Education and policy initiatives to fully integrate into the New Albany community





BIKE NEW ALBANY: VELO LOOP - SEMI-RURAL ROAD CONDITION



STREET SECTION



MKSK

NEW ALBANY LEISURE TRAILS MASTER PLAN

NEW ALBANY, OHIO

PROJECT OWNER

City of New Albany
Adrienne Joly
Deputy Dir. of Comm. Dev
614.939.2254

YEAR

2007, 2014 Update

COST

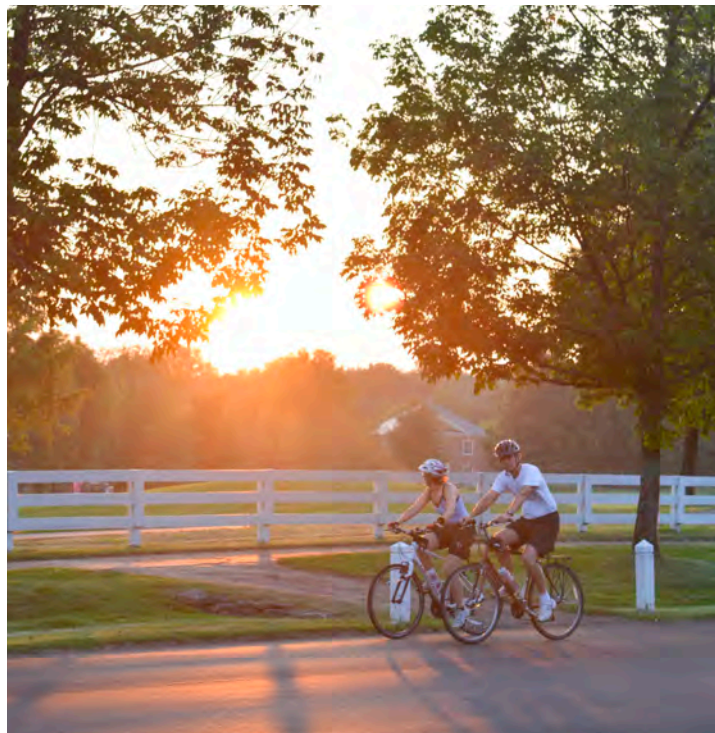
\$50,000 (2014 Update, MKSK
Scope Value)

OUTCOMES

The 2014 Leisure Trail
Prioritization Study and 2014
New Albany Strategic Plan
updates have helped to guide the
continued development of the
leisure trail system by identifying
future construction/trail
expansion opportunity sites.

MKSK developed a guide for the development and expansion of the trail system as the community continues its growth. Past community surveys indicated trails as a top recreation priority. MKSK created a plan to develop a usable, legible, and complete trail system by knitting together the existing segments with new strategically-placed trail miles that created loops and routes. The goal is connectivity throughout New Albany, as well as linkage to the regional system.

Planning and design strategies, public facilitation, mapping, and cost estimates identified the trails to be constructed, and also pointed out areas not likely to be completed as part of development. These became targeted areas for City investment.



MKSK**FORT MITCHELL CONNECTIVITY PLAN**

FORT MITCHELL, KENTUCKY

PROJECT OWNER

City of Fort Mitchell

Sharmili Reddy

City Administrator

859.331.1212 x201

Matt Stegman

Public Works Director

859.331.1212 x251

YEAR

2016 Guidelines, 2018 Tree

Replacement Plan

COST

\$5,000 (MKSK Scope Value)

The City of Fort Mitchell, Kentucky boasts great housing, schools, a strong sense of community, and a historic commercial district all within a compact and walkable community. The City wanted to explore opportunities to enhance the Dixie Highway corridor through a three-block segment of the downtown and surrounding streets. The study sought to address two elements voiced by stakeholders and the community: 1.) Create a strong community identity and sense of place, and 2.) Increase desire for walkability.

Streetscape design solutions identified new, permanent greenspace in front of commercial and retail storefronts within the Downtown Business District, as well as options for parking/loading zone areas which included timed loading zones to minimize visual obstruction and benefit retail tenants and replacement of loading zones with flexible parklets and new permanent greenspace. The study also explored opportunities to improve non-motorized connectivity (pedestrian and bicycle) within the existing right-of-way along arterial streets, to link to the local schools and neighborhoods. MKSK developed streetscape design guidelines for several street typologies along the corridor with proposed strategies for road diets and increased pedestrian pathways with the addition of tree lawns and rain gardens, an amenity zone, and a multi-use path.

The City also engaged the team of MKSK and Davey Resource Group to provide a tree inventory and assessment plan with recommendations for replacement along Dixie Highway. Approximately 70 trees were inventoried and graded per genus, quality, and condition of tree. A tree removal and replacement plan was prepared based upon the rating of each tree. Tree planting guidelines including varieties, spacing, sizes, and general locations were established to guide the future replacement of trees.



MKSK

SHAPING THE AVENUE

LANSING, MICHIGAN

PROJECT OWNER

Capital Area Transportation
Authority (CATA)
Bradley T. Funkhouser
CEO/Exec. Director
517.394.1100

YEAR

2017

COST

\$168,000 (MKSK Scope Value)

Developed from years of community feedback and visioning of Michigan and Grand River avenues, Shaping the Avenue is a partnership between the municipalities of Lansing, Lansing Township, East Lansing, Meridian Township, the transit agency and other organizations. With a Federal Transit Administration TOD Pilot Grant, a form-based code was crafted to unify the character of future private development and public street design along the Avenue to create a more vibrant, pedestrian-friendly and transit-oriented corridor.

MKSK was part of a multi-firm project team to develop the form-based code, street, and streetscape design options. MKSK coordinated and facilitated a series of hands-on public workshops with a different focus for each community. Using an interactive street design activity developed by MKSK, community stakeholders and the public had the opportunity share their feedback on street design options following an orientation on 'best practices.' Participants could support the illustrated alternatives or build their own street design from scratch using streetscape components such as various sidewalk designs, protected bike lanes, medians, turn lanes, amenity zones, on-street parking, and transit lanes.

MKSK also assisted with development of form-based code regulations to supplement or replace the current conventional zoning ordinance. Once adopted, the form-based code will provide each municipality with street design guidelines specifically tailored to the vision and needs of each community, while unifying the look and feel of future development along the Avenue from the state capitol through East Lansing to the Meridian Mall for years to come.



MKSK

SCIOTO GREENWAYS PLAN & IMPLEMENTATION

C O L U M B U S , O H I O

PROJECT OWNER

Columbus Downtown
Development Corp. / Capitol South
Community Urban Redevelopment
Corporation
Amy Taylor, COO
614.645.3942

YEAR

2013 Plan, 2015 Construction

COST

\$768,900 (MKSK Scope Value)
\$35.5M (Construction)

OUTCOMES

2018: World Landscape
Architecture- Built Design Merit
Award

2017: IDA Pinnacle Award for
Public Space; ULI Columbus
Awards for Excellence Community
Impact Award; National ACEC
Engineering Excellence Award

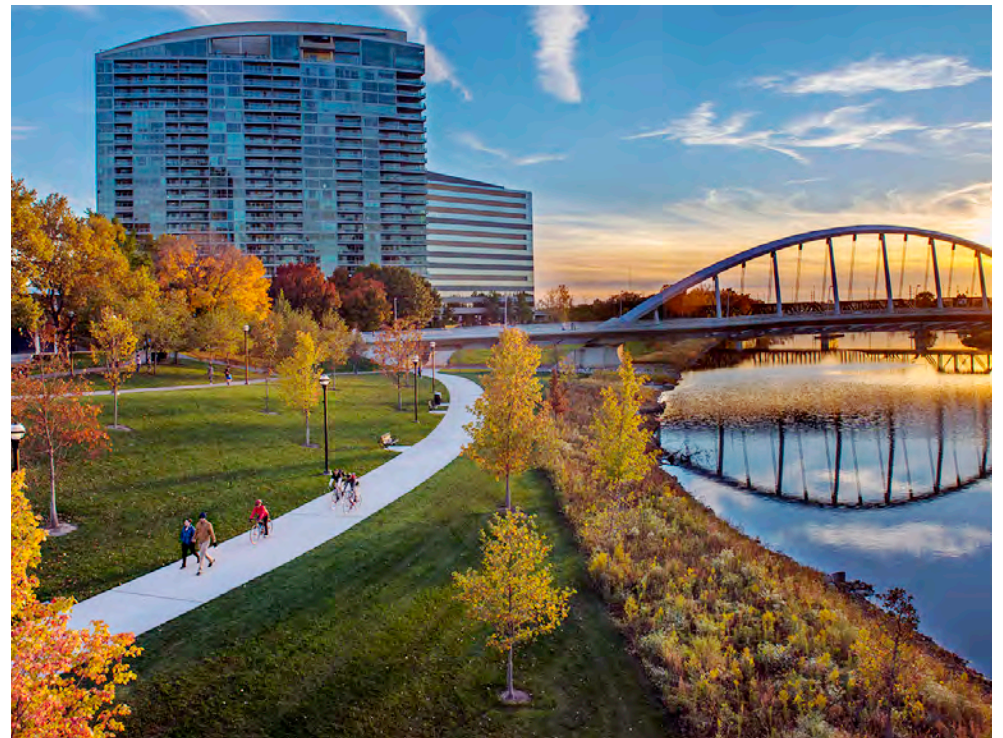
2016: APA National Planning
Excellence Award for
Implementation; American Public
Works Association Project of the
Year Award; OCASLA Award of
Excellence

Across two decades of continual planning and implementation, the Downtown Columbus Riverfront has been completely transformed. Improvements include five new downtown parks, the removal of two low-head dams, a restored riverfront ecosystem, two new bridges, and revitalized neighborhoods and new urban districts. Over the past 20 years, the City of Columbus, the Columbus Downtown Development Corporation (CDDC) and the private sector have worked together to facilitate the investment of \$283.4 million in civic infrastructure and \$134.1 million in parks along the Scioto River. This infusion of capital has led to the return of millions of visitors to the riverfront annually and has triggered nearly \$1.78 billion in additional private investment in the neighborhoods and urban districts that surround the Scioto River.

In 2010, the Downtown Columbus Strategic Plan (MKSK) was updated to reflect completed projects and improvements in downtown. With the riverfront park system largely in place, the public now envisioned a restored river that would allow people to re-engage with the Scioto River. During the course of the Strategic Plan process, an idea emerged – removal of the Main Street dam. These improvements would upgrade water access and recreation in addition to myriad environmental benefits. The project began in the fall of 2013 with the removal of the Main Street Dam. This restored the natural channel for the Scioto River, improved the aquatic habitat and water quality, and increased the diversity of the native fish and mussel species.

MKSK led the master plan and was Landscape Architect for the implementation of the Scioto Greenways as part of a multi-discipline team led by Stantec. Scioto Greenways opened November 2015, adding a stunning 33-acres of greenway through Downtown. The project adds 1.5 miles of new bike paths, pedestrian connectors and a dedicated bikeway trail through the heart of Downtown. It fills in the missing link in a 60-mile regional trail network that connects five municipalities across central Ohio. Additionally, it provides new recreational access for canoeing and kayaking for the Columbus community along this revitalized waterway. Through these extensive planning efforts and thoughtful and sustainable design and implementation, the Downtown Columbus Riverfront has been reinvigorated. Recognizing that residents, workers, and employers are all seeking out urban spaces that enable collaboration and interaction, these plans and catalytic projects have focused on creating dense, innovative, connected and sustainable places. The results speak for themselves.





MKSK

SCIOTO MILE

C O L U M B U S , O H I O

PROJECT OWNER
Columbus Downtown
Development Corp.
Guy Worley, CEO
614.545.4700

YEAR
2011

COST
\$872,000 (MKSK Scope Value)
\$44M (Construction)

OUTCOMES

2017: ULI Columbus Community
Impact Award

2016: American Planning
Association National Planning
Excellence Award for
Implementation

2014: ULI Open Space Award
Finalist: Top 15 'World's Most
Spectacular Fountains' by CNN
Travel

2012 International Downtown
Association Pinnacle Award
for Public Space; 2012 Recchie
Design Award

2011 Harrison W. Smith
Award; 2011 OCASLA Award of
Excellence; 2011 OPRA Award of
Excellence

Located in the heart of downtown Columbus, the Scioto Mile is an urban oasis of lush parkland. Stretching along the riverfront from the Arena District to the Whittier Peninsula, the Scioto Mile reconnects downtown to the Scioto River through an integrated system of parks, boulevards, bikeways and pedestrian paths.

The Scioto Mile project reclaims the riverfront and plays an essential role in the revitalization of downtown by offering a vibrant public destination. The Promenade runs south on Civic Center Drive from Broad Street with intimate gardens, relaxing park swings and benches, and elegant bronze fish fountains, becoming the most romantic place to watch a sunset in Central Ohio. The historic Bicentennial Park space renovation features a restaurant, amphitheater, rose garden, and signature dynamic fountain, which offers numerous water play experiences. During the evening, LED lights and a projector system display images on the fountain, adding drama to the downtown skyline. The amphitheater and event lawn are used for weekend activities and events, movies in the park, and concerts. Green infrastructure components have contributed to the success of the Scioto Mile. By removing 1,000-linear-feet of concrete revetment and deteriorating floodwall, three acres of parkland were recovered and 600-linear-feet of bio-retention were installed to improve water quality and enhance river edge restoration.



SCIOTO MILE, COLUMBUS, OH



MKSK**OLENTANGY RIVER CORRIDOR VISION PLAN**

C O L U M B U S , O H I O

PROJECT OWNER

The Ohio State University
Keith Myers
614.292.5618

YEAR

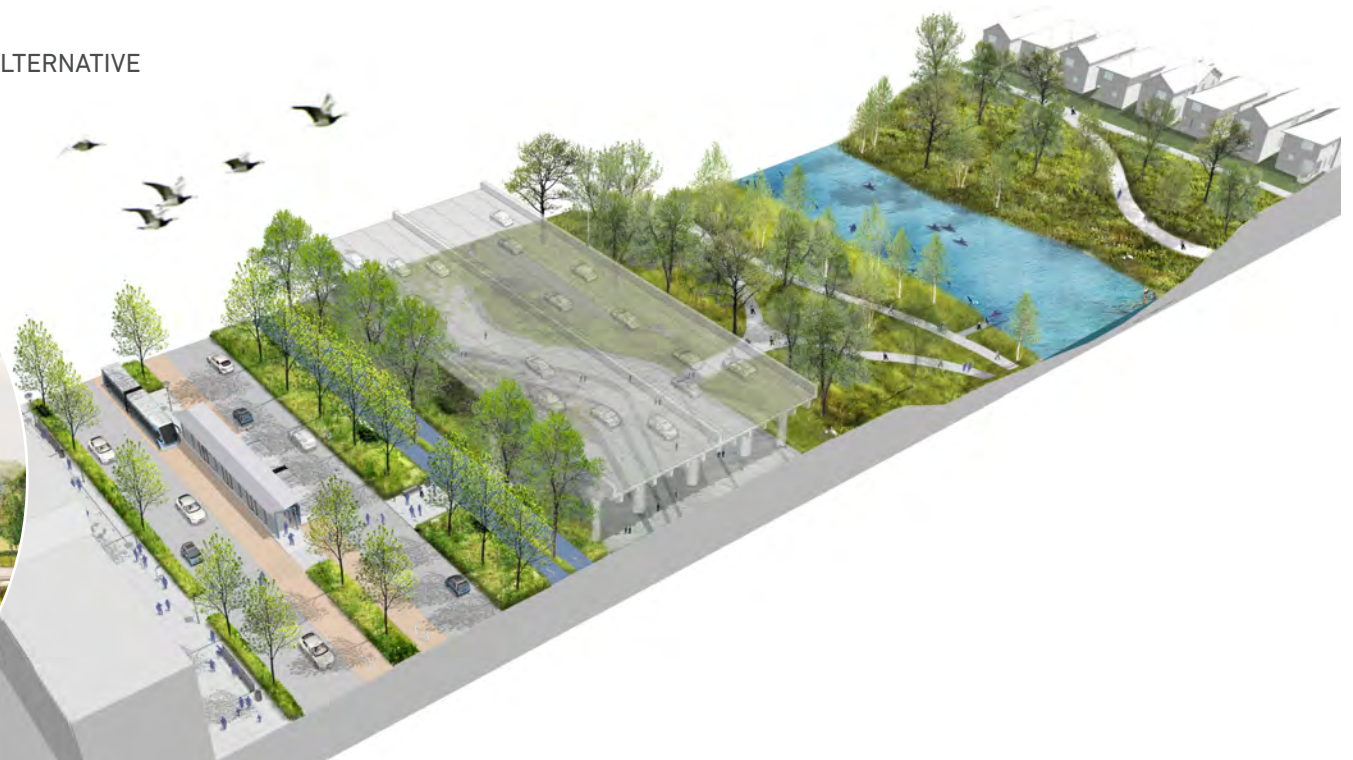
2017

COST

N/A

The Olentangy River corridor is an underutilized system of infrastructure and open space which passes through some of the most densely populated neighborhoods in Columbus, Ohio. The trail system through this corridor is the most heavily used in Central Ohio but is segmented by highways, railroads, and flood control systems. Olentangy River Road, a significant thoroughfare, is disconnected between The Ohio State University and downtown Columbus and underutilized as a transportation corridor. The historic neighborhoods along the Olentangy River have limited opportunities to engage with the River or connect to adjacent neighborhoods.

MKSK along with TLS Landscape Architecture generated a vision plan to layer connectivity, infrastructure, ecology, open space, recreational, cultural, and neighborhood systems into a dynamic and walkable corridor. These improvements will add more than 50-acres of park space along with more than 5-miles of new trail systems and provide multimodal opportunities along Olentangy River Road. This corridor fills in the missing links between neighborhoods, districts, and Downtown Columbus, along with expanding the regional trail network, providing new recreational opportunities, and building stronger neighborhoods.

SECTION ALTERNATIVE

MKSK

MAYFIELD ROAD CORRIDOR MULTI MODAL PLAN

SOUTH EUCLID, LYNDHURST, MAYFIELD & CLEVELAND HEIGHTS, OHIO

PROJECT OWNER

City of South Euclid
Keith Ari Benjamin, Dir. of
Comm. Services
216.381.0400

YEAR

2018

COST

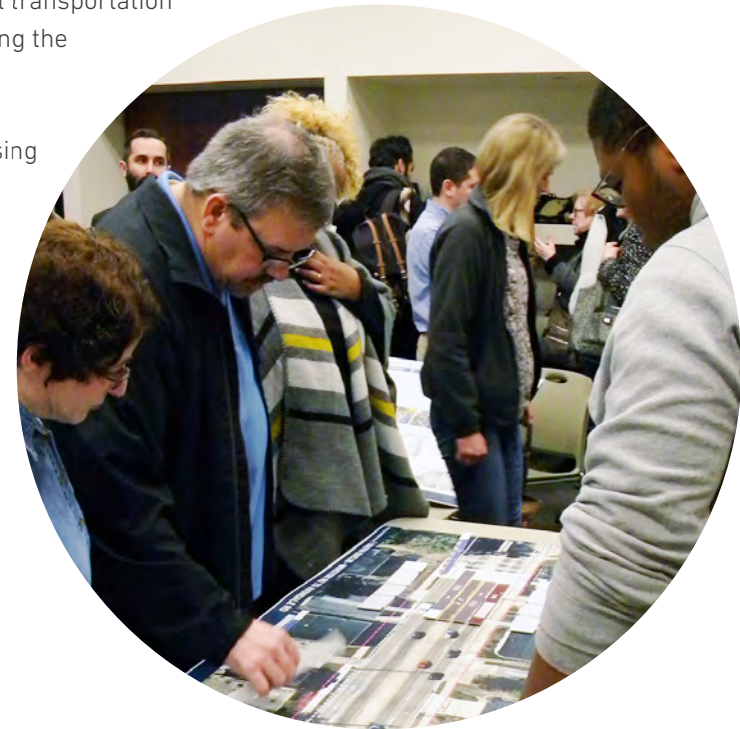
\$80,000 (MKSK Scope Value)

The goal of the Mayfield Road Corridor Multimodal Plan initiative was to create a unified vision for the future of the Mayfield Road corridor through the cities of South Euclid, Lyndhurst, Mayfield Heights, and Cleveland Heights, Ohio. The plan presents recommendations for incremental and long-term improvements aimed at enhancing safety and connectivity for pedestrians, bicyclists, and public transit, including unique streetscape and placemaking elements.

MKSK led a multidisciplinary team through the planning and community engagement process. The team explored the feasibility of reconfiguring portions of this multi-lane roadway to allocate space for other modes such as transit and bicycles, improvements to the pedestrian realm and street crossings, and access management strategies. Preliminary alternatives were vetted with community members through an interactive public workshop aimed at helping people consider trade-offs and priorities to guide the most appropriate use of space within the limited roadway right-of-way.

This project aligns with the Northeast Ohio Areawide Coordinating Agency's (NOACA) Transportation for Livable Communities Initiative (TLCI) objectives to provide multimodal transportation recommendations that enhance quality of life in the communities along the Mayfield Road corridor.

- Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems.
- Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments.
- Enhance regional cohesion by supporting collaboration between regional and community partners.
- Provide people with safe and reliable transportation choices that enhance their quality of life.



MKSK**JESSAMINE COUNTY BIKE & PEDESTRIAN SCHOOL CONNECTOR STUDY**

JESSAMINE COUNTY, KENTUCKY

PROJECT OWNER

Barry House
Kentucky Transportation Cabinet
502.564.4890

YEAR

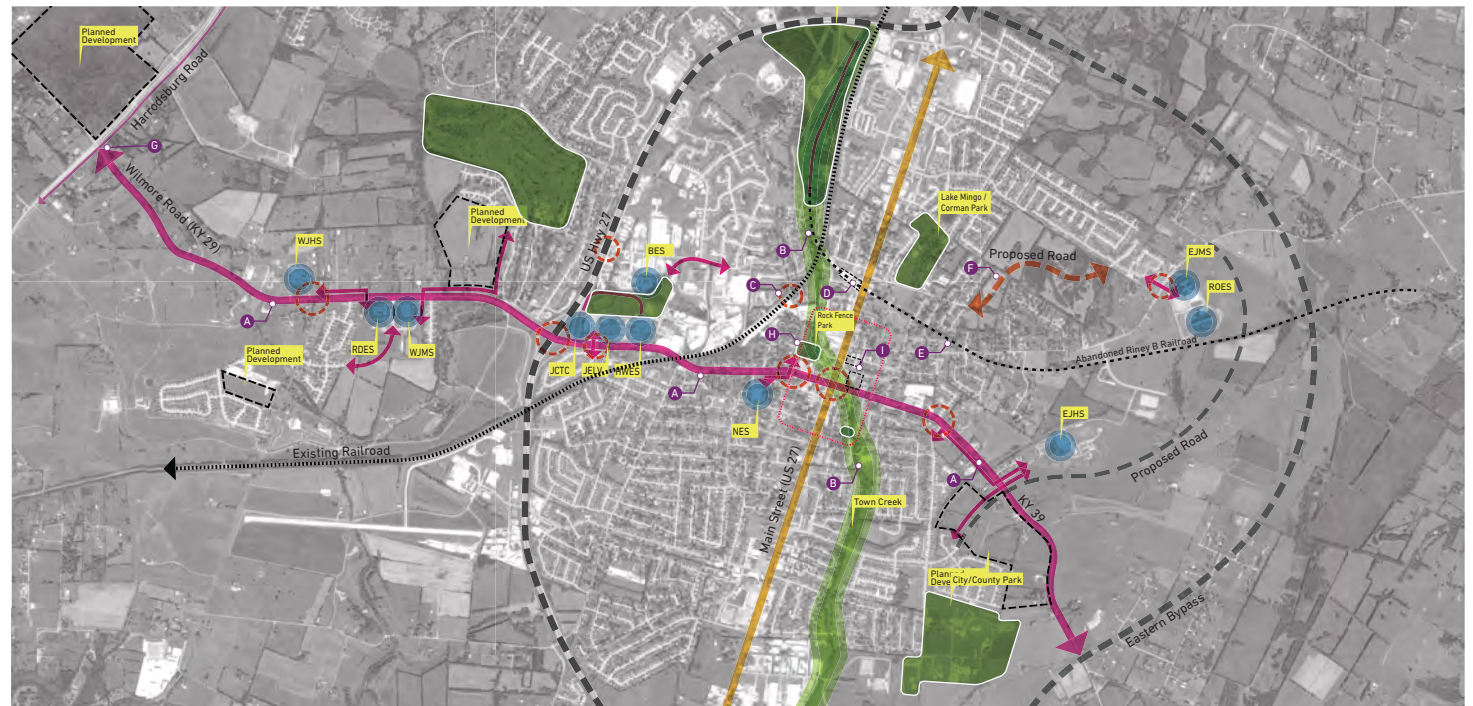
2016

COST

\$14,500 (MKSK Scope Value)

Through a joint city/county initiative, the City of Nicholasville, Jessamine County Fiscal Court, and the Lexington Area Metropolitan Planning Organization along with the local public school system identified the need to provide pedestrian and bicycle facilities for students to safely commute to the area schools along the KY 29/KY 39 corridor. Without offering safe pedestrian and bicycle facilities, the conditions of this corridor required students at times to walk on the roadway shoulder and through grass fields and cross at unsafe locations to get to the several schools located within this corridor.

MKSK, as part of a multi-disciplinary engineer-led team, worked with local government agencies and stakeholders to conduct a planning study for an integrated bicycle and pedestrian system that will create safe routes from residential areas to schools. Based on feedback from public and stakeholder meetings, a primary typical street section for the KY 29/KY 39 corridor that included a separated 12-foot shared-use path was selected. The corridor was divided into six phased segments and a framework for future implementation was for constructing bike and pedestrian facilities as well as roadway improvements to enhance safety for all users. Additionally, in the downtown area, bike lanes with sidewalk improvements were referenced to continue regional connectivity and safety for bicyclists and pedestrians.



MKSK

RE-STATE: STATE STREET IMPLEMENTATION PROJECT

WEST LAFAYETTE, INDIANA

PROJECT OWNER

Purdue University and
City of West Lafayette

Eldon Petersen

Purdue University

765.496.8335

David Buck

City of West Lafayette

765.775.5130

MKSK is serving as the lead Urban Design consultant to The City of West Lafayette and Purdue University on the \$120 Million project to redesign State Street, the Perimeter Parkway, and numerous one-way street conversions. The project, an outcome of the MKSK led State Street Master Plan, integrates roadway, streetscape, and aesthetics to improve safety and mobility, and to create a new image for the City of West Lafayette. The City and University have teamed to jointly deliver the project through a public-private partnership model.

As part of the technical advisory team, MKSK is providing urban design services during the technical procurement portion of the project, will evaluate developer team responses, will review final design documents, and will audit construction. The project is anticipated to be complete by Purdue University's sesquicentennial, in 2019.

YEAR

On-going

COST

\$442,800 (MKSK Scope Value)



MKSK

LORAIN ROAD CORRIDOR STUDY

FAIRVIEW PARK, OHIO

PROJECT OWNER

City of Fairview Park

Shawn Leininger

440.356.4412

YEAR

2018 - On-going

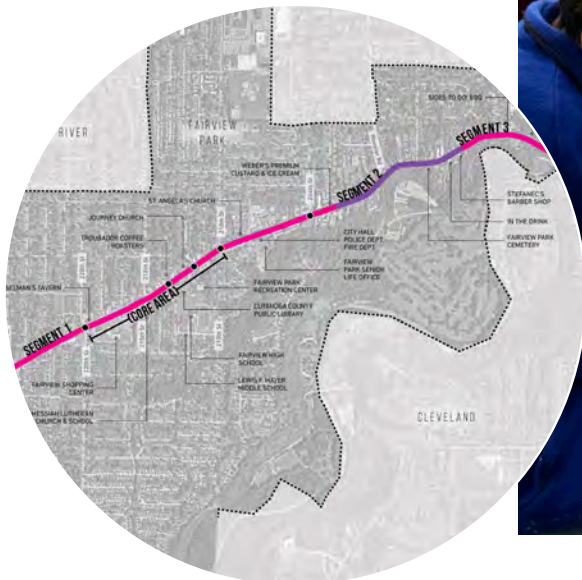
COST

\$80,000 (MKSK Scope Value)

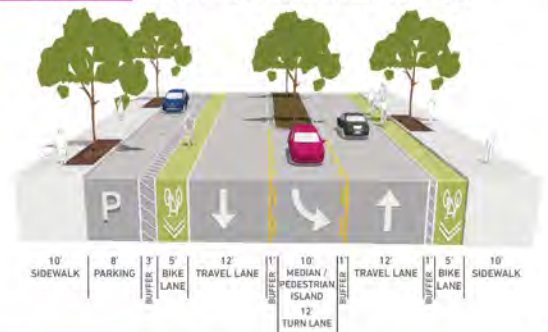
The Lorain Road Corridor Study was completed to guide the revitalization and design of the right-of-way and development along the corridor in the City of Fairview Park, Ohio. Transportation improvements identified in the study support economic development programs and will help stimulate the business nodes along the corridor. The study evaluated potential options for redesigning Lorain Road and included different lane configurations, road diets, on-street parking, medians, and various types of bicycle facilities.

Key elements of the study included Complete Streets components, considerations for enhancing transit, a traffic operations analysis, and access management evaluation and recommendations.

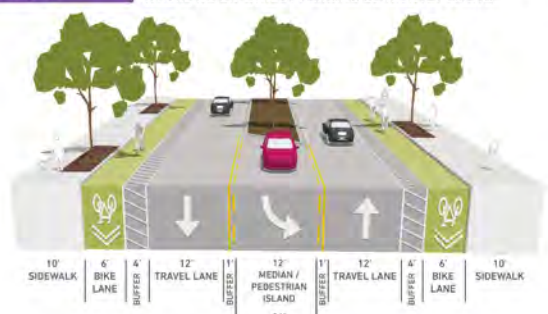
MKSK led a multidisciplinary team through the planning and community engagement process. Community preferences for the Lorain Road redesign were identified through a series of workshops that will eventually be implemented as part of a future road reconstruction project. The MKSK team is collaborating with the Northeast Ohio Areawide Coordinating Agency (NOACA) through their Street Supplies program to lead a potential pilot test of the desired roadway configuration, as part of the final public meeting.



SEGMENTS 1 & 3 THREE LANES WITH BIKE LANES, ON-STREET PARKING ON ONE SIDE OF THE STREET & SELECT MEDIAN ISLANDS



SEGMENT 2 THREE LANES WITH BIKE LANES, SELECT WIDER MEDIAN ISLANDS WHERE NO ON-STREET PARKING CURRENTLY EXISTS



MKSK

MACOMB COUNTY GREENWAYS PLAN

MACOMB COUNTY, MICHIGAN

PROJECT OWNER

Macomb County

John Paul Rea

Director of Planning

586.469.5285

YEAR

2016

COST

N/A

Macomb County is a geography of varying land use types from dense urban core to rural farm land. The Macomb County Greenways Plan is a multi-jurisdictional county plan which identifies specific corridors and areas to target with future spending to increase alternative transportation options, to link regional connections and highlight area destinations. Through the process, MKSK assessed diverse interests in order to achieve project plans to support the entire County. Final recommendations included a mix between rural paths and wide shoulder treatments and on-road urban facilities used to connect destinations.





AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

PROJECT OWNER
Washington State Department
of Transportation
Charlotte Claybrooke
(AASHTO Bike Guide NCHRP
Panel Chair)
Active Transportation
Programs Manager
360.705.7302

YEAR
2015 - On-going

COST
\$400,000 (Toole Scope Value)

The 2019 update of the AASHTO *Guide for the Development of Bicycle Facilities* provides up-to-date information on accommodating bicycle travel in most riding environments. It presents sound guidelines for facilities that meet the needs of bicyclists and other highway users. Sufficient flexibility is permitted to encourage designs that are sensitive to local context and that incorporate the needs of bicyclists, pedestrians, and motorists. This project has included consultation with transportation professionals throughout the United States to ensure the Guide reflects current and accepted planning and design practices, and a comprehensive review of bicycle-related research that has been done in the past decade. Although the Guide focuses on designing for bicyclists, specific recommendations are provided to address accessibility issues for pedestrians. Some examples include the design of pedestrian crossings at separated bike lanes and the option to use tactile directional indicators linearly along sidewalk to direct pedestrians from entering bicycle facilities. Toole Design has managed a team of leading subject matter experts throughout the project. During the research phase, Toole Design conducted a thorough literature review, a guide user survey, an AASHTO committee member survey, and stakeholder interviews to evaluate the appropriate changes and updates to the Guide. The team completed three rounds of drafts and revisions and is ushering the final draft through the AASHTO balloting process. The full update will include several new chapters that address new facility types and provide detailed information on topics such as separated bike lanes, traffic signals, operations, and rural roadways. The new chapters will also include significant amounts of updated content, graphics, and illustrations to convey updated design concepts.





EAST LAKE MARTA LCI MASTER PLAN

DECATUR, GEORGIA

PROJECT OWNER

City of Decatur
Angela Threadgill
Planning Director
678.553.6575

YEAR

2018

COST

\$19,000 (Toole Scope Value)

East Lake MARTA Station is one of the lowest utilized heavy rail stations in Atlanta's transit system. The station is surrounded by single family in-town neighborhoods, with a major east-west road and rail line bisecting the station area. The master planning effort focused on the 1/2 mile station radius to identify a mix of land uses for the 8-acre MARTA owned. The 9-month planning effort reviewed existing conditions, engaged stakeholders and the broader community, and developed recommendations for the station area. Toole Design was part of a multidisciplinary team that led the existing mobility analysis, walking audit, and transportation recommendations. We were also a key partner in developing outreach techniques for the surrounding neighborhoods and stakeholders.





MARY BLACK RAIL TRAIL EXTENSION

SPARTANBURG, SOUTH CAROLINA

PROJECT OWNER
City of Spartanburg
Chris Story
City Manager
864.596.2712

YEAR
2015 - On-going

COST
\$120,000 (Toole Scope Value)

The City of Spartanburg hired Toole Design to design a 1-mile extension of the Mary Black Rail Trail (part of the Statewide Palmetto Trail). The extension will take the trail into downtown, connecting to Barnet Park and beyond. Toole Design assisted the City's public outreach efforts by developing images depicting what the trail would look like on several of the streets along the route. Toole Design also refined previous preliminary design recommendations to better meet traffic, safety, budget, and South Carolina Department of Transportation (SCDOT) requirements. Thanks in part to Toole Design's work, the City won the "Healthy Living Challenge," a nationwide competition put on by the Health Coordinating Council. Toole Design has now been asked to move the project into final design and construction. The project will incorporate separated shared use path sections and a street-level separated bikeway and sidewalk combination. The separated bikeway will be the first such facility in the State of South Carolina. Toole Design is coordinating closely with SCDOT district and headquarters staff on the design so that the Department will accept and promote this type of facility in the future.





NORTH LYNN STREET ESPLANADE

ARLINGTON, VIRGINIA

PROJECT OWNER
Arlington County Government
M. Valerie Mosley, RLA, AICP
Capital Project Manager
Division of Transportation
703.228.4938

YEAR
2019

COST
\$1.7M (Toole Scope Value)

This project is an ambitious public space initiative that bridges Interstate 66 (Custis Memorial Parkway) between eastbound and westbound Lee Highway and reconnects downtown Arlington to the Potomac River waterfront. Toole Design was the prime consultant enlisting a team of experts to deliver this complex project to Arlington County including geotechnical engineers, surveyors, structural engineers, artists, electrical engineers and construction managers.

The North Lynn Street Esplanade project will reconstruct an existing bridge over Interstate 66 to transform the structure and its surroundings with inviting pedestrian spaces, public art, expanded bicycle facilities, energy-saving LED lighting, and landscaping. The project incorporates multimodal safety enhancements such as crosswalk improvements, traffic signal upgrades, and new signage. Proper design and construction of the Esplanade required extensive coordination with a wide variety of engineering disciplines and technical specialists, as well as a project artist. The structural engineering was particularly complex due to the need to expand the existing structure and incorporate several artistic curved retaining walls that align the Esplanade and connect to existing support walls. Geotechnical engineers were responsible for conducting subsurface investigations and providing recommendations for structures, pavements, and stormwater management features. The traffic signal and lighting work also required extensive coordination with utility relocation work.





FIRST, ASHLEY, WILLIAM STREET CORRIDOR REDESIGN

ANN ARBOR, MICHIGAN

PROJECT OWNER

Ann Arbor Downtown
Development Authority
Amber Miller, AICP
Capital Projects Manager
734.997.1352

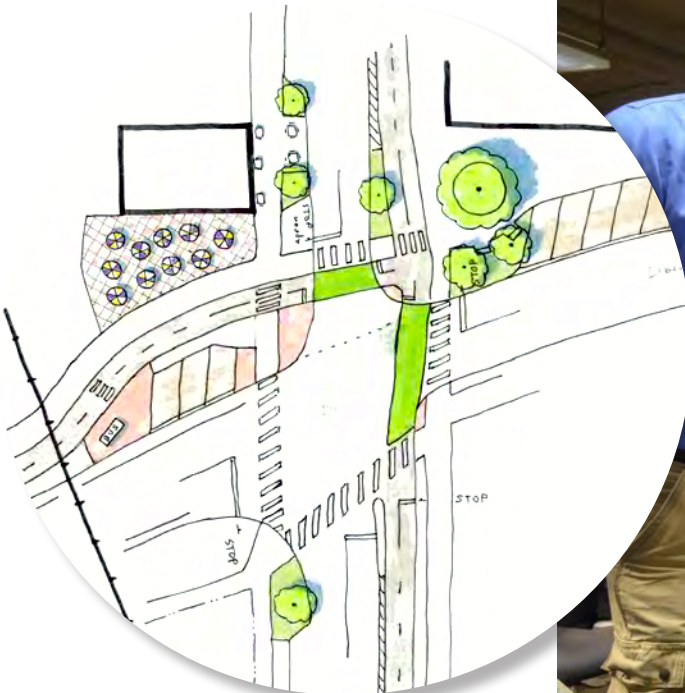
YEAR

2019

COST

\$311,000 (Toole Scope Value)

This project aims to restore two-way travel operations on First Street and Ashley Street in downtown Ann Arbor, MI. It is also considering the feasibility of providing bicycle facilities on First Street, Ashley Street, and William Street. These projects' goals support slower vehicle speeds, encourage development, and provide safer, more comfortable travel options in Ann Arbor. First and Ashley are currently one-way pairs, each with two travel lanes in one direction. This configuration is the result of a bypass routing scheme laid out in the 1970s that encouraged higher vehicular travel speeds and cut-through for vehicles downtown. First Street will have a two-way separated bicycle facility, tying into a planned recreational facility nearby. A road diet is proposed for William Street, which will be reduced to one vehicular travel lane in each direction. The road diet will provide space for a two-way separated bicycle facility and is a proven countermeasure aimed at reducing the number of angle and sideswipe crashes on the corridor. There will also be on-street parking introduced where feasible. Toole Design led the traffic engineering and non-motorized roadway design for these corridors, including Synchro modelling, SIMtraffic, and StreetLight Data evaluation to ensure the reconfigured roadway network aligns with the City's goals. Toole Design conducted two discovery and design charrettes to learn about neighborhood needs, determined the feasibility of the design, reviewed all traffic data, and provided urban design for all the corridors and intersections within the study area. Along with conceptual street designs, Toole Design completed a feasibility report evaluating the capacity analysis, a bicycle level of traffic stress analysis, and a safety analysis.



REFERENCES

REEDY RIVER REDEVELOPMENT AREA & UNITY PARK

City of Greenville
Ginny Stroud, Community Development Admin.
864.467.4568, gstroud@greenvillesc.gov
206 S. Main Street, PO Box 2207
Greenville, SC 29602



MKSK prepared a district plan for parks and open space in the Reedy River floodplain and an affordable housing and equitable development plan for the neighborhoods surrounding the river and future park. MKSK has continued to assist the City and greater Greenville community in the development of the vision with the creation of a Community Character Code (form-based code) and detailed design and engineering for a signature urban riverfront park (Unity Park).

SCIOTO GREENWAYS PLAN & IMPLEMENTATION

Columbus Downtown Development Corp. /
Capital South Community Urban Redev. Corp.
Amy Taylor, COO
614.645.3942, ataylor@downtowncolumbus.com
150 S. Front Street, Suite 210
Columbus, OH 43215



MKSK led the master plan and was Landscape Architect for the implementation of the Scioto Greenways as part of a multi-discipline team led by Stantec. The project opened Nov. 2015, adding a stunning 33-acres of greenway through Downtown. The Greenways added 1.5 miles of new bike paths, pedestrian connectors and a dedicated bikeway trail. It fills in the missing link in a 60-mile regional trail network that connects five municipalities across central Ohio.

RIVERSIDE CROSSING PARK

City of Dublin
Terry Foegler
Director of Strategic Initiatives
614.410.4660, Tfoegler@dublin.oh.us
129 S. High Street
Dublin, OH 43017



As part of the Bridge Street District Master Planning and Design efforts, MKSK examined the role the City's streets play in the connectivity and creation of a sense of place within the District. Located near Historic Dublin, a park was envisioned to provide both civic amenities and environmental enhancements. MKSK led the Riverside Crossing Park Master Planning and Design process in conjunction with the City and input from the community and is leading the implementation.

NEW ALBANY LEISURE TRAILS MASTER PLAN / BIKE NEW ALBANY MASTER PLAN

City of New Albany
Adrienne Joly, Deputy Dir. of Comm. Dev.
614.939.2254, ajoly@newalbanyohio.org
99 W. Main Street
New Albany, OH 43054



In 2007, MKSK developed a guide for the development and expansion of the City's trail system to increase connectivity throughout the area. Priority areas for investment were included in the plan. In 2014 the Leisure Trails Plan was updated in coordination with the development of an updated Bike Plan. A Transportation Study was conducted and a complete bike network plan was provided which accommodates all user types and street conditions.

PROPOSED APPROACH TO PERFORMING

NORTH POINT AREA & ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY

SEPTEMBER 12, 2019



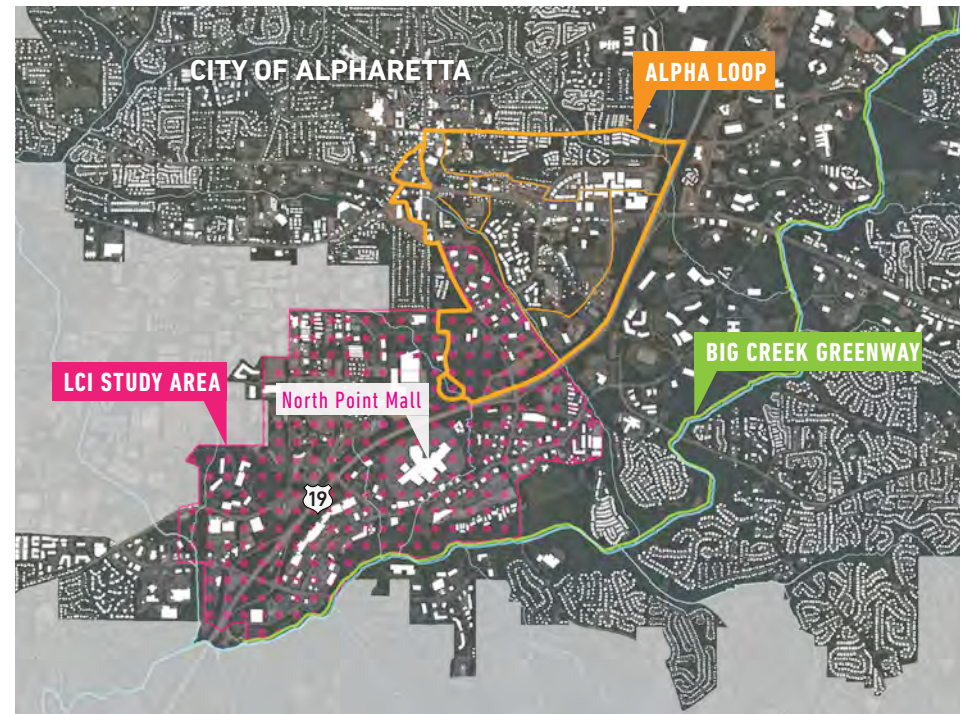
REEDY RIVER REDEVELOPMENT AREA & UNITY PARK, GREENVILLE, SC_MKSK

UNDERSTANDING OF PROJECT REQUIREMENTS

The Alpha Loop, Alpharetta's signature pedestrian and bicycle trail, connects destinations and amenities within the City providing a catalyst for economic development, a signature quality-of-life amenity, and a step towards transportation equity within the community. The value of this trail system is significant for internal trips within Alpharetta, i.e., linking Avalon with Downtown Alpharetta, but also has tremendous potential benefit for its ability to enhance regional connectivity. The long-range plans for the extension of Path400 would provide a link between North Fulton and Atlanta, and the Alpha Loop's location along GA 400 makes this future link a critical piece of transportation infrastructure. Likewise, the Big Creek Greenway is a 20 mile, multi-jurisdictional trail connecting Alpharetta residents and employees to adjacent communities along the Big Creek. The Alpha Loop Trail Connectivity Feasibility Study examines the potential link of the Alpha Loop to the Big Creek Greenway, closing a critical gap between two of the communities most beloved and well-used amenities. Lastly, the Feasibility Study seeks to enhance regional connectivity and multi-modal transportation through a planned link to the future MARTA BRT service along GA 400, which currently is conceived with a transit center in the North Point Mall area. This link strengthens Alpharetta's connection to the wider metropolitan labor market and also potentially streamlines the commute pattern of residents working outside of the City.

While the benefits of the Alpha Loop and its planned connections to regional trail and transit networks are significant, the challenges of routing a public trail system through a highly-developed area are complex. Trail planning, like all thoroughfare planning, involves a wide range of stakeholders, complex real estate strategies, transportation mode conflicts, environmental obstacles (and opportunities), and engineering challenges.

The successful implementation of the Alpha Loop extension will require a highly creative approach to several unique conditions:



Haynes Bridge Road Crossing

Haynes Bridge Road is a 6+-lane arterial with a 45mph posted speed limit. Though the intersection of Haynes Bridge at Northwinds Summit is signalized and contains marked crosswalks, the potential safety implications and perceived safety of this crossing will have a major impact on the usability of the trail system. With a continuous right-turn from SB Haynes Bridge Rd to SB GA 400, the final leg of the trail crossing is not signal-protected and poses a safety concern in its current configuration.

Access & Easements

The alignment of the Alpha Loop parallel to the GA 400 mainline between Haynes Bridge Rd and Encore Parkway will require a creative, strategic, and fluid approach with GDOT and private property owners. With the ongoing development of the GA400 Express Lanes project and the City of Alpharetta's requested revisions to GDOT's plans, there are many moving parts that would affect potential trail alignments.

MARTA BRT & Mall Redevelopment

Parallel to the development of GDOT's SR400 Express Lane project, MARTA is planning Bus Rapid Transit service along the 400 corridor with a planned BRT station at Encore Parkway/North Point Mall. The final location of this station and its connection to North Point Mall will be a function of the GDOT Express Lanes project and ongoing redevelopment of the mall site, among other factors. Connectivity from the BRT station through/around the mall property to the Alpha Loop along Encore Pkwy and the treatment of the signalized crossing at North Point Center is a critical aspect of the Feasibility Study and will require coordination with multiple stakeholders and ongoing capital projects.

Big Creek & Gateway Park

The final leg of the connection to the Big Creek Greenway involves crossing North Point Parkway at Encore Parkway and routing to the Greenway trail. The North Point Placemaking Plan has developed concepts for safe and creative crossing of the Parkway, and the City of Alpharetta has coordinated with private owners to allow access down to the Greenway, but significant planning and coordination is required to fully realize the opportunity for a signature Gateway Park at this location. The Gateway Park would provide a trailhead and public green space at the junction of Alpharetta's two major trail networks: The Alpha Loop and the Big Creek Greenway.

PROPOSED APPROACH

The approach of the MKSK/Toole team is to break down the project into three major components, indexed to the core challenges and opportunities identified above. These components are closely related and must be addressed comprehensively for continuity of design and function of the trail system, but have unique qualities that merit special emphasis: distinct property owners/stakeholders; discrete trail types (urban street-based v nature-based); and to a large extent, stand-alone value as public trail and open space improvements. The three major components include:

Haynes/400

The key to progress on the planning of the Alpha Loop extension and the core aspect of the MKSK/Toole team approach involves early and frequent coordination between City/ARC staff and GDOT, primarily related to the Haynes Bridge crossing and west/southbound routing to Encore Parkway. These two coordination items with GDOT will be the linchpin to the overall feasibility of the current conceptual routing of the Alpha Loop extension.

Encore/Mall

The connection from the North Point Mall/BRT Station to Encore Parkway involves components of development planning, public street network planning, and creative trail design to address grades and routing. With a particular emphasis on close coordination with property owners and developers regarding the form of future redevelopment, this component will be critical to connecting the North Point District and Alpha Loop users to the MARTA transit network and to future development destinations.

North Point/Big Creek

A core facet of the MKSK/Toole approach is the connection of the Big Creek Greenway to the North Point District. Gateway Park is a tremendous opportunity to connect the Alpharetta community and North Point District to one of the City's greatest green assets. This connection from North Point Parkway to the Big Creek Greenway provides strong visibility, great access, significant placemaking potential, and highly valuable public green space to anchor the future redevelopment of the North Point corridor.

The proposed duration for the Feasibility Study is 9 months, with the understanding that some float may be desirable to accommodate the critical path coordination with major stakeholders (particularly GDOT and MARTA). The outline of major tasks below includes brief descriptions and anticipated durations:

TASK 1: DATA COLLECTION & ANALYSIS (2 MONTHS)

1.1 Data Collection

- **Base Mapping:** based on available GIS data, assemble a working base map to prepare technical analysis and design recommendations.
- **Literature Review:** review publicly-available plans and studies including current plans for the GDOT SR400 Express Lanes, MARTA Connect 400 BRT Service, current LCI update, North Point Placemaking Plan, current development proposals within the study area, and other relevant planning documents.
- **Traffic Data:** collect and review available traffic counts and crash data along with any traffic impact studies prepared for area developments.

1.2 Technical Analysis

- **Site Conditions:** Compile working plans and exhibits to study property ownership, topography, environmental conditions, and utility alignments.
- **Traffic Analysis:** Provide planning-level analysis of traffic patterns on Haynes Bridge Road, Encore Parkway, and North Point Parkway relative to intersection/crossing design and trail alignment.

1.3 Benchmark Analysis: Provide reference examples for intersection crossing treatments including at-grade and grade-separated treatments. For use in client and public communication as well as preparing evidence-based recommendations for a discussion with regulatory agencies (i.e., GDOT).

TASK 2: PUBLIC ENGAGEMENT (CONTINUOUS)

2.1 City Staff: Meet (in-person or phone/video conference) bi-weekly for project progress updates and staff feedback.

2.2 Project Management Team: Meet monthly with city departments and ARC to review project progress and key issues.

2.3 Advisory Committee/Stakeholder Group: Meet 2-3 times at project milestones to update and receive input from property owners, developers, advocacy groups, regulatory agencies, and other project partners. Meet an additional 2-3 times with Critical stakeholders, such as GDOT and MARTA, to ensure timely feedback and ownership of project decisions.

2.4 City Council: Develop proposed engagement plan for City Council member updates and required action/adoption.

2.5 General Public: Meet at two project milestones with the general public to provide updates and receive input. One meeting to be conducted following Task 1 to solicit feedback on project goals and approach, and a second meeting to be conducted near the conclusion of Task 3 to receive input plan recommendations.

TASK 3: CONCEPTUAL PLAN & ALTERNATIVE ALIGNMENT ANALYSIS (6 MONTHS, OVERLAPPING WITH TASK 1)

3.1 Comprehensive Trail Alignment & Public Space Conceptual Plan: Develop overall conceptual trail layout alternatives with preliminary identification of public spaces and amenities associated with the trail system. Identify key locations for placemaking opportunities.

3.2 Focus Area: Haynes/400 - Develop intersection crossing treatment alternatives for Haynes Bridge Rd and alignment alternatives for the section between Haynes Bridge Rd and Encore Parkway. Provide recommendations for secondary connections to public ways to maximize access, provide for safety/perceived safety, and to accommodate varied trip lengths for non-thru users. Develop alternatives for typical sections to address unique site or environmental conditions

3.3 Focus Area: Encore/Mall - Prepare trail alignment alternatives that respond to best available information regarding future redevelopment scenarios and MARTA transit plans. Develop intersection treatment alternatives for North Point Center (at Encore) as well as alternative approaches to internal crossings/conflict points within Encore Commons and the North Point Mall area. Prepare typical section alternatives and detailed plan studies that address unique site conditions.

3.4 **Focus Area:** North Point/Big Creek – Build on North Point Placemaking Plan to prepare alternatives for North Point Parkway crossing treatments and intersection design. Develop preliminary layout and extent of Gateway Park and alignment alternatives from North Point Parkway to the Big Creek Greenway. Study trailhead access and parking options (on- and off-site).

3.5 **Preferred Alignment & Public Space Plan:** Based on client, stakeholder, and public feedback, refine trail alignments and typicals. Prepare preferred concept plan showing trail alignments, public spaces, placemaking opportunities, and intersection treatments.

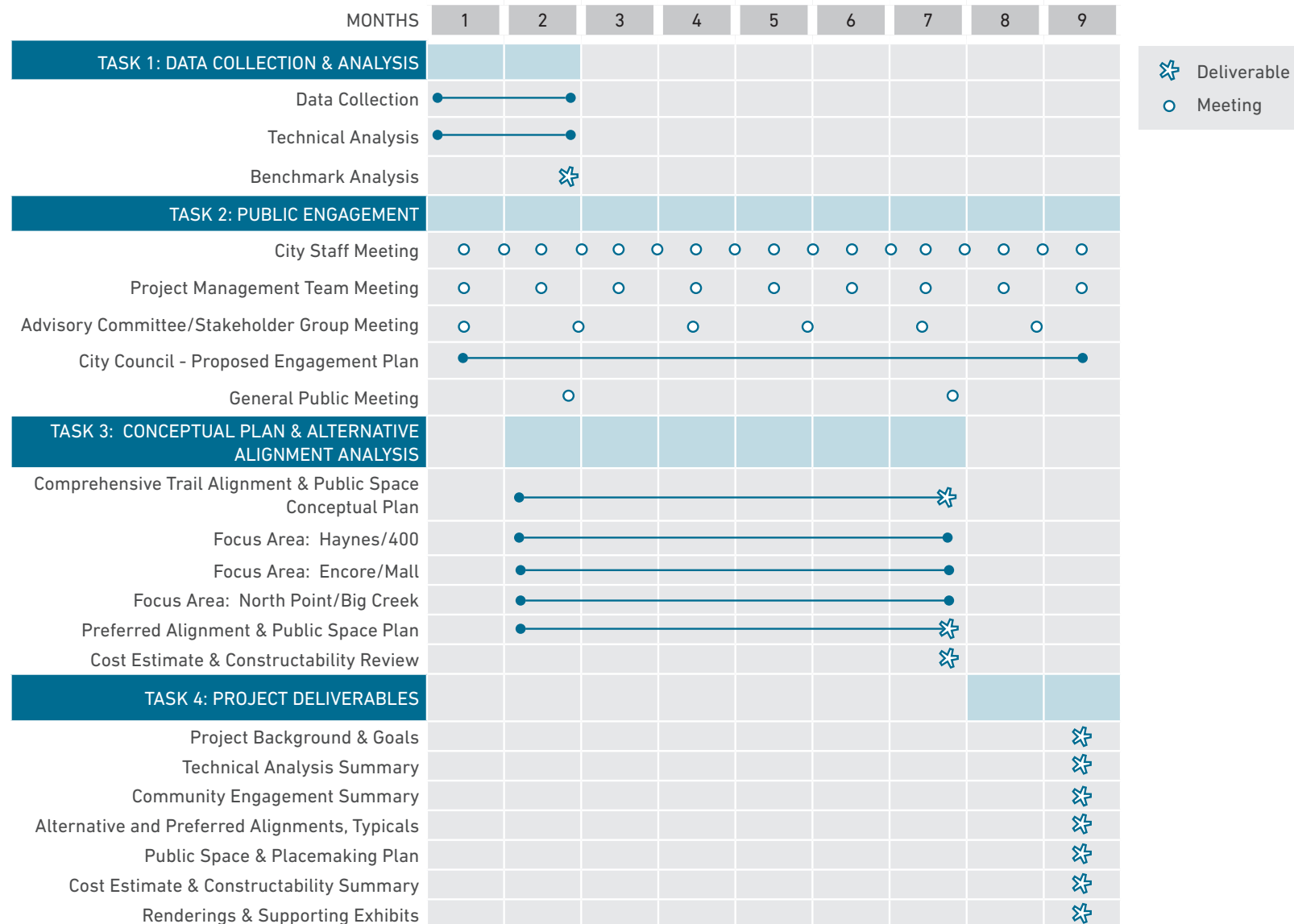
3.6 **Cost Estimate & Constructability Review:** Based on preferred concept, develop order-of-magnitude cost estimates and constructability considerations for proposed trail and related improvements. Constructability analysis to include site and environmental factors, traffic impacts, and safety and conflict considerations.

TASK 4: PROJECT DELIVERABLES (2 MONTHS)

4.1 **Greenway Concept Study Document:** Prepare final concept study document including graphic exhibits and supporting narrative. Document content to include:

- Project Background & Goals
- Technical Analysis Summary
- Community Engagement Summary
- Alternative and Preferred Alignments, Typicals
- Public Space & Placemaking Plan
- Cost Estimate and Constructability Summary
- Renderings & Supporting Exhibits

PROPOSED PROJECT TIMELINE SUMMARY



PROPOSED ORGANIZATION & STAFFING

NORTH POINT AREA & ALPHA LOOP TRAIL CONNECTIVITY FEASIBILITY STUDY

SEPTEMBER 12, 2019



ROCKY BRANCH GREENWAY, COLUMBIA, SC_MKSK

ORGANIZATIONAL CHART



Local Residents, Businesses,
Property Owners & Key Stakeholders

Project Management Team
(City Departments & ARC)

Project Advisory Group of Major
Stakeholders (incl. GDOT & MARTA)

MKSK LEADERSHIP



Darren Meyer
PLA, ASLA, AICP, Principal
Principal-in-Charge
Landscape Architect
Urban Designer



Donald Zellefrow
Project Manager
Landscape Designer

MKSK

PLANNING, TRAIL DESIGN, PLACEMAKING &
PUBLIC ENGAGEMENT



Barrett Armstrong
PLA, ASLA
Landscape Architect



Tee Coker
AICP
Planner / Public
Engagement



Kate Granlund
Landscape Designer



Addie Weber
AICP, Atlanta Office
Director
Urban Designer

TOOLE DESIGN

MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



Ken Ray
PLA
Landscape Architect



Blake Loudermilk
P.E.
Designer / Engineer



Thomas Natwick
P.E.
Designer / Engineer



Rachael Panik
Planner / Engineer

PRINCIPAL IN CHARGE / LANDSCAPE ARCHITECT / URBAN DESIGNER



MKSK

DARREN MEYER
PLA, ASLA, AICP

TOTAL YEARS OF
EXPERIENCE: 20
YEARS WITH MKSK: 20

EDUCATION

Bachelor of Landscape Architecture, Ball State University

REGISTRATIONS/CERTIFICATIONS

Registered Landscape Architect: SC, NC, TN, OH, AL, MN, VA
Certified Planner, American Institute of Certified Planners

WORK EXPERIENCE

From the planning of communities and promoting projects that champion community wellness and sustainability to the details of public open spaces, Darren's **more than 20 years of professional experience** is at the intersection of complex infrastructure and community life. His approach starts with identifying and understanding the strengths of place and people, and then building on those assets to create healthy environments and stronger communities. Darren serves as a Principal and lead of the Greenville office of MKSK, responsible for work across the Southeast U.S. He has deep experience in leading large, multidisciplinary teams to tackle complex urban challenges. He has served as the active and engaged leader of both planning and constructed projects bringing proven experience in all aspects of project implementation. Darren's recent multi-use trail work includes the Swamp Rabbit Trail in Greenville SC, the Scioto-Olentangy Trail in Columbus, OH, and the Rocky Branch Greenway in Columbia SC.

ALPHARETTA PLACEMAKING PLAN

ALPHARETTA, GEORGIA

MKSK is preparing a Creative Placemaking Plan to stimulate investment and improve safety and walkability along the North Point Parkway corridor. The plan recommends a diversity of types of creativity and public art to enrich the corridor environment as well as create an interactive destination.



REEDY RIVER REDEVELOPMENT AREA & UNITY PARK

GREENVILLE, SOUTH CAROLINA

MKSK provided for the City of Greenville an action-oriented plan to create great public spaces and align the trajectory of future development with the goals of the community. A core component of the plan included a signature city park, affordable housing strategy, and form-based code.



WASSON WAY MULTIMODAL GREENWAY

CINCINNATI, OHIO

MKSK led a multidisciplinary design team to develop 11.5 miles of bicycle and pedestrian trail network on a combination of existing railroad right-of-way and city property. Once completed, Wasson Way will give 100,000 people who live within one mile of the trail access to a network of over 100 miles of multi-use trails.



SCIOTO RIVER GREENWAYS PLAN

COLUMBUS, OHIO

MKSK led the master plan and was Landscape Architect for its implementation. Removing the Main Street Dam restored the river course, improved the ecological systems and river habitat, provided new recreational options, and created an opportunity to further leverage existing investments by creating a stunning 33-acre greenway through Downtown.



PROJECT MANAGER / LANDSCAPE DESIGNER



MKSK

DONALD ZELLEFWOW

TOTAL YEARS OF
EXPERIENCE: 7.5
YEARS WITH MKSK: 2.5

EDUCATION

Master of Landscape Architecture, University of Pennsylvania
Bachelor of Urban Planning, University of Cincinnati

EXPERIENCE

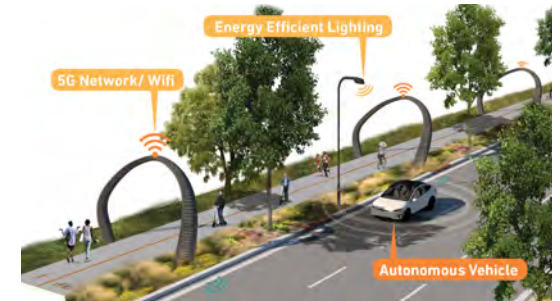
Authentic and unexpected design is Donny's passion. He believes this is achieved through meaningful engagement, rigorous research, and fearless creativity. Donny's work explores the power of ecology, the promise of technology, and the strength of community. His explorations range in scale from that of a single paver to an entire city and have taken him across the U.S. and through Spain, Colombia, and China. Before MKSK, Donny was a designer at SWA Group* in Dallas, Texas. While in Dallas, he and other local designers founded the initiative 'Design Future Dallas' to unite local creatives and collectively explore visions of the city's future. His work has been featured by Texas Architect, the Dallas Observer, and CBS Dallas and has been recognized by the Texas chapter of the American Society of Landscape Architects as well as both the Texas and Atlanta chapters of the American Institute of Architects.

* PREVIOUS WORKS WITH SWA GROUP

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ROCKY BRANCH GREENWAY

COLUMBIA, SOUTH CAROLINA

MKSK is assisting the City of Columbia through this Federal EPA grant program and working with the community to develop a plan and vision to transform the Rocky Branch. Overburdened by development, this important urban waterway will be revitalized into a community asset and catalyst for additional revitalization in the area.



KATY TRAIL MASTER PLAN *

DALLAS, TEXAS

While at SWA Group, Donald served as Team Leader for the next generation Master Plan of the Katy Trail in Dallas, TX. The effort set in place a framework from which the Trail can evolve beyond a simple path to a best-in-class recreational amenity, cultural destination, economic driver and 21st century infrastructure.



LANDSCAPE ARCHITECT



MKSK

BARRETT ARMSTRONG
PLA, ASLA

TOTAL YEARS OF
EXPERIENCE: 6.5
YEARS WITH MKSK: 2

EDUCATION

Bachelor of Science in Landscape Architecture, Clemson University

REGISTRATIONS/CERTIFICATIONS

Registered Landscape Architect: SC

EXPERIENCE

Barrett strives to contribute to the creation of healthy and thriving communities and to enhance the daily lives of those who will inhabit them. Barrett is passionate about creating places that are mindful of community and context while thoughtfully advancing the quality and experience they offer. His big-picture mentality as well as his eye for detail enables him to effectively collaborate with clients, consultants, and contractors to maintain the vision of a project throughout its design and implementation.

* PREVIOUS WORKS OF BARRETT ARMSTRONG

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SPARTANBURG WEST MAIN GATEWAY

SPARTANBURG, SOUTH CAROLINA

MKSK assisted in creating a vision for future development of the City's western gateway. The team met with stakeholders and City staff to understand collective interests and held discussions with the Corridor Improvement committee within the Chamber of Commerce to identify key recommendations for improvements to infrastructure, community connections, and district character.



CLEVELAND PARK MASTER PLAN

GREENVILLE, SOUTH CAROLINA

MKSK is leading a master planning effort for the historic 126-acre Cleveland Park. As part of the planning process, MKSK is conducting extensive community engagement. MKSK has conducted workshops with residents of adjacent neighborhoods, a council-appointed project advisory committee, and city staff.



PLANNER / PUBLIC ENGAGEMENT



MKSK

TEE COKER, AICP

TOTAL YEARS OF
EXPERIENCE: 10
YEARS WITH MKSK: 1.75

EDUCATION

Master of City and Regional Planning, Clemson University
Master of Arts in History, Clemson University
Bachelor of Arts in History, Furman University

EXPERIENCE

Tee has broad experience contributing to and leading complex community planning and development projects involving multidisciplinary teams and extensive public engagement. His projects have included corridor and downtown master plans, trail and greenway master plans, community wayfinding plans, marketing and branding charrettes, community education and outreach initiatives, and signage design guidelines, among others. In his work as a professional planner and a community volunteer, Tee is passionate about helping places become vibrant, thriving communities by using a holistic, stakeholder-driven approach with a focus on real-world solutions.

* PREVIOUS WORKS WITH ALTA

ALPHARETTA PLACEMAKING PLAN

ALPHARETTA, GEORGIA

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PARK SYSTEM BRANDING & SIGNAGE PLAN*

PITTSBORO, NORTH CAROLINA

Tee led a team in the development of a branding and signage plan for Pittsboro Parks. As part of this project, he developed organizational brand standards as well as graphic identities for each of the city's parks. Additionally, he created a series of signage concepts for park entrances, directional and regulatory signage, and other environmental graphics.



LANDSCAPE DESIGNER



MKSK

KATE GRANLUND

TOTAL YEARS OF
EXPERIENCE: 6
YEARS WITH MKSK: 2

EDUCATION

Master of Landscape Architecture, The Ohio State University
MBA - Entrepreneurship, Baldwin Wallace University
Bachelor of Zoology and Environmental Science, Miami University

EXPERIENCE

Kate believes that the landscape was created for people to explore, to learn from and to enjoy. Her passion for design, plants and writing focuses on translating everyday natural phenomena into engaging and novel experiences. Kate is passionate about how people understand and relate to the landscape, and the use of plants for ecological, cultural, and remediation applications. She is also interested in the business of landscape architecture, resiliency, horticulture, and brownfield redevelopment. Her academic research focused on the use of textiles for flexible representation of rapidly shifting landscapes and the agency of design for uncovering hidden phenomena in the natural world.

REWA MAULDIN ROAD REVITALIZATION PLAN GREENVILLE, SOUTH CAROLINA

MKSK was commissioned to develop an aspirational plan for the Mauldin Road Campus that aligns and synergizes the operations of ReWa, community vibrancy, and ecological value. A network of multi-use paths link the site's historic treatment buildings. The vision plan sets forth a bold and achievable framework for the wastewater recovery facility of the future.



REEDY RIVER REDEVELOPMENT AREA & UNITY PARK

GREENVILLE, SOUTH CAROLINA
MKSK provided for the City of Greenville an action-oriented plan to create great public spaces and align the trajectory of future development with the goals of the community. Kate contributed the design documentation for this project.



OSU CANNON DRIVE RELOCATION COLUMBUS, OHIO

MKSK conducted a study that proposes a phased approach to the roadway corridor relocation with a goal of creating an additional 12 acres of developable land within the OSU Health Sciences District. An ultimate build-out of the whole district will accommodate growth of 18,000 new employees and could yield \$27 million in tax revenue for the City.



OHIO HISTORY CONNECTION MASTER PLAN COLUMBUS, OHIO

MKSK, along with the Architect, provided site analysis and design that brings together both site and building into a unified vision of "Building as Landform." Respecting the existing historic building and site, the new exhibition space is inserted under the existing ovoid greenspace. The Ohio Landscape is interpreted throughout the entire site and includes highly active program spaces to greet visitors. Kate contributed to design documentation on this project.



MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



TOOLE
DESIGN

ADDIE WEBER, AICP

TOTAL YEARS OF
EXPERIENCE: 18
YEARS WITH TOOLE DESIGN: 2

EDUCATION

Bachelor of Arts, Design (Architecture), Clemson University

REGISTRATIONS/CERTIFICATIONS

Certified Planner, American Institute of Certified Planners

WORK EXPERIENCE

Addie is an urban designer and planner with extensive experience leading and collaborating with multidisciplinary teams on numerous livable transportation projects. She has worked with a wide range of clients to develop community-supported, context-sensitive design solutions for suburban and urban environments. Her design perspective responds to the interconnected relationship between land use and transportation in transit station area planning, corridor redevelopment, strategic land planning, and small area plans. Addie's notable U.S. efforts include development of the Atlanta Regional Commission's Complete Streets Workbook and Bicycle and Pedestrian Safety Action Plan, as well as work on the Atlanta BeltLine, Charlotte's Light Rail Transit Extension and Denver's Commuter Rail Corridor. Her international portfolio also includes large-scale structure planning efforts in Australia and the UAE.

FIRST/ASHLEY AND WILLIAM COMPLETE STREETS, ANN ARBOR, MICHIGAN

Addie is serving as Project Manager for the restoration of a one-way pair to two-way and the implementation of a protected bicycle facility. Addie is working with a multidisciplinary team to understand existing and proposed traffic volumes, improvements needed to the pedestrian and bicycle realm, and redevelopment opportunities.

EAST LAKE MARTA STATION AREA PLAN ATLANTA, GEORGIA

This master plan within a half mile of MARTA's East Lake Station includes work with adjacent communities, identifying gaps in improving walkability and access to the station, and providing recommendations to improve connectivity. Addie is leading the multimodal transportation analysis and recommendation components for this area.

DOUGLASVILLE HIGHWAY COMPLETE STREET LCI, DOUGLASVILLE, GEORGIA

The project seeks to develop a Complete Street. As part of this initiative, Addie (Urban Design Lead) worked with the community to develop a concept to turn Dallas Highway into a community asset, improve connectivity to local amenities, and improve mobility for all modes. This included concept level drawings for a shared use path along the entire corridor.

ARC COMPLETE STREETS WORKBOOK ATLANTA, GEORGIA

This workbook builds on the Atlanta Regional Commission (ARC)'s commitment to building Complete Streets through a strategic and systemic approach to region's roadways. Addie worked to develop a workbook that answered questions to role of our streets and how decisions should be made to enhance our communities and make our streets safer and more walkable.



MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



TOOLE
DESIGN

KEN RAY, PLA

TOTAL YEARS OF
EXPERIENCE: 15
YEARS WITH TOOLE DESIGN: 6

EDUCATION

Master of Landscape Architecture, University of Florida
Bachelor of Arts, Agriculture Area of Horticulture, Murray State University

REGISTRATIONS/CERTIFICATIONS

Professional Landscape Architect: FL, MD, MN, OH, SC, VA

WORK EXPERIENCE

With 15 years of experience in community planning, transportation planning, and urban design, Ken has become a specialist in walkability studies, walking audits, road diets, trails and bicycle facilities design, traffic calming, and traffic management. Ken is a landscape architect and urban designer who strives to develop plans that promote context-sensitive design solutions, walkability, land use development, active transportation, and transportation equity. He is recognized for his abilities to plan and design, facilitate workshops and charrettes, and conduct interactive walking audits.

ATLANTA BELTLINE, ATLANTA, GEORGIA

Ken was the Senior Urban Designer for the Atlanta Beltline project and worked to develop a comprehensive wayfinding signage plan for all users of the Atlanta Beltline. The project provided general guidance for the entire 22-mile trail and will include a full application of that guidance to the Eastside segment of the trail with specific sign types, destinations, and placements.



MILTON/CRABAPPLE DOWNTOWN MASTER PLAN, CRABAPPLE, GEORGIA

Ken was the Senior Landscape Architect at the week long design charrette in Crabapple, Georgia and led the street network and streetscape design portion of the master plan. These street modifications will help the city to retain its character and aesthetic and provide Complete Street elements to their existing streets.



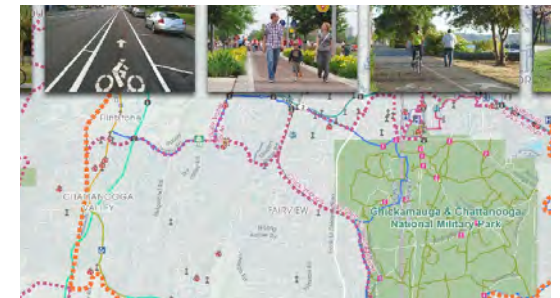
NORTH LYNN STREET ESPLANADE ARLINGTON, VIRGINIA

Ken was the registered Landscape Architect providing Quality Assurance/Quality Control for the planting design and hardscape details of the trail connection. This project involved comprehensive planning and design efforts for improvements to North Lynn Street, westbound Lee Highway, and the Custis Trail in the Rosslyn area of Arlington County.



UNIVERSITY OF WEST GEORGIA BIKE PLAN AND TRANSPORTATION SERVICES CARROLLTON, GEORGIA

Ken led the creation of a bike plan for this 11,000 student campus located in a small city west of Atlanta. He helped devise a system of paths and routes to traverse the campus, made recommendations for on-street bicycle accommodations, and provided a set of bicycle program ideas.



MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



TOOLE
DESIGN

BLAKE LOUDERMILK, P.E.

TOTAL YEARS OF
EXPERIENCE: 10
YEARS WITH TOOLE DESIGN: 2

EDUCATION

Bachelor of Science, Civil Engineering, Clemson University

REGISTRATIONS/CERTIFICATIONS

Professional Engineer: GA, AL, NC, SC, TN, TX

WORK EXPERIENCE

Blake is a civil engineer with experience in bicycle and pedestrian transportation design, site development design, and project management for new construction and retrofit projects. He also has experience with roadway designs, grading and drainage, erosion control, site analysis, cost estimates and construction drawings, and other elements of construction. Blake has used efficient design practices and management to lead numerous projects from feasibility to construction. Blake's work in Georgia includes the Complete Streets design of the Ralph David Abernathy Boulevard in Atlanta, conceptual design of the Athens-Clarke County Bicycle and Pedestrian Master Plan, design of the Westside Trail Access Point in Atlanta, and concept designs of intersections for the Decatur Community Transportation Plan.

MARY BLACK TRAIL EXTENSION

SPARTANBURG, SOUTH CAROLINA

Blake is responsible for design and construction documents that illustrate roadway improvements, separated bike facilities, pedestrian facilities, and storm water and erosion control. Blake is overseeing the project design and manage all aspects of the design development for 0.75 miles of new separate bike facilities and shared-use paths.



RDA COMPLETE STREET CONVERSION

ATLANTA, GEORGIA

The design team created a multimodal transportation design for Ralph David Abernathy Boulevard. Blake assisted with the development of roadway alignments, streetscape features, and access to the Atlanta Beltline. The conceptual plan included a strong network for all users. He is also supporting the construction drawings phase.



ATHENS-CLARKE COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

ATHENS-CLARKE COUNTY, GEORGIA

As Senior Engineer, Blake is responsible for the conceptual design of the proposed facilities based on the planning documents. Cost estimation for each concept is being produced using GDOT bid tabs. The bicycle facilities will add connectivity to existing networks.



WESTSIDE TRAIL ACCESS POINT

ATLANTA, GEORGIA

As Project Manager, Blake is responsible for design of the access point to the world class Atlanta Beltline facilities. ADA accessibility, walkability, and bicycle friendliness are all elements of the design. The comfort and aesthetics of the design are both key points for the facility, and Blake is balancing those with design requirements.



MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



TOOLE
DESIGN

THOMAS NATWICK, P.E.

TOTAL YEARS OF
EXPERIENCE: 11
YEARS WITH TOOLE DESIGN: 1

EDUCATION

Bachelor of Science, Civil Engineering, Valparaiso University

REGISTRATIONS/CERTIFICATIONS

Professional Engineer: GA, CA, CO, FL, ID, NC, UT

WORK EXPERIENCE

Tom is a licensed engineer with over a decade of experience in transportation engineering. He has worked on projects involving active transportation, roadway, pedestrian facility design, light rail, grading, stormwater management, and utilities design across the U.S. and internationally. Tom is passionate about innovation in multimodal design and making a positive difference in communities. Prior to joining Toole Design, Tom served as the primary engineer for Phase 1 of the Lamar Loop Multi-Use Trail in Lamar, CO. The project featured on-street bicycle facilities and multi-use trail sections. The design featured protected bike lanes, a two-way cycletrack, multiple trail crossings, and wayfinding. When complete, the project will be a 9-mile loop of the city with a majority of Phase 2 being trail segments.

NW ARKANSAS BIKEWAY CORRIDOR DESIGN ARKANSAS

The Northwest Arkansas Bikeway Corridor Design project has identified 11 corridors across the region that connect to major destinations. Tom is providing concept-level engineering design for numerous complex intersections, roundabouts, and bicycle facility transitions for all 11 project corridors.



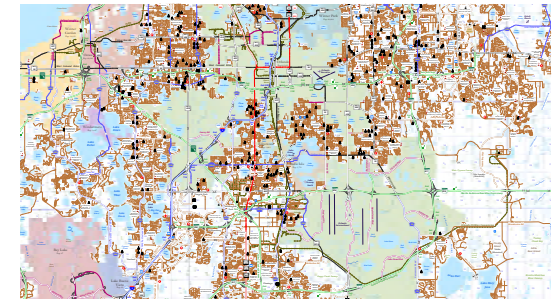
BRUSHY CREEK GREENWAY EASLEY, SOUTH CAROLINA

Tom is responsible for final design and corridor modeling for this greenway trail project. The project is a key connection between landmarks in Easley and provides a non-vehicular mode of transportation across the City. Geometry, profiles, cross sections, cost estimates, and construction documents will all be produced as part of the project.



ORLANDO CONNECTOR TRAIL ORLANDO, FLORIDA

Tom is serving as Project Manager and Senior Engineer for the signing, pavement marking, and signal design for this urban trail connection. The design features raised crossings, improvements to pedestrian connectivity along the corridor, and upgrades pedestrian signals to current ADA standards.



AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

Tom is developing design guidance and preparing graphics for multiple chapters of the forthcoming guide including Design of Separated Bike Lanes and Side Paths, Bicycle Boulevards, and Bicycle Facility Design at Interchanges. He has also provided quality control review of chapters in draft submittals during the review process.



MULTI-MODAL PLANNING & TECHNICAL ANALYSIS



TOOLE
DESIGN

RACHAEL PANIK

TOTAL YEARS OF
EXPERIENCE: 3
YEARS WITH TOOLE DESIGN: 2

EDUCATION

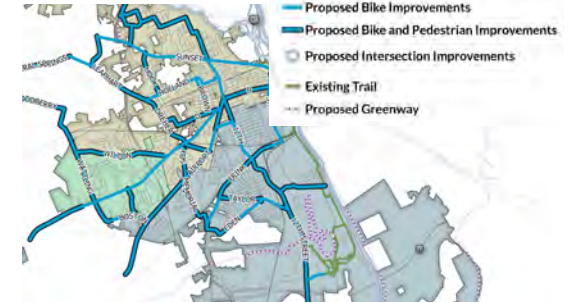
Master of City and Regional Planning, Clemson University
Bachelor of Science, Civil Engineering, University of Alabama

WORK EXPERIENCE

Rachael is a transportation planner and engineer. Her versatile background in both planning and engineering allows her to understand projects comprehensively while maintaining an attention to detail and producing data-driven projects. She has experience in regional and area active transportation planning on large and small scales; her plans reflect clearly outlined strategic approaches while still capturing the unique elements of each place. She has also created public engagement processes catered specifically to the needs of each community. In addition to her planning skills, analytical skills allows her to implement creative approaches to mapping, transportation safety research, and network analyses. Rachael has also created conceptual designs for corridor and intersection redesign projects.

WEST METRO BIKE AND PEDESTRIAN MASTER PLAN, CAYCE, WEST COLUMBIA, AND SPRINGDALE, SOUTH CAROLINA

The goal of this master plan created a safer and connected network of planned infrastructure among the three communities. Rachael created documents for community engagement, drafted sections of the final master plan, and conducted demand and LTS analyses to inform network development.



ATHENS CLARKE COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

ATHENS-CLARKE COUNTY, GEORGIA

The master plan created a network of bicycle and pedestrian projects to connect the entire county and was supported by policy recommendations and educational programming. Rachael created maps and public engagement materials, facilitated public engagement activities, and drafted content for final plan.



BIRMINGHAM REGIONAL ACTIVE TRANSPORTATION PLAN

BIRMINGHAM METRO AREA, ALABAMA

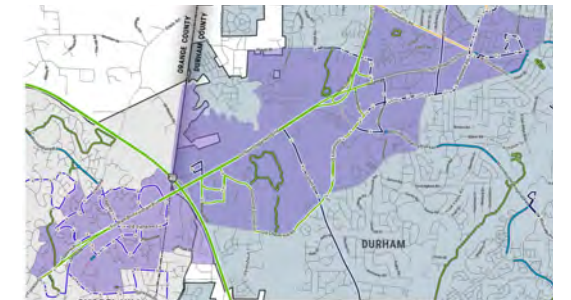
Toole Design is creating a regional active transportation plan designed to connect four counties that encompass the Birmingham metropolitan area. Rachael is conducting LTS analyses for the region, creating public engagement material, and designing the regional network.



US 15-501 CORRIDOR STUDY

DURHAM AND CHAPEL HILL, NORTH CAROLINA

The US 15-501 Corridor Study goal is to provide recommendations to make this key corridor more accessible for all modes of transportation. For this project, Rachael created maps, conducted an LTS analysis for the study area, created concept-level intersection redesigns, and participated in plan strategy development.



AMENDMENT OF SUBGRANT AGREEMENT

THIS AGREEMENT is entered into as of this 23rd day of July, 2019, by and between the City of Alpharetta, Georgia (hereinafter referred to as the "Subgrantee") and the Atlanta Regional Commission, (hereinafter referred to as "ARC").

WITNESSETH THAT

WHEREAS, the parties hereto did enter into a subgrant agreement dated July 25, 2018, in which the Subgrantee agreed to perform certain services for ARC and ARC agreed to compensate the Subgrantee for the performance of such services, all as more fully set forth in said agreement; and

WHEREAS, the parties wish to amend said subgrant agreement in certain respects as set forth herein below.

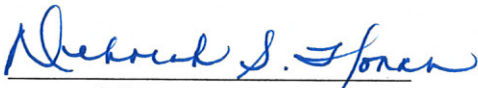
NOW, therefore and in consideration of the mutual benefits to the parties, the parties agree that said agreement is hereby amended as follows:

1. The last sentence of Section 3, Time of Performance, is hereby deleted and replaced with the following: "All work and services required hereunder shall be completed on or before November 1, 2019."

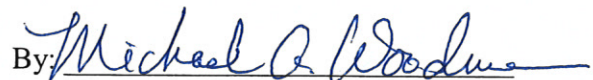
Except as specifically modified hereinabove, the remainder of said subgrant agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the Subgrantee and ARC have hereunto agreed effective as of the date first above written.

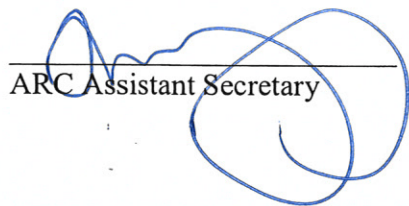
ATTEST:


Office Manager

CITY OF ALPHARETTA

By: 
Title: Senior Planner

ATTEST:


ARC Assistant Secretary

ATLANTA REGIONAL COMMISSION

By: 
Executive Director

UP1934

SUBGRANT AGREEMENT

THIS AGREEMENT, entered into as of this 18 day of September, 2019, by and between City of Alpharetta, Georgia (hereinafter referred to as the "Subgrantee") and the ATLANTA REGIONAL COMMISSION (hereinafter referred to as "ARC").

WITNESSETH THAT:

WHEREAS, ARC desires to engage the Subgrantee to render certain services hereinafter described in connection with an undertaking or project (hereinafter referred to as the "Project") which is to be wholly or partially financed by a grant from the United States Department of Transportation, (hereinafter, along with the appropriate auditing agency of the entities making such grant, referred to as "the Concerned Funding Agencies");

WHEREAS, the Subgrantee desires to render such services in connection with the project;

NOW THEREFORE, in consideration of the premises and the mutual covenants and agreements hereinafter contained, the parties hereto agree as follows:

1. Engagement of the Subgrantee. ARC hereby agrees to engage the Subgrantee and the Subgrantee hereby agrees to perform the services hereinafter set forth in accordance with the terms and conditions herein.
2. Scope of Services. The Subgrantee shall do, perform and carry out in a satisfactory and proper manner, as determined by ARC, the work and services described in Attachment "A" which is attached hereto and made a part hereof.
3. Time of Performance. The services of the Subgrantee are to commence immediately upon execution of this agreement. Work and services shall be undertaken and pursued in such sequence as to assure their expeditious completion and as may be required in Attachment "A." All work and services required hereunder shall be completed on or before October 31, 2020.
4. Compensation. The Subgrantee shall be compensated for the work and services to be performed under this agreement as set forth in Attachment "B" which is attached hereto and made part hereof. Compensation for work and services in the performance of this contract shall not exceed \$120,000.
5. Approval of Subcontracts. None of the work or services to be performed under this agreement by the Subgrantee shall be subcontracted without the prior written approval of ARC's Executive Director or his authorized agent. If such approval is requested, all subcontract documents shall be submitted to ARC's Executive Director or his authorized agent, for his review and approval prior to the execution of such subcontract. Further, if requested by ARC's Executive Director or his authorized agent, the Subgrantee shall provide ARC with such documentation as ARC's Executive Director shall require, regarding the

method the Subgrantee used in selecting its subcontractor. The Subgrantee acknowledges that if work or services to be performed under this agreement is financed solely or partially with federal funds, the selection of subcontractors is governed by regulations requiring competition between potential subcontractors or adequate justification for sole source selection. The Subgrantee agrees to abide by such regulations in its selection procedure.

Notwithstanding the foregoing, it is the policy of ARC that only highly qualified consultant teams shall be used to perform planning work. The Subgrantee agrees that it shall conduct procedures in accordance with 2 C.F.R. 200.320(d) using competitive proposals. Evaluation criteria will be established such that proposers' qualifications carry the most weight in the selection process. While cost or price may be factor in the evaluation process, ARC's policy is that cost and price shall comprise no more than 25% of the overall weighted criteria established for said process. Failure to comply with this policy will result in disapproval of any subcontract(s) and withdrawal of ARC funding.

6. Prompt Payment and Retainage. The prime subgrantee agrees to pay each subcontractor under this prime grant for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime subgrantee receives from ARC. The prime subgrantee agrees further to return retainage payments to each subcontractor within 30 days after the subcontractors work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of ARC. This clause applies to both DBE and non-DBE subcontracts.

Any subgrantee found not to be in compliance with this clause will be considered in breach of contract and any further payments will be withheld until corrective action is taken. If subgrantee does not take corrective action, subgrantee may be subject to contract termination.

7. Assignability. The Subgrantee shall not assign, sublet or transfer all or any portion of its interest in this agreement without the prior written approval of ARC.
8. Amendments. ARC may require changes in this agreement. Except for termination for cause or convenience, such changes, including any increase or decrease in the amount of the Subgrantee's compensation shall be incorporated in written amendments to this agreement. Amendments to this agreement may be executed on behalf of ARC only by ARC's Executive Director and Chairman.
9. Insurance. The Subgrantee will have and maintain insurance coverage that complies with the laws of the state of Georgia, as well as reasonable and prudent business practices. Such insurance shall at least include Worker's Compensation, Public Liability, Property Damage, and Valuable Papers coverage.
10. Indemnification. The Subgrantee shall hold harmless and indemnify ARC, its officers, directors, and employees from and against losses, reasonable attorney's fees and costs, that may be based on any injury to persons or property caused by the negligent performance of services under this agreement by the Subgrantee or any person employed by the Subgrantee.

11. Formal Communication. Formal communications regarding this agreement shall include, but not necessarily be limited to correspondence, progress reports and fiscal reports.

All formal communication regarding this agreement shall be in writing between the person executing this agreement on behalf of the Subgrantee (executor) and ARC's Executive Director. However, the Subgrantee executor and ARC's Executive Director shall each have the right to designate in writing to the other an agent to act in his or her behalf regarding this agreement. Any restrictions to such designation must be clearly defined in the written designation.

In this regard, ARC's Executive Director hereby designates the Director of the Center for Livable Communities as his agent for purposes of this contract only, except for Amendments and Terminations.

12. Reports. The Subgrantee shall furnish ARC with narrative progress reports, in such form and frequency as may be specified by ARC's Executive Director or his authorized agent, outlining the work accomplished by the Subgrantee during the period, including the current status of the Project, and the percentage of work which has been completed.
13. Financial Reports. In addition to other records required by this contract, the Subgrantee agrees to provide to ARC such additional financial reports in such form and frequency as ARC may require in order to meet ARC's requirements for reporting to the Concerned Funding Agencies.
14. Program Fraud and False or Fraudulent Statements or Related Acts. The Subgrantee acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Subgrantee certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the project for which this contract work is being performed. In addition to other penalties that may be applicable, the Subgrantee further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Subgrantee to the extent the Federal Government deems appropriate.
15. Review and Coordination. To ensure adequate assessment of the Subgrantee's project and proper coordination among interested parties, ARC shall be kept fully informed concerning the progress of the work and services to be performed hereunder. The Subgrantee may be required to meet with designated representatives of ARC and the Concerned Funding Agencies from time to time to review the work and services performed. The Subgrantee shall be given reasonable written notice of such meetings.

16. Inspections. Authorized representatives of ARC and the Concerned Funding Agencies may at all reasonable times review and inspect the Project activities and data collected pursuant to this agreement. Except where specifically prohibited by law, all reports, studies, records, and computations prepared by or for the Subgrantee under this agreement shall be made available to authorized representatives of ARC and the Concerned Funding Agencies for inspection and review at all reasonable times in the Subgrantee's office where data is normally accumulated. Approval and acceptance of such material shall not relieve the Subgrantee of its professional obligation to correct, at its expense, any errors found in the work unless such errors can be shown to be caused by inaccurate or incomplete information provided by ARC.
17. Maintenance of Cost Records. The Subgrantee shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the Project and shall make such material available at all reasonable times during the period of the agreement, and for three years from the date of final payment under the agreement, for inspection by ARC, the Concerned Funding Agencies, and if the work and services to be performed under this agreement is wholly or partially funded with federal funds, the Comptroller General of the United States, or any of their duly authorized representatives. The Subgrantee shall include the provisions of this paragraph in any subcontract executed in connection with this Project.
18. No Obligation by the Federal Government. ARC and the Subgrantee acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to ARC, the Subgrantee, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.
19. Status as Independent Contractors. Nothing contained in this agreement shall be construed to constitute the Subgrantee or any of its employees, servants, agents or subcontractors as a partner, employee, servant, or agent of ARC, nor shall either party to this agreement have any authority to bind the other in any respect, it being intended that each shall remain an independent contractor.
20. Subgrantee's Personnel. The Subgrantee represents that it has, or will secure at its own expense, all personnel required to perform the services under this agreement. Such personnel shall not be employees of ARC, nor shall such personnel have been employees of ARC during any time within the twelve-month period immediately prior to the date of this agreement, except with the express prior written consent of ARC. Further, the Subgrantee agrees that no such former ARC employees shall be involved in any way with the performance of this agreement, without the express prior written approval of ARC.
21. Employees' Rate of Compensation. The rate of compensation for work performed under this project by a staff member or employee of the Subgrantee shall not exceed the compensation of such person that is applicable to his or her other work activities for the Subgrantee.

Charges for salaries and wages of individuals shall be supported by time and attendance and payroll distribution records.

22. Interest of Subgrantee. The Subgrantee covenants that neither the Subgrantee, nor anyone controlled by the Subgrantee, controlling the Subgrantee, or under common control with the Subgrantee, nor its agents, employees or Subgrantees, presently has an interest, nor shall acquire an interest, direct or indirect, which would conflict in any manner or degree with the performance of its service hereunder, or which would prevent, or tend to prevent, the satisfactory performance of the Subgrantee's service hereunder in an impartial and unbiased manner. The Subgrantee further covenants that in the performance of this agreement no person having any such interest shall be employed by the Subgrantee as an agent, Subgrantee or otherwise. If the Subgrantee contemplates taking some action which may constitute a violation of this paragraph, the Subgrantee shall request in writing the advice of ARC, and if ARC notifies the Subgrantee in writing that the Subgrantee's contemplated action will not constitute a violation hereof, then the Subgrantee shall be authorized to take such action without being in violation of this paragraph.
23. Interest of Members of ARC and Others. No officer, member or employee of ARC, and no public official of any local government which is affected in any way by the project, who exercises any function or responsibilities in the review or approval of the project or any component part thereof, shall participate in any decision relating to this agreement which affects his or her personal interests or the interest of any corporation, partnership or association in which he or she is directly, or indirectly, interested; nor shall any such officer, member or employee of ARC, or public official of any local government affected by the project, have an interest, direct or indirect, in this agreement or the proceeds arising therefrom.
24. Officials Not to Benefit. No member of or delegate to the Congress of the United States of America, resident commissioner or employee of the United States Government, shall be admitted to any share or part of this agreement or to any benefits to arise herefrom.
25. Compliance with Requirements of the Concerned Funding Agencies. The Subgrantee shall be bound by the applicable terms and conditions of the Grant Contract between ARC and the Concerned Funding Agencies which said Grant Contract is on file in the offices of ARC and is hereby made a part of this agreement as fully as if the same were attached hereto. ARC will notify the Subgrantee in writing of any applicable changes within a reasonable time after ARC has received appropriate notice of such changes from the Concerned Funding Agencies.
26. Rights in Documents, Materials and Data Produced. For purposes of this agreement, "data" includes, but is not limited to, writings, sound recordings, photographs, films, videotapes or other graphic representations and works of a similar nature. ARC and the Concerned Funding Agencies shall have the right to use same without restriction or limitation and without compensation to the Subgrantee other than as provided in this agreement. The Subgrantee acknowledges that matters regarding rights to inventions and materials

generated by or arising out of this agreement may be subject to certain regulations issued by the Concerned Funding Agencies.

27. Data and Software Licensing. During performance of the work covered by this Agreement ARC may provide certain data or software products, such as aerial photography or commercially available planning data and software, to the Subgrantee that have been obtained from various sources under specific licensing agreements. The Subgrantee acknowledges that any data or software that ARC may provide hereunder is provided as a non-exclusive, non-transferable, limited license for the Subgrantee or its Sub-Subgrantees to use the data or software for the work covered by this Agreement only. The Subgrantee shall not redistribute, republish or otherwise make this data or software available to any party not covered by this Agreement. The Subgrantee or any Sub-Subgrantees shall not use this data or software for any work not covered by this Agreement. The Subgrantee further acknowledges that upon completion of the project covered by this Agreement all data and software provided by ARC will be returned to ARC and all copies of the data or software residing on the Subgrantee's or Sub-Subgrantee's computer systems will be removed.
28. Publicity. Articles, papers, bulletins, reports or other material reporting the plans, progress, analysis or results and findings of the work conducted under this agreement shall not be presented or published without first submitting the same to ARC for review and comment. No such presentation shall be made until comments have been received from ARC regarding such review; provided, however, if such comments have not been received by the Subgrantee within thirty calendar days after such submission, it shall be presumed that ARC has no objection thereto. ARC's comments, objections, reservations or disagreements regarding such material shall be accommodated as ARC shall specify.
29. Assurances. The Subgrantee hereby assures and certifies that it will comply with the appropriate regulations, policies, guidelines and requirements (as applicable), including, but not limited to, 2 CFR Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 48 CFR 31, "Contract Cost Principles and Procedures," Executive Order 12372, "Intergovernmental review of Federal programs," U.S. Office of Management and Budget Circular Nos. A 21, "Cost Principles for Educational Institutions," and A 133, "Audits of States, Local Governments and Non-Profit Organizations," or other requirements imposed by ARC or the Concerned Funding Agencies concerning requirements of law or project matters as expressly made applicable by ARC herein, as they relate to the application, acceptance, use and audit of federal funds for this federally assisted project. For audits of fiscal years beginning on or after December 26, 2014, the provisions of 2 CFR 200.501 supersede OMB circular A133. A nonfederal entity that expends \$750,000 or more in federal awards during its fiscal year must have a single or program-specific audit conducted for that year. Also, the Subgrantee gives assurance and certifies with respect to this agreement that:
 - a. For all agreements:
 - i. It possesses legal authority to apply for this agreement, and, if appropriate, to finance and construct any proposed facilities; and, any required resolution, motion or similar

action has been duly adopted or passed as an official act of the Subgrantee's governing body; that proper authorization exists for the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the Subgrantee to act in connection with the application and to provide such additional information as may be required, and, upon ARC approval of its application, that the person identified as the official representative of the Subgrantee is authorized to execute an agreement incorporating the terms of its application.

- ii. It understands that the phrase "federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect federal assistance.
- iii. It will comply with Title VI of the Civil Right Act of 1964 (P.L. 88-352 and 42 USC 2000d) and in accordance with Title VI of that Act, no person in the United States shall, on the ground of age, handicap, religion, creed or belief, political affiliation, sex, race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any project or activity for which the applicant receives federal financial assistance and will immediately take any measures necessary to effectuate this assurance. The Subgrantee shall take affirmative action to ensure that qualified applicants are employed and qualified subcontractors are selected, and that qualified employees are treated during employment, without regard to their age, handicap, religion, creed or belief, political affiliation, race, color, sex or national origin. Such action shall include but not be limited to the following: employment, upgrading, demotions, or transfers; recruitment or recruitment advertising; layoffs or terminations; rates of pay or other forms of compensation; selection for training including apprenticeship, and participation in recreational and educational activities.

The Subgrantee shall in all solicitations or advertisements for subcontractors or employees placed by or on behalf of the Subgrantee, state that all qualified applicants will receive consideration for employment without regard to age, handicap, religion, creed or belief, political affiliation, race, color, sex or national origin. The Subgrantee shall not discriminate against any qualified client or recipient of services provided through this agreement on the basis of age, handicap, religion, creed or belief, political affiliation, race, color, sex or national origin. The Subgrantee shall cause foregoing provisions to be included in all subcontracts for any work covered by this agreement so that such provisions will be binding upon each subcontractor.

The Subgrantee shall keep such records and submit such reports concerning the racial and ethnic origin of applicants for employment and employees as ARC or the Concerned Funding Agencies may require.

The Subgrantee agrees to comply with such rules, regulations or guidelines as ARC or the Concerned Funding Agencies may issue to implement the requirements of this paragraph.

- iv. It will comply with applicable requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of federal and federally assisted projects.
- v. It will comply with the applicable provisions of the Hatch Act which limits the political activity of employees.
- vi. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
- vii. It will cooperate with ARC in assisting the Concerned Funding Agencies in this compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), Executive Order 11593, and the Archeological and Historic Preservation Act of 1966 (16 U.S.C. 469a-1 et seq.) by (a) consulting, through ARC, with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic Places that are subject to adverse effects (see 36 CFR Part 800.8) by the activity, and notifying, through ARC, the Concerned Funding Agencies of the existence of any such properties, and by (b) complying with all requirements established by ARC or the Concerned Funding Agencies to avoid or mitigate adverse effects upon such properties.
- viii. For agreements not involving federal financial assistance for construction, it will insure that the facilities under its ownership, lease or supervision which shall be utilized in the accomplishment of the Project are not listed on the Environmental Protection Agency's (EPA) list of Violating Facilities and that it will notify the Concerned Funding Agencies, through ARC, of the receipt of any communication from the Director of the EPA Office of Federal Activities indicting that a facility to be used in the project is under consideration for listing by EPA.
- ix. It will comply with Executive Order 11246, entitled "Equal Employment Opportunity," as amended by Executive Order 11375, and as supplemented in U.S. Department of Labor regulations (41 CFR Part 60).
- x. The Subgrantee agrees that throughout the performance of this contract it will remain in full compliance with all federal and state immigration laws, including but not limited to provisions 8 USC 1324a and O.C.G.A. § 13-10-91 regarding the unlawful employment of unauthorized aliens and verification of lawful presence in the United States. Thereunder, Subgrantee will ensure that only persons who are citizens or nationals of the United States or non-citizens authorized under federal immigration laws are employed to perform services under this contract or any subcontract hereunder.

- xi. The Subgrantee agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

The Subgrantee further agrees to include the provisions contained in the forgoing paragraph in each subcontract for services hereunder.

The Subgrantee shall not retaliate or take any adverse action against any employee or any subcontractor for reporting, or attempting to report a violation(s) regarding applicable immigration laws.

- b. For agreements involving either full or partial federal financial assistance for construction projects(s):
 - i. It will comply with the provisions of Executive Order 11296, relating to evaluation of flood hazards, and Executive Order 11288, relating to the prevention, control, and abatement of water pollution.
 - ii. It will require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to and Usable by, the Physically Handicapped," Number A117 1-1961, as modified (41 CFR 101 - 17.703). The Subgrantee will be responsible for conducting inspections to ensure compliance by the Subgrantee with these specifications.
- c. For agreements exceeding \$100,000.00 in federal financial assistance:
 - i. It will comply with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857 (h)), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR Part 15).

30. Certifications.

- a. Prohibition Against Use of Funds to Influence Legislation (Lobbying). No part of any funds under this agreement shall be used to pay the salary or expenses of any Subgrantee, or agent acting for the Subgrantee, to engage in any activity designed to influence legislation or appropriations pending before the Congress as stated in 49 CFR 20.
- b. Debarment and Suspension. The Subgrantee agrees to comply with the nonprocurement debarment and suspension rules in 49 CFR 29.
- c. Drug-Free Workplace. The Subgrantee agrees and certifies that it will comply with the requirements for a Drug-Free Workplace, as described in Section 50-24-3 of the Official Code of Georgia, including passing through this requirement to lower tier Subgrantees.

d. The Subgrantee agrees and hereby certifies that it will comply with the Georgia Security and Immigration Compliance requirements of O.C.G.A. § 13-10-91.

31. Other Requirements. In addition to other requirements of this agreement, the Subgrantee agrees to comply with, and shall be bound by, the applicable terms and conditions of all state and federal laws or regulations governing and defining resources, project administration, allowable costs and associated procurement standards, and the ARC Disadvantaged Business Enterprise Plan (in compliance with 49 CFR Part 26), as appropriate. In addition, the Subgrantee further agrees to comply with the DBE Utilization Plan submitted to ARC as part of its proposal. All such documents are hereby made part of this agreement fully as if the same were attached hereto.

The Subgrantee shall not discriminate on the basis of race, color, national origin, or sex in the performance of this agreement. The Subgrantee shall carry out applicable requirements of 49 CFR 26 in the award and administration of DOT assisted agreements. Failure by the Subgrantee to carry out these requirements is a material breach of this agreement, which may result in the termination of this agreement or such other remedy as the recipient deems appropriate.

The Subgrantee agrees to pay each subcontractor under this prime agreement for satisfactory performance of its agreement no later than ten business days from the receipt of each payment that said prime Subgrantee receives from ARC. The prime Subgrantee agrees further to return retainage payments to each subcontractor within ten business days after the subcontractors work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of ARC. This clause applies to both Disadvantaged Business Enterprises and non-Disadvantaged Business Enterprises.

32. Termination for Mutual Convenience. ARC or the Subgrantee may terminate this agreement in whole or in part when both parties agree that the continuation of the project would not produce beneficial results commensurate with the further expenditure of funds. The two parties shall, through formal written amendment, agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated. The Subgrantee shall not incur new obligations for the terminated portion after the effective date, and shall cancel as many outstanding obligations as possible. ARC shall evaluate each noncancelable obligation to determine its eligibility for inclusion in project costs. Settlement will be made in accordance with the terms and conditions of this agreement. ARC shall allow full credit to the Subgrantee for the ARC share of the non-cancelable obligations, properly incurred by the Subgrantee prior to termination.
33. Termination for Convenience. ARC may terminate this agreement, in whole or in part, at any time by giving written notice to the Subgrantee of such termination and specifying the effective date thereof, at least fifteen days before the effective date of such termination. In that event, all information and material produced or collected under this agreement and/or used in the performance of the scope of services shall, at the option of ARC, become its

property. If this agreement is terminated by ARC as provided in this paragraph, the Subgrantee will be reimbursed for the otherwise allowable actual expenses incurred by the Subgrantee up to and including the effective date of such termination, as authorized in Attachment "B." The Subgrantee shall not incur new obligations for the terminated portion after the effective date, and shall cancel as many outstanding obligations as possible. ARC shall evaluate each noncancelable obligation to determine its eligibility for inclusion in project costs.

34. Termination of the Agreement for Cause. If the Subgrantee, due to its action or failure to act, shall fail to fulfill in a timely and proper manner its obligations under this agreement, or if the Subgrantee has or shall violate any of the covenants, agreements, representations or stipulations of this agreement, ARC shall thereupon have the right to terminate this agreement by giving written notice to the Subgrantee of such termination and specifying the effective date thereof, at least five days before the effective date of such termination. In such event, all information and materials collected or produced under this agreement and/or used in the performance of the scope of services shall, at the option of ARC, become its property. The Subgrantee shall be entitled to receive just and equitable compensation for any satisfactory work completed under the Scope of Service up to and including the effective date of termination as authorized in Attachment "B." Notwithstanding the foregoing to the extent provided by law, the Subgrantee shall not be relieved of liability to ARC for damages sustained by ARC by virtue of any breach of this agreement by the Subgrantee and ARC may withhold any payments to the Subgrantee for the purpose of set-off for damages caused by the Subgrantee's breach, until such time as the exact amount of damages to ARC from the Subgrantee is determined.
35. Termination Due to Non-Availability of Funds. Notwithstanding any other provision of this agreement, in the event that any of the funds for carrying out the functions to which this agreement relates do not become available, then, upon written notice to the Subgrantee, this agreement may be immediately terminated without further obligation of ARC.
36. Suspension Due to Non-Availability of Funds. The Concerned Funding Agencies have the right to suspend financial assistance for this project. Consequently, ARC reserves the same right regarding this agreement. Such suspension would cause the withholding of further payments and/or prohibiting the Subgrantee from incurring additional obligations during the suspension period. However, unless notified in writing to the contrary, such suspension would not invalidate obligations otherwise properly incurred by the Subgrantee prior to the date of suspension to the extent that they are noncancelable.
37. Disputes and Appeals Any dispute concerning a question of fact arising either from a Subgrantee or subgrant selection decision, or under a Subgrantee or subgrant contract, once executed, shall be decided by the cognizant Center Director who, after advisory consultation with all appropriate ARC officials (e.g., Director of Business Services, General Counsel, etc.), shall promptly reduce such decision concerning the question of fact to writing and mail, or otherwise furnish a copy thereof, to the disputing party (i.e., as appropriate, either: the unsuccessful proposer; or the Subgrantee or subgrantee). The Center Director shall concurrently fully advise the disputing party, in writing, of the provisions outlined herein

below concerning the disputing party's right to appeal the decision to the ARC Executive Director. A copy of all such documents shall also be furnished to the Director of Business Services.

The decision of the Center Director shall be final and conclusive unless, within ten (10) calendar days of receipt of such written decision, the disputing party mails or otherwise furnishes a written appeal concerning the question of fact to the ARC Executive Director, who shall arrange a formal hearing within twenty (20) calendar days after receipt of such appeal. Both the appealing party and the cognizant Center Director shall be notified no less than five (5) calendar days in advance of the hearing and shall have the right to present witnesses and give evidence concerning the question of fact at such time. Within twenty (20) calendar days after the hearing, the Executive Director shall make a decision concerning the question of fact in writing to the appealing party and to the cognizant Center Director. A copy of the decision shall also be furnished to the Director of Business Services.

The decision of the Executive Director concerning the question of fact shall be final and conclusive unless determined by the cognizant grantor agency or agencies, or the Comptroller General of the United States, or a court of competent jurisdiction to have been arbitrary, capricious, an abuse of discretion or otherwise not in accordance with the law.

Pending final decision of an appeal to the Executive Director under a Subgrantee or subgrant contract already executed, the Subgrantee or subgrantee shall proceed diligently with the performance of the contract and in accordance with the cognizant Center Director's decision.

Nothing in the foregoing shall be construed as making final the decisions of the cognizant Center Director or the Executive Director as such decision relate to question of law.

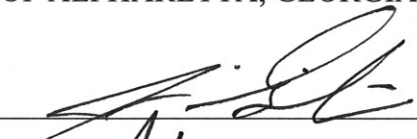
38. Applicable Law. This agreement shall be deemed to have been executed and performed in the State of Georgia. All questions of interpretation and construction shall be construed by the laws of Georgia.

IN WITNESS WHEREOF, the Subgrantee and ARC have executed this agreement as of the day first above written.

ATTEST:

CITY OF ALPHARETTA, GEORGIA

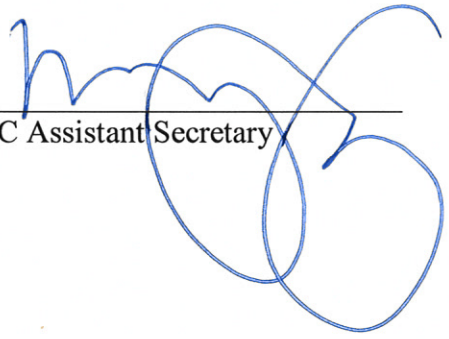
Michael A. Woodman
Senior Planner

By: 

Title: Mayor

ATTEST:

ATLANTA REGIONAL COMMISSION


ARC Assistant Secretary

By: 
Executive Director

By: 
Chair

ATTACHMENT A

Scope of Work

I. General: The work to be accomplished is in support of the following Atlanta Regional Commission (ARC) subelement:

902 CAS - Livable Centers Initiative Investment Policy Studies (LCI)

II. Area covered: All the necessary services provided in this subgrant contract will support the study of LCI-related programs and projects within and adjacent to the North Point LCI Area

III. Goal: Portions of the Atlanta Metropolitan Transportation Planning Area are in maintenance for both ozone and PM2.5 standards under the Clean Air Act under the Clean Air Act Amendments of 1990. Because of this designation, the region must look toward better development practices that support increased use of transportation modes other than single occupant vehicles (SOV) to help reduce emissions and meet air quality requirements. The LCI Program seeks to increase the use of alternatives to driving alone by developing transportation projects and other programs to improve accessibility, expand mixed-uses, utilize transit and support further development in the study area. Evaluation of the existing structure and development of likely scenarios should produce recommendations for future investment that support ARC's Livable Centers Initiative Program.

IV. Work Tasks:

The Alpha Loop Connection Trail will develop a scoping concept plan for a multi-use path connecting the Alpha Loop to the Big Creek Greenway and to North Point Mall. The plan will include an alignment, typical section, environmental impacts, and cost estimates for constructing the multi-use path and crossing Haynes Bridge road to connect into another segment of the Alpha Loop. The work to be accomplished under this contract is divided into the following tasks:

Task 1 – Existing Conditions & Technical Analysis:

The subgrantee will conduct a thorough review and assessment of previous plans and existing conditions in the corridor and connecting communities. The focus of the assessment will include the following:

- An examination of existing conditions of locations of the path
- Review of existing plans including the managed lanes, the proposed MARTA project and trails and connection points covering the area
- Review road crossings, driveway locations, connections to destinations such as schools, parks, shopping opportunities and access to healthy foods, and crash data at relevant locations.
- Identify physical constraints such as topography, lack of right-of-way, impacts to potentially historic properties, environmental features and locations of utilities.

Task 2– Public Involvement:

- The subgrantee will conduct an outreach process that promotes the involvement of all stakeholders in the study area. In addition to local residents, businesses, and property owners, key stakeholders in this process should also include ARC, GDOT, and MARTA.
- The subgrantee will seek input and comments from a project advisory group of major stakeholders. This stakeholder group will meet (either in person or via conference call) at least twice during the study process, and will be provided draft concepts, typical sections and scoping study documents for comment.
- A Project Management Team shall be formed with representatives from relevant city departments and ARC and should meet or have calls monthly.
- Project information will be uploaded to a project website to provide basic project information to the public along with project materials and meeting summaries.
- The subgrantee will schedule at least two public involvement activities – an activity meeting to understand needs, desired outcomes and gather to gather input on design and desired connections, potential problem areas, and another activity towards the end of the process to review and comment on preferred alternatives. Additional types of outreach, such as surveys or workshops, are encouraged and should be conducted as necessary throughout the process.
- The project’s ARC project manager must be notified of all meetings taking place.

Task 3 –Conceptual Plan and Analysis Report Development:

Prepare a Concept Layout, typical sections and cost estimates based on the existing conditions, technical analysis, and public involvement. Specific elements shall include:

- Preferred and alternative alignments and typical sections
- Determine public space and placemaking elements and strategies, including but not limited to public art, wayfinding, lighting both decorative and safety, and green infrastructure
- Preparation of analysis report, which includes analysis of potential environmental impacts, transportation impacts, ROW, utility and cost estimates.
- Summary of public involvement
- Development of crossing plan with concepts and costs.

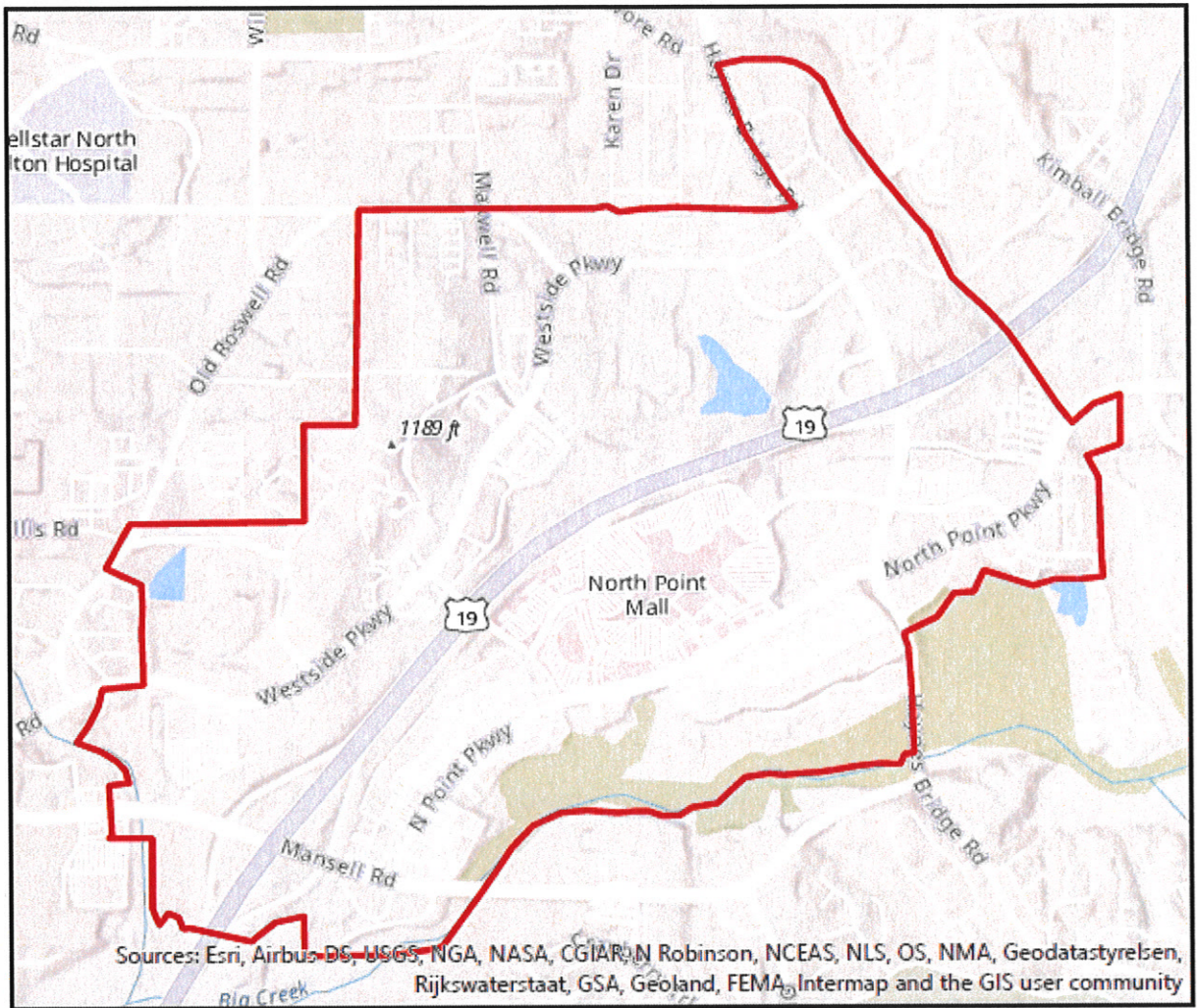
Task 4 – Prepare Project Deliverables

The following shall be developed and submitted to ARC in the format indicated below:

- Deliverables:
 - Greenway Concept Study Summary document: Brief document summarizing the goals of the project, methodology, public involvement, and alternatives considered.
 - Preferred and alternative typical sections
 - Renderings and other graphics to illustrate the key features of the study.

- Format:
 - Once single combine PDF file of the final report document
 - Electronic editable original documents for each report element, such as MS Word, GIS shape files, InDesign files, Excel/CAD or other files.

EXHIBIT A-1
LCI Study Area



ATTACHMENT B

Compensation and Method of Payment

I. Compensation: The total cost of the Project (as described in "Attachment A") is \$150,000. ARC's compensation to the Subgrantee will not exceed 80 percent of the actual costs incurred. However, in no event will the total compensation and reimbursement, if any, to be paid to the Subgrantee under this contract exceed the sum of \$120,000. All costs in excess of \$120,000 are to be paid by the Subgrantee.

A breakdown of this compensation is shown in Exhibit B-1, "Budget Estimate", which is attached to and made part of this contract for financial reporting, monitoring and audit purposes.

II. Method of Payment: The following method of payment replaces that specified in the main body of the contract.

A. Progress Payments: The Subgrantee shall be entitled to receive progress payments on the following basis. As of the last day of each month during the existence of this contract, the Subgrantee shall prepare an invoice for payment documenting work completed and costs incurred during the invoice period. This invoice shall be submitted to ARC along with the monthly report by the 10th of the following month. Any work for which reimbursement is requested may be disallowed at ARC's discretion if not properly documented, as determined by ARC, in the required monthly narrative progress report.

Upon the basis of its audit and review of such invoice and its review and approval of the monthly reports called for in the paragraph concerning "Reports" in the main body of the contract, ARC will, at the request of the Subgrantee, make payments to the Subgrantee as the work progresses but not more often than once a month. Invoices shall reflect 100% of the allowable actual costs incurred, be numbered consecutively and submitted each month until the project is completed. Reimbursement payments from ARC shall be at 80% of the approved invoiced costs.

Subgrantee's monthly invoices and monthly narrative progress reports are to be submitted to the ARC Executive Director or his authorized agent and must be received by him not later than the 10th day of the following month. ARC may, at its discretion, disallow payment of all or part of an invoice received after this deadline.

B. Final Payment: Final payment shall only be made upon determination by ARC that all requirements hereunder have been completed. Upon such determination and upon submittal of a final invoice, ARC shall pay all compensation due to the Subgrantee, less the total of all previous progress payments made.

Subgrantee's final invoice and summary document (as described in "Attachment A, Task 4 – Prepare Deliverables") must be received by ARC no later than ten days after the project completion date specified in Paragraph 3 of the contract. ARC may, at its discretion, disallow payment of all or part of a final invoice received after this deadline.

EXHIBIT B-1

Budget Estimate

Task 1 – Existing Conditions Assessment	\$ 40,000
Task 2– Public Involvement	\$ 20,000
Task 3 –Conceptual Plan and Analysis Report Development	\$ 60,000
Task 4 – Prepare Project Deliverables	<u>\$ 30,000</u>
Total Cost	\$150,000
ARC Share (80%)	\$120,000
Local Share (20%)	\$ 30,000

* Note: The estimates listed above are preliminary and actual costs by task may vary so long as the total contract value does not increase. Any change to the budget estimates shown above must be requested in writing and approved by ARC's Cognizant Center Director.



City Council Meeting STAFF REPORT

Submitting Department: Community Development

Submitted By: Kathi Cook

Sponsored By:

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: FY20 COMMUNITY DEVELOPMENT FLEET PURCHASE

II. RECOMMENDATION:

Authorize the purchase of three 2020 Ford F-150 Trucks and one 2020 Ford Escape in the amount of \$95,620 from Allan Vigil Ford Government Sales on State Contract # 9999-SPD-ES40199373-002.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: \$95,620.00

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Fleet Replacement / 3174150-54220 - C1433	\$45,690.00
Fleet FY20 Initiative / 30174150-542200 - C2000	\$49,930.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
NA	\$0.00
NA	\$0.00

IV. REPORT IN BRIEF:

As approved in the FY20 Budget, Community Development seeks approval to purchase three Ford F-150 Trucks and one Ford Escape in the amount of \$95,620.00. Two of these vehicles will be replacements for 2007 Ford F150's that warrant replacement based on age and maintenance/repair costs, and two of these vehicles will support the two new budgeted Full-Time Code Enforcement Licensing Officers tasked to licensing of Alcohol and Spa Services/Massage, moved from the Public Safety Department.

Community Development did put this out for bid and did not receive any responses. The bid was sent out to (32) vendors.

Since there were no bid responses, all the above vehicles will be purchased from Allan Vigil Ford Government Sales on State Contract # 99999-SPD-ES40199373-002.

V. ALTERNATIVES:

NA

VI. ATTACHMENTS:

2020 Ford Escape, 2020 Ford F150

ALLAN VIGIL FORD-LINCOLN GOVERNMENT SALES

2020 Escape S

Base Price

\$20,488.00

Compact SUV, Front Wheel drive

SWC #99999-SPD-ES40199373-002

Options

Price

Code

Equipment included in
Base price

1.5L I-4 Ecoboost engine w/start/stop
8 Speed Automatic Transmission
Power Steering
Tilt / Cruise
Power ABS Brakes
Solar Tinted Windows
Power Windows / Locks / Mirrors
AM-FM Radio
Factory AC
Traction Control
Mini Spare Tire
Carpet with Front Mats
Cloth Bucket Seats Front
2nd Row folding split seat
Rear Window Defroster
Keyless Remotes (2)
Roll stability control
Rear view camera w/ 4.2 " screen
Ford SYNC (Bluetooth)

Colors Available
Exterior

Interior
S & SE
Black

SE only
Stone

UM Agate Black
D9 Dark Persian Green
E7 Velocity Blue
UX Ingot Silver
YZ Oxford White
J7 Magnetic
BP Sedona Orange
G6 Desert Gold

Escape S options

Escape S 4X4

Cargo area mat(S,SE)	88.00		U9F
Splash guards(S,SE)	205.00		50Q
Daytime Running Lights(S,SE)	42.00	\$42.00	63S
All Weather Floor Mats(S,SE)	120.00	\$120.00	942
Reverse sensing(S,SE)	238.00		50C
Cargo Shade(S,SE)	130.00		60S
Aluminum Wheels(S only)	575.00		47B
Privacy Glass(S only)	269.00		64N
			924

Escape SE

2,850.00 U0G

Escape SE 4X4

4,475.00 U9G

SE includes: Climate control, power
driver seat, fog lamps, privacy glass,
Sirius XM, Aluminum wheels, keypad,

SYNC 3 package includes:

8" touch screen, remote start,
Wi-Fi Hotspot(w/ trial subscription)

SE only options:

Ford Co-Pilot360 Assist w/ Adaptive cruise control, Evasive steering assist, Touch screen Navigation System	675.00		68B
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Rapid Red Exterior paint	379.00		D4
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SE Sport w/ Hybrid engine	5,754.00		U0B
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SE Sport 4X4 w/ Hybrid eng.	7,100.00		U9B
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SE Sport only option:

SE Sport Premium Package w/ 19" aluminum wheels, panoramic vista roof, power liftgate, adaptive cruise control, Navigation System	3,255.00		68C
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Added optional equipment	\$162.00
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Other vendor added equipment	
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Delivery	\$75.00
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Total	\$20,725.00
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FOB Allan Vigil Ford

Delivery: see Region Chart for pricing

ALLAN VIGIL FORD GOV'T SALES

6790 Mt. Zion Blvd

Morrow, GA 30260

770-968-0680 Phone

800-821-5151 Toll Free

678-364-3910 Fax

Contact person

Department

Phone Number

Fax number

19-Jun

ALLAN VIGIL FORD-LINCOLN GOVERNMENT SALES

2020 Ford F150 (1/2 ton)

Base Price \$19,640.00

Regular Cab, 6 Cyl, 4x2, SWB

SWC #99999-SPD-ES40199373-002

Equipment included in

Base price

3.3L V6 Flex Fuel engine
6 Speed Automatic Transmission
Factory Installed A/C
AM-FM Radio
Solar Tinted Glass
Power Steering/ABS Brakes
Rear view back up camera
Vinyl 40/20/40 Bench Seat
Rubber Floor Covering
Full Size Spare/ Step bumper
Autolamp headlights
Short Bed (6.5 ft)
6500 GVWR
P245/70R17 Tires
Rain sensing wipers

Exterior Colors

Interior Color

Medium

Gray

D1 Stone Gray

X

PQ Race Red

X

N1 Blue Jeans

X

E7 Velocity Blue

X

JS Iconic Silver

X

UM Agate Black

X

J7 Magnetic

X

YZ Oxford White

X

E2 Magma Red (XLT

X

Only)

School Bus Yellow is available at
\$720.00 per vehicle

FOB Allan Vigil Ford

Delivery- see chart, \$75 minimum

ALLAN VIGIL FORD GOV'T SALES

6790 Mt. Zion Blvd

Morrow, GA 30260

770-968-0680 Phone

800-821-5151 Toll Free

678-364-3910 Fax

* 5.0L V8 or 3.5L EcoBoost
engine required

** Not available with regular
cab short wheel base

*** Requires 85A (Power W-L-M)

NOTE: Auto Start/Stop is standard on all F150 engines

Options	Price	Code
5.0L V8 Flex Fuel engine	1,836.00	995
3.5L V6 EcoBoost engine**	2,388.00	99G
2.7L V6 EcoBoost	916.00	99P
Long Bed (8 ft)	285.00	145
Extended range fuel tank**	410.00	655
Super Cab (6.5 ft. bed)	2,525.00	X1C
Super Cab (8 ft. bed) *	3,690.00	X1CLong
4x4 Option (All models)	2,645.00	F1E
Skid Plates	155.00	413
Crew Cab SWB (5.5 ft bed)	4,920.00	W1Cs
Crew Cab LWB* (6.5 ft bed)	5,850.00	W1CI
Limited Slip Axle	525.00	XL9
Tilt / Cruise	215.00	50S
Running boards (black)	262.00	18B
Daytime Running Lights	42.00	942
Power Windows/Locks/Mirrors	1,088.00	85A
Power Seat-requires 85A	345.00	91P
Class IV Hitch (w/o tow pkg)	100.00	53B
Trailer Tow Pkg	555.00	53A
Trailer Tow Pkg (w/101A pkg)	916.00	53A
Tow Mirrors w/ spotlights***	495.00	54Y/59S
XL w/ Power W-L-M, SYNC,	2,075.00	101A
AM/FM, & Cruise control.	795.00	52P/50S
SYNC(Bluetooth)& Cruise con.	N/C	CG
40-20-40 Cloth Split Bench	275.00	WG
Cloth Buckets w/console	265.00	67T
Electric Brake Controller	135.00	595
Fog Lights	140.00	168
Carpet w/ Mats	49.00	66S
XL SSV Package	4,763.00	300A
XLT Package	755.00	50N
Navigation pkg (XLT Only)	305.00	57Q/924
Rear window defroster	740.00	86A
Aluminum Wheels & Bumpers	305.00	63S
Box Side Steps	355.00	63T
Tailgate Step	255.00	76R
Reverse Sensing-requires		
53A or 53B		
Spray-in Bedliner	375.00	ATK

Options total	\$5,250.00
Other vendor added equipment	
Delivery	\$75.00
Total	\$24,965.00

Contact person

Agency

Phone Number

Fax number

July, 19



City Council Meeting STAFF REPORT

Submitting Department: Community Development

Submitted By: Kathi Cook

Sponsored By:

Meeting Date: November 11, 2019

I. AGENDA ITEM TITLE: COMMUNITY DEVELOPMENT (CODE ENFORCEMENT) OFFICE BUILDOUT (ITB 20-006)

II. RECOMMENDATION:

Award ITB 20-107 to Rick B. General Contractors for the Code Enforcement Office Buildout in an amount totaling \$57,000 and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT.
BUDGET: NO

TOTAL PROJECT COST: \$57,000.00 FOR ITB 20-006 SCOPE.
SEE BELOW FOR OVERALL PROJECT SCOPE AND COSTS.

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Office Buildout (30174150-571300-C1824)	\$54,000.00
Information Technology (30117400-542400-C1313)	\$3,000.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
-	\$0.00
-	\$0.00

IV. REPORT IN BRIEF:

The FY 2020 Budget included the transfer of licensing duties (Alcohol, spa services, massage, etc.) from Public Safety to Community Development (Code Enforcement). Accordingly, funding was allocated for the addition of two Code Enforcement Officer positions as well as the build-out of office space for the entire Code Enforcement division including an area for servicing our customers.

To this end, Community Development staff, in conjunction with Finance staff, prepared ITB 20-006 for the Office Build-out. The selected contractor is to provide all materials, labor, and equipment for the Office Build-out (excluding security and IT equipment – discussed below) within the existing shell area on the ground floor of City Hall.

ITB 20-006 was advertised in September and October 2019, and bids were due on October 25, 2019. The City received a total of four (4) responses:

- \$57,000 Rick B. General Contractors
- \$82,212 Ujamaa Construction
- \$104,029 Traditional Contractors Inc.
- \$125,334 WEBMyers Construction

The bid prices above include the base bid scope and an alternate for adding a sidelight window to the customer door. For the low bid by Rick B. General Contractors, the base bid was \$54,000 and the alternate

was an additional \$3,000.

Rick B. General Contractors was selected by the City for its Fire Station renovation project currently underway. Staff has found Rick B. General Contractors to be professional and responsive and recommends them for award of the office build-out.

While the current agenda item relates only to award of a \$57,000 contract for the build-out of the office space, the total costs to build-out and equip the subject space are approximately \$100,000 and include the following components:

- \$57,000 Office Build-out (ITB 20-006)
- \$26,200 Office Furniture/Miscellaneous
- \$8,000 Security (cameras, badge readers, etc.)
- \$8,800 IT Infrastructure Equipment and Data Cabling
- \$100,000

Funding is provided through Community Development and Information Technology capital accounts.

V. ALTERNATIVES:

NA

VI. ATTACHMENTS:

Preliminary Bid Tabulation ITB 20-006, CE buildout floorplan



ITB 20-006 Office Buildout for Code Enforcement at City Hall
Preliminary Bid Tabulation

Supplier	Date Submitted	Attendance at Pre-bid (Yes / No)	Addendum #1 (Yes / No)	5% Bid Bond (Yes / No)	Disclosure (Yes / No)	Base Bid	Add Alternate: Sidelight	Deductive Alternate: IT electrical room
Rick B General Contractors	Oct 24, 2019 10:02 PM EDT	Yes	Yes	Yes	Yes	\$ 54,000.00	\$ 3,000.00	\$ -
Ujamaa Construction	Oct 25, 2019 9:46 AM EDT	Yes	Yes	Yes	Yes	\$ 78,866.00	\$ 3,346.00	\$ -
Traditional Contractors Inc	Oct 25, 2019 9:59 AM EDT	Yes	Yes	Yes	Yes	\$ 99,829.00	\$ 4,200.00	\$ -
WEBMyers Construction	Oct 25, 2019 8:40 AM EDT	Yes	Yes	Yes, need signature	Yes	\$ 120,415.00	\$ 4,919.00	\$ 2,025.00



3