

AGENDA
SPECIAL PLANNING, BUILDING AND ZONING COMMITTEE
Village of Hoffman Estates
October 21, 2019

Immediately Following the Special Transportation & Road Improvement Committee

Members:	Gary Stanton, Chairman	Anna Newell, Trustee
	Karen Arnet, Vice-Chairman	Gary Pilafas, Trustee
	Karen Mills, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

I. Roll Call

NEW BUSINESS

1. Request authorization to award a contract for the Barrington Road I-90 Area Study to Farr Associates of Chicago, IL in an amount not to exceed \$91,615.00.

II. Adjournment

(Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at www.hoffmanestates.org and/or in person in the Village Clerk's office).

The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request authorization to award a contract for the Barrington Road I-90 Area Study to Farr Associates of Chicago, IL in an amount not to exceed \$91,615.00

MEETING DATE: October 21, 2019

COMMITTEE: Planning, Building & Zoning

FROM: Peter Gugliotta *PG*

REQUEST: Request authorization to award a contract for the Barrington Road I-90 Area Study to Farr Associates of Chicago, IL in an amount not to exceed \$91,615.00.

BACKGROUND: In July 2019, staff was directed to issue a Request for Proposals (RFP) to find a consulting firm to perform a sub-area plan focused on the Barrington Road I-90 interchange area of the Village. The study is intended to provide framework for future development and redevelopment in the area that maximizes interaction with the expanded transportation options at the Barrington Road I-90 interchange (including full vehicular access, as well as transit). Beyond a conceptual framework plan, input will be sought on several specific land use and development related points listed in the RFP.

DISCUSSION: Four responses to the RFP were received, with all being qualified and addressing the RFP goals appropriately. Three proposals were relatively close in cost (after adjustments were considered to equalize the amount of work to be provided) and scope of work. A fourth was eliminated because the cost was more than double the others and the scope was not as focused on Village goals as the other three. Interviews were conducted with the top three options to further evaluate the different planned approaches. The interview team included Mark Koplín, Pete Gugliotta, Mike Hankey, and Kevin Kramer.

After thorough analysis, staff recommends selection of Farr Associates of Chicago, Illinois. Farr is a sustainably-focused planning and architecture firm with extensive experience in redevelopment of suburban areas near transit. The Farr Associates proposal also includes the use of Business Districts, Inc. (markets and implementation) and Terra Engineering (transportation, mobility, stormwater) as sub-consultants. After narrowing the selection process down to Farr Associates as the preferred choice, staff held further discussions with Farr and their sub-consultants to refine the scope and costs in order to finalize the attached contract. The final not-to-exceed cost was determined at \$91,615.00.

DISCUSSION: (Cont'd)

Factors that led to this recommendation included Farr's strong implementation focus, solid background with comparable projects, a solid understanding of how to relate to the different types of key stakeholders, and an overall approach and project structure that fit well with the Village's project goals. Farr Associates also correctly understands that any redevelopment around the Pace transit center would need to be considered as "Transit Adjacent" rather than "Transit Oriented" since there is no way to physically integrate development into the actual transit center location within the Tollway property. This is an important distinction that acknowledges our situation differs from many other transit development studies in the suburbs.

During the evaluation process, Farr impressed the review team with an emphasis on key principles such as the importance of defining project success at the onset of the project, stressing the fact that any plan should be crafted with long term success in mind, and the ability to draw upon past project experiences that have somewhat similar characteristics to our unique study area.

Desired outcomes from this process will be to create a unified plan to communicate the Village's goals for land use and connectivity in the study area, including identifying the most desirable use of land that can take advantage of the enhanced transportation facilities in the study area. Additionally, there are currently a number of property owners considering options for redevelopment or repositioning of their older properties and this study could help provide beneficial focus and guidance for those efforts. Farr Associates will be instrumental in helping owners envision alternative futures for properties that may be underperforming.

In addition to a comprehensive review of existing conditions, the Farr Associates will have kick-off informational gathering meetings at the beginning of the project which will allow Village staff to provide extensive background knowledge and technical information for the area. Farr also intends to obtain detailed input from Pace early in the process, as well as possibly doing some key property owner interviews to help set the stage for their planning work.

Once background information is obtained, Farr will create three concept scenarios for the study area that differ based on the amount of involvement the Village may wish to invest in facilitating change to the area. Farr uses a time-tested, three-day iterative process to refine the concept plans following a model adopted by the National Charrette Institute. The charrette will include a series of stakeholder meetings (including elected officials) that will vary in format based on the particular stakeholders involved, interwoven with consultant-only and consultant/staff discussions that will help refine the scenarios based on feedback that is received. The process concludes with the creation of a refined concept plan that will be used to define a preferred vision for the area.

The Farr proposal relies primarily upon in-house planning and design staff, with the addition of focused market input from Business Districts, Inc. to ensure the plans are feasible to be built. Additional work will come from Terra Engineering related to connectivity and transportation factors, as well as a broad-level evaluation of stormwater impacts in the area (particularly relative to redevelopment options). In addition to opportunities for elected official input during the process, the proposal anticipates a final presentation in a public meeting (most likely a Planning, Building and Zoning Committee meeting). Staff will coordinate with the consultant to ensure information and materials on the final plan and report are distributed to Committee members well in advance of the presentation.

DISCUSSION:

The schedule anticipates a project kick-off meeting in November and the final plan completion by approximately June 2020.

FINANCIAL IMPACT:

The 2019 Planning Division budget for Professional Services includes funding to cover the contract cost of \$91,615.00 for this study. Since this sub-area plan project will extend into 2020, unused funds in 2019 can carry over to the 2020 budget to cover the total cost of this plan.

Similar to the recently completed West Area Plan, this plan will be referenced and included as part of the Comprehensive Plan update which is now targeted to start in mid-2020.

RECOMMENDATION:

Authorization to award a contract for the Barrington Road I-90 Area Study to Farr Associates of Chicago, IL in an amount not to exceed \$91,615.00.

Attachments

cc: Doug Farr (Farr Associates)
Tim Kirkby (Farr Associates)

VILLAGE OF HOFFMAN ESTATES

**CONSULTING SERVICE AGREEMENT FOR
THE HOFFMAN ESTATES AREA PLAN - BARRINGTON ROAD I-90 INTERCHANGE SUB-AREA**

This PROFESSIONAL SERVICES AGREEMENT ("Agreement") is effective as of the date executed, and is by and between the Village of Hoffman Estates ("VILLAGE") and the Contractor identified in Section 1.A of this Agreement.

IN CONSIDERATION OF the recitals and the mutual covenants and agreements set forth in this Agreement, and pursuant to the VILLAGE's statutory powers, the parties agree as follows:

SECTION 1. CONTRACTOR.

A. Engagement of Contractor. The VILLAGE desires to engage the Contractor identified below to perform and to provide all necessary professional consulting services to perform the work in connection with the project identified below:

Contractor Name ("Contractor")	<u>Farr Associates</u>
Address	<u>53 W. Jackson Blvd., Suite 650</u>
VILLAGE, State Zip	<u>Chicago, IL 60604</u>
Phone	<u>(312) 408 - 1661</u>
Email	<u>tim@farrside.com</u>
Project Name/Description	<u>Hoffman Estates Area Plan - Barrington Road I-90 Interchange Sub-Area</u>
Agreement Amount	<u>not to exceed \$91,615.00</u>

B. Project Description. The project is an urban design and land use planning study associated with the development and implementation of an Area Plan for the Barrington Road Interchange Sub-Area of Hoffman Estates. Staff requires consultant support to supplement the work which has been completed to date and provide a formal framework plan with implementation strategies for future land-use, development and connectivity in the area of the Village surrounding the Barrington Road Interchange and Pace Bus Transit Station.

C. Representations of Contractor. The Contractor represents that it is financially solvent, has the necessary financial resources, and is sufficiently experienced and competent to perform and complete the consulting services that are set forth in the Proposal attached hereto as EXHIBIT A. ("*Services*") in a manner consistent with the standards of professional practice by recognized consulting firms providing services of a similar nature.

SECTION 2. SCOPE OF SERVICES.

A. Retention of the Contractor. The VILLAGE retains the Contractor to perform, and the Contractor agrees to perform, the Services.

B. Services. The Contractor shall provide the Services pursuant to the terms and conditions of this Agreement.

C. Commencement; Time of Performance. The Contractor shall commence the Services immediately upon receipt of written notice from the VILLAGE that this Agreement has been fully executed by the Parties ("**Commencement Date**"). The Contractor shall diligently and continuously prosecute the Services until the completion of the Services or upon the termination of this Agreement by the VILLAGE, but in no event later than the date that is two hundred ten (210) days after the Commencement Date ("**Time of Performance**"). The VILLAGE may modify the Time of Performance at any time upon 15 days prior written notice to the Contractor. Delays caused by the VILLAGE shall extend the Time of Performance in equal proportion to the delay caused by the VILLAGE; provided, however, that the Contractor shall be responsible for completion of all work within the Time of Performance, notwithstanding any strike or other work stoppage by employees of either Contractor or of the VILLAGE.

D. Reporting. The Contractor shall regularly report to the VILLAGE regarding the progress of the Services during the term of this Agreement.

SECTION 3. COMPENSATION AND METHOD OF PAYMENT.

A. Agreement Amount. The total amount paid by the VILLAGE for the Services pursuant to this Agreement shall not exceed the amount identified as the Agreement Amount in Section 1.A of this Agreement. No claim for additional compensation shall be valid unless made in accordance with Sections 3.D or 3.E of this Agreement.

B. Invoices and Payment. The Contractor shall submit invoices in an approved format to the VILLAGE for costs incurred by the Contractor in performing the Services. The amount billed in each invoice for the Services shall be based solely upon the rates set forth in the Proposal. The VILLAGE shall pay to the Contractor the amount billed within 30 days after receiving such an invoice. When the terms of the proposal conflict with the terms of this agreement with respect to Invoices and Payment, it is the intention of both parties for the terms of the agreement to supersede the terms of the proposal document.

C. Records. The Contractor shall maintain records showing actual time devoted, type of work performed per classification and costs incurred, and shall permit the VILLAGE to inspect and audit all data and records of the Contractor for work done pursuant to this Agreement.

D. Claim In Addition To Agreement Amount.

1. The Contractor shall provide written notice to the VILLAGE of any claim for additional compensation as a result of action taken by the VILLAGE, within 15 days after the occurrence of such action.

2. The Contractor acknowledges and agrees that: (a) the provision of written notice pursuant to Section 3.D.1 of this Agreement shall not be deemed or interpreted as entitling the Contractor to any additional compensation; and (b) any changes in the Agreement Amount shall be valid only upon written amendment pursuant to Section 8.A of this Agreement.

3. Regardless of the decision of the VILLAGE relative to a claim submitted by the Contractor, the Contractor shall proceed with all of the work required to complete the Services under this Agreement, as determined by the VILLAGE, without interruption.

E. Additional Services. The Contractor acknowledges and agrees that the VILLAGE shall not be liable for any costs incurred by the Contractor in connection with any services provided by the Contractor that are outside the scope of this Agreement ("**Additional Services**"), regardless of whether such Additional Services are requested or directed by the VILLAGE, except upon the prior written consent of the VILLAGE.

F. **Taxes, Benefits, and Royalties.** Each payment by the VILLAGE to the Contractor includes all applicable federal, state, and VILLAGE taxes of every kind and nature applicable to the Services, as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits, and all costs, royalties, and fees arising from the use on, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claims or rights to claim additional compensation by reason of the payment of any such tax, contribution, premium, cost, royalty, or fee are hereby waived and released by the Contractor.

SECTION 4. CONFIDENTIAL INFORMATION.

A. **Confidential Information.** The term “*Confidential Information*” shall mean information in the possession or under the control of the VILLAGE relating to the technical, business, or corporate affairs of the VILLAGE; VILLAGE property; user information, including, without limitation, any information pertaining to usage of the VILLAGE's computer system, including and without limitation, any information obtained from server logs or other records of electronic or machine readable form; and the existence of, and terms and conditions of, this Agreement. VILLAGE Confidential Information shall not include information that can be demonstrated: (1) to have been rightfully in the possession of the Contractor from a source other than the VILLAGE.; (2) to have been supplied to the Contractor after the Time of Disclosure without restriction by a third party who is under no obligation to the VILLAGE to maintain such information in confidence.

B. **No Disclosure of Confidential Information by the Contractor.** The Contractor acknowledges that it shall, in performing the Services for the VILLAGE under this Agreement, have access, or be directly or indirectly exposed, to Confidential Information. The Contractor shall hold confidential all Confidential Information and shall not disclose or use such Confidential Information without the express prior written consent of the VILLAGE. The Contractor shall use reasonable measures at least as strict as those the Contractor uses to protect its own confidential information. Such measures shall include, without limitation, requiring employees and subcontractors of the Contractor to execute a non-disclosure agreement before obtaining access to Confidential Information.

SECTION 5. STANDARD OF SERVICES AND INDEMNIFICATION.

A. **Representation and Certification of Services.** The Contractor represents and certifies that the Services shall be performed in accordance with the standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in existence at the Time of Performance. The representations and certifications expressed shall be in addition to any other representations and certifications expressed in this Agreement, or expressed or implied by law, which are hereby reserved unto the VILLAGE.

B. **Indemnification.** The Contractor shall, and does hereby agree to, indemnify, save harmless, and defend the VILLAGE against all damages, liability, claims, losses, and expenses (including attorneys' fees) that may arise, or be alleged to have arisen, out of or in connection with the Contractor's performance of, or failure to perform, the Services or any part thereof, or any failure to meet the representations and certifications set forth in Section 6.A of this Agreement.

C. **Insurance.** The Contractor shall provide, at its sole cost and expense, liability insurance in the aggregate amount of \$3,000,000, which insurance shall include, without limitation, protection for all activities associated with the Services. The insurance shall be for a minimum of \$1,000,000 per occurrence for bodily injury and \$1,000,000 per occurrence for property damage. The Contractor shall cause the VILLAGE to be named as an additional insured on the insurance policy described in this Section 6.C. Not later than 10 days after the Commencement Date, the Contractor shall provide the

VILLAGE with either: (a) a copy of the entire insurance policy; or (b) a Certificate of Insurance along with a letter from the broker issuing the insurance policy to the effect that the Certificate accurately reflects the contents of the insurance policy. The insurance coverages and limits set forth in this Section 6.C shall be deemed to be minimum coverages and limits, and shall not be construed in any way as a limitation on the Contractor's duty to carry adequate insurance or on the Contractor's liability for losses or damages under this Agreement.

D. No Personal Liability. No elected or appointed official or employee of the VILLAGE shall be personally liable, in law or in contract, to the Contractor as the result of the execution of this Agreement.

SECTION 6. CONTRACTOR AGREEMENT GENERAL PROVISIONS.

A. Relationship of the Parties. The Contractor shall act as an independent contractor in providing and performing the Services. Nothing in, nor done pursuant to, this Agreement shall be construed: (1) to create the relationship of principal and agent, employer and employee, partners, or joint ventures between the VILLAGE and Contractor; or (2) to create any relationship between the VILLAGE and any subcontractor of the Contractor.

B. Conflict of Interest. The Contractor represents and certifies that, to the best of its knowledge: (1) no elected or appointed VILLAGE official, employee or agent has a personal financial interest in the business of the Contractor or in this Agreement, or has personally received payment or other consideration for this Agreement; (2) as of the date of this Agreement, neither Contractor nor any person employed or associated with Contractor has any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement; and (3) neither Contractor nor any person employed by or associated with Contractor shall at any time during the term of this Agreement obtain or acquire any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement.

C. No Collusion. The Contractor represents and certifies that the Contractor is not barred from contracting with a unit of state or local government as a result of: (1) a delinquency in the payment of any tax administered by the Illinois Department of Revenue, unless the Contractor is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 *et seq.* of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (2) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 *et seq.* The Contractor represents that the only persons, firms, or corporations interested in this Agreement as principals are those disclosed to the VILLAGE prior to the execution of this Agreement, and that this Agreement is made without collusion with any other person, firm, or corporation. If at any time it shall be found that the Contractor has, in procuring this Agreement, colluded with any other person, firm, or corporation, then the Contractor shall be liable to the VILLAGE for all loss or damage that the VILLAGE may suffer, and this Agreement shall, at the VILLAGE's option, be null and void.

D. Termination. Notwithstanding any other provision hereof, the VILLAGE may terminate this Agreement at any time upon 15 days written notice to the Contractor. In the event that this Agreement is so terminated, the Contractor shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed, which shall be determined on the basis of the rates set forth in the Proposal.

E. Compliance With Laws and Grants.

1. **Compliance with Laws.** The Contractor shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and

authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including, without limitation: any applicable prevailing wage laws; the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes requiring preference to laborers of specified classes; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq.*, and the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq.* The Contractor shall also comply with all conditions of any federal, state, or local grant received by the VILLAGE or the Contractor with respect to this Agreement or the Services. Further, the Contractor shall have a written sexual harassment policy in compliance with Section 2-105 of the Illinois Human Rights Act.

2. **Liability for Noncompliance.** The Contractor shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with the Contractor's, or any of its Subcontractor's, performance of, or failure to perform, the Services or any part thereof.

3. **Required Provisions.** Every provision of law required by law to be inserted into this Agreement shall be deemed to be inserted herein.

F. Default. If it should appear at any time that the Contractor has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that assures completion of the Services in full compliance with the requirements of this Agreement, or has otherwise failed, refused, or delayed to perform or satisfy the Services or any other requirement of this Agreement ("***Event of Default***"), and fails to cure any such Event of Default within ten business days after the Contractor's receipt of written notice of such Event of Default from the VILLAGE, then the VILLAGE shall have the right, without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. **Cure by Contractor.** The VILLAGE may require the Contractor, within a reasonable time, to complete or correct all or any part of the Services that are the subject of the Event of Default; and to take any or all other action necessary to bring the Contractor and the Services into compliance with this Agreement.

2. **Termination of Agreement by VILLAGE.** The VILLAGE may terminate this Agreement without liability for further payment of amounts due or to become due under this Agreement after the effective date of termination.

3. **Withholding of Payment by VILLAGE.** The VILLAGE may withhold from any payment, whether or not previously approved, or may recover from the Contractor, any and all costs, including attorneys' fees and administrative expenses, incurred by the VILLAGE as the result of any Event of Default by the Contractor or as a result of actions taken by the VILLAGE in response to any Event of Default by the Contractor.

G. No Additional Obligation. The Parties acknowledge and agree that the VILLAGE is under no obligation under this Agreement or otherwise to negotiate or enter into any other or additional contracts or agreements with the Contractor or with any vendor solicited or recommended by the Contractor.

H. VILLAGE Authority. Notwithstanding any provision of this Agreement, any negotiations or agreements with, or representations by the Contractor to, vendors shall be subject to the approval of the VILLAGE. For purposes of this Section 7.H, "vendors" shall mean entities engaged in subcontracts for the provision of additional services directly to the VILLAGE. The VILLAGE shall not

be liable to any vendor or third party for any agreements made by the Contractor without the knowledge and approval of the VILLAGE.

I. Mutual Cooperation. The VILLAGE agrees to cooperate with the Contractor in the performance of the Services, including meeting with the Contractor and providing the Contractor with such non-confidential information that the VILLAGE may have that may be relevant and helpful to the Contractor's performance of the Services. The Contractor agrees to cooperate with the VILLAGE in the performance and completion of the Services and with any other Contractors engaged by the VILLAGE.

J. News Releases. The Contractor shall not issue any news releases, advertisements, or other public statements regarding the Services without the prior written consent of the VILLAGE.

K. Ownership. Designs, drawings, plans, specifications, photos, reports, information, observations, calculations, notes, and any other documents, data, or information, in any form, prepared, collected, or received from the VILLAGE by the Contractor in connection with any or all of the Services to be performed under this Agreement ("**Documents**") shall be and remain the exclusive property of the VILLAGE. At the VILLAGE's request, or upon termination of this Agreement, the Contractor shall cause the Documents to be promptly delivered to the VILLAGE.

SECTION 7. GENERAL PROVISIONS.

A. Amendment. No amendment or modification to this Agreement shall be effective until it is reduced to writing and approved and executed by the VILLAGE and the Contractor in accordance with all applicable statutory procedures.

B. Assignment. This Agreement may not be assigned by the VILLAGE or by the Contractor without the prior written consent of the other party.

C. Binding Effect. The terms of this Agreement shall bind and inure to the benefit of the VILLAGE, the Contractor, and their agents, successors, and assigns.

D. Notice. All notices required or permitted to be given under this Agreement shall be in writing and shall be delivered to the person identified below (1) personally, (2) by a reputable overnight courier, or by (3) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid. Unless otherwise expressly provided in this Agreement, notices shall be deemed received upon the earlier of: (a) actual receipt; (b) one business day after deposit with an overnight courier, as evidenced by a receipt of deposit; or (c) four business days following deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Section 8.D, each party shall have the right to change the address or the addressee, or both, for all future notices and communications to the other party, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the VILLAGE shall be addressed to, and delivered at, the following addresses:

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169
Attn: Peter Gugliotta, Director of Planning, Building and Code Enforcement

With a copy to:
Village of Hoffman Estates
1900 Hassell Rd.
Hoffman Estates, IL 60169
Attn: Village Clerk

Notices and communications to the Contractor shall be addressed to, and delivered at, the following address:

Farr Associates
53 W. Jackson Suite 650
Chicago, IL 60068

E. Third Party Beneficiary. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation shall be made or be valid against the VILLAGE.

F. Provisions Severable. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

G. Time. Time is of the essence in the performance of all terms and provisions of this Agreement.

H. Calendar Days and Time. Unless otherwise provided in this Agreement, any reference in this Agreement to "day" or "days" shall mean calendar days and not business days. If the date for giving of any notice required to be given, or the performance of any obligation, under this Agreement falls on a Saturday, Sunday, or federal holiday, then the notice or obligation may be given or performed on the next business day after that Saturday, Sunday, or federal holiday.

I. Governing Laws. This Agreement shall be governed by, construed and enforced in accordance with the internal laws, but not the conflicts of laws rules, of the State of Illinois.

J. Authority to Execute.

1. **The VILLAGE.** The VILLAGE hereby warrants and represents to the Contractor that the persons executing this Agreement on its behalf have been properly authorized to do so by its corporate authorities.

2. **The Contractor.** The Contractor hereby warrants and represents to the VILLAGE that the persons executing this Agreement on its behalf have the full and complete right, power, and authority to enter into this Agreement and to agree to the terms, provisions, and conditions set forth in this Agreement and that all legal actions needed to authorize the execution, delivery, and performance of this Agreement have been taken.

K. Entire Agreement. This Agreement constitutes the entire agreement between the parties to this Agreement and supersedes all prior agreements and negotiations between the parties, whether written or oral, relating to the subject matter of this Agreement.

L. Waiver. Neither the VILLAGE nor the Contractor shall be under any obligation to exercise any of the rights granted to them in this Agreement except as it shall determine to be in its best interest from time to time. The failure of the VILLAGE or the Contractor to exercise at any time any such rights shall not be deemed or construed as a waiver of that right, nor shall the failure void or affect the VILLAGE' or the Contractor's right to enforce such rights or any other rights.

M. Consents. Unless otherwise provided in this Agreement, whenever the consent, permission, authorization, approval, acknowledgement, or similar indication of assent of any party to this Agreement, or of any duly authorized officer, employee, agent, or representative of any party to this Agreement, is required in this Agreement, the consent, permission, authorization, approval, acknowledgement, or similar indication of assent shall be in writing.

N. Grammatical Usage and Construction. In construing this Agreement, pronouns include all genders and the plural includes the singular and vice versa.

O. **Interpretation.** This Agreement shall be construed without regard to the identity of the party who drafted the various provisions of this Agreement. Moreover, each and every provision of this Agreement shall be construed as though all parties to this Agreement participated equally in the drafting of this Agreement. As a result of the foregoing, any rule or construction that a document is to be construed against the drafting party shall not be applicable to this Agreement.

P. **Headings.** The headings, titles, and captions in this Agreement have been inserted only for convenience and in no way define, limit, extend, or describe the scope or intent of this Agreement.

Q. **Rights Cumulative.** Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other rights, remedies, and benefits allowed by law.

R. **Counterpart Execution.** This Agreement may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties have executed this Agreement this _____ day of _____, 2019.

ATTEST:

VILLAGE OF HOFFMAN ESTATES

By: _____
VILLAGE CLERK

By: _____
William D. McLeod, VILLAGE PRESIDENT

CONTRACTOR


By:  _____
Its: PRESIDENT

EXHIBIT A-PROPOSAL

EXHIBIT A

HOFFMAN ESTATES AREA PLAN // hoffman estates, IL

BARRINGTON ROAD I-90 INTERCHANGE SUB-AREA PLAN
OCTOBER 16, 2019



FARR ASSOCIATES



BDI



TERRA

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October 16, 2019

Peter Gugliotta, AICP
Director of Planning, Building and Code Enforcement
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

1 COVER LETTER

Dear Mr. Gugliotta,

Farr Associates is honored to have been invited to respond to the RFP for the Hoffman Estates Area Plan – Barrington Road I-90 Interchange Sub-Area. In response, we have assembled a team of the Chicago region's top TOD subconsultants: Terra Engineering (transportation and mobility) and Business Districts, Inc. (markets and implementation) and crafted a unique scope of work to create the greatest long-term value for Hoffman Estates.

The project will be led by Farr Associates, an award-winning sustainably-focused planning and architecture firm based in Chicago. As a national leader in New Urbanist town planning, Farr has had extensive success in planning and implementing Transit Oriented Developments (TOD's) and suburban retrofits, the essence of this project. For more than twenty-five years, Farr has worked in close partnership with local municipalities to plan and develop some of the Chicago region's best new places. Terra Engineering and BDI have been our partners in numerous planning projects that require thoughtful street design, connectivity planning, and economic strategies.

Our team's proposal seeks to realize the site's full potential by addressing these three key insights:

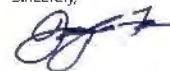
Clearly Define Success. The RFP identifies goal setting as a key early milestone, a task our team agrees is of the highest priority. But our experience has taught us that the words used to describe a goal are too often broad and imprecise (i.e. make a walkable place). To respond, we have proposed to supplement the goals and objectives with performance metrics (i.e. provide safe and continuous pedestrian routes to connect all land uses in the study area) that support project management and progress tracking.

Thought leadership. The core work of this RFP—transforming sprawl into a place through incremental development—is also the core of our team's practice. Also, as architects who design buildings for a range of developers, Farr is attuned to current construction and development practices in the region, knowledge that is especially important in laying out building footprints and parking.

Start implementing. Too often master plans fail to get implemented and become shelf documents. By contrast, we see a high percentage of our plans get implemented, often in phases, over many years and sometimes decades. (Normal, Mundelein, etc.) We have proposed an optional task to formalize the steps and tasks of implementing the master plan. Based on past experience, this clarity can shave years off the time it takes to implement a master plan.

We urge you to contact our references to hear about our project outcomes first hand. We believe that our team is uniquely well-qualified to work in partnership with the Village of Hoffman Estates to create this PACE Transit Center Sub-Area Plan. We ask that you select us for an interview to allow us to explain our approach in person. Thank you again for this opportunity.

Sincerely,

Douglas Farr, FAIA, LEED AP, CNU-F
President, Farr Associates

2 UNDERSTANDING & APPROACH



PLANNING & DESIGN PHILOSOPHY



FARR ASSOCIATES

Farr Associates is a firm of optimistic architects and planners passionate about urbanism, sustainability and leading by example. **We help visionaries create the most sustainable buildings and places to embolden leadership and accelerate change.** We start every project with a goal of creating pilgrimage sites— innovative, forward-looking places and buildings that prove the viability of a beautiful, equitable, and decarbonized built environment. We collaborate in workshops and integrated design teams to achieve collective outcomes that balance resources, priorities and performance. We lead in our core areas of expertise—stranding carbon, placemaking, and empathetic community engagement. We commit to achieving a positive and measurable impact on society through transparency. We are an open book, sharing our successes and documenting our performance in an effort to advance our practice and profession together; these actions amount to our *new default*, the place where our work begins.

EQUITY

We strive to create an equitable built environment by helping neighborhoods and communities of all types achieve their full potential. We are dedicated to improving everyday lives through expanded social networks, increased choices, and emboldened aspirations.

HEALTH & HAPPINESS

We work with a heightened focus on active living, healthy environments, and places that nurture lifelong connections to family and friends. We champion ever-higher standards for public health, safety, and welfare based on established research on happiness and well-being.

DECARBONIZATION

We design lovable low/no carbon places and buildings that accelerate change. The 2030 Challenge asks that society change faster than ever before. We're all in.



TRANSPARENCY IN PRACTICE + THEORY

Farr Associates is committed to leadership in the realm of corporate transparency and advocacy. We commit to a voluntary, full-disclosure policy on important organizational information and policies, including goals, governance, business operations, and our involvement in positive social and environmental causes.

JUST ORGANIZATION

Farr Associates is a Benefit Corporation, and as a requirement of such a designation, the firm evaluates its business practices using an established third-party certification metric. Farr Associates thus worked with the International Living Future's Institute to become a JUST organization, using the Institute's series of metrics to evaluate our progress on key indicators including gender/ethnic diversity, pay equity, responsible investing, and positive products.

This information is shared publicly on the JUST and Farr Associates websites and is updated annually. The scorecard also identifies deficiencies in our current policies and practices, helping to set the agenda to identify strategies that provide additional benefits to employees, helping them become more engaged citizens in our communities, and better stewards of our environment.



AIA 2030 COMMITMENT

In an effort to reduce energy consumption in the built environment, Farr Associates commits to the following:

- Providing annual data regarding our project work's environmental performance including metrics on energy use, with a goal of carbon-neutrality by the year 2030.
- Establish and implement a Sustainable Operations Plan for office operations & procedures including waste management, sustainable product sources, and green housekeeping policies.
- Establish and implement a Sustainable Action Plan.

SUSTAINABLE NATION

Doug Farr's new book, *Sustainable Nation: Urban Design Patterns for the Future*, poses one big question: how can we make the world we want in the least possible time? The answer touches on a good many things: our brain's wiring, civilization's long arc of progress, the unique and urgent challenges we face today, how long change normally takes, and ways to speed it up. The storytelling blends prose, graphics, and imagery. Not surprisingly, it is all framed by time: dozens of timelines track society's progress against 25-year generations, four day-in-the-life vignettes introduce us to "local actors" two generations into the future, and urban design patterns of community design and culture for passionate followers to enact over time.

Sustainable Nation has recently been named among Planetizen's top ten urban planning books of 2018.



SUSTAINABLE URBANISM

Written by the chair of the LEED-Neighborhood Development (LEED-ND) initiative, *Sustainable Urbanism: Urban Design with Nature* is both an urgent call to action and a comprehensive introduction to "sustainable urbanism"—the emerging and growing design reform movement that combines the creation and enhancement of walkable and diverse places with the need to build high-performance infrastructure and buildings.

PROJECT UNDERSTANDING + APPROACH

DISCONNECTING AND UNCOORDINATED DEVELOPMENT LIMITS FUTURE POTENTIAL

The Transit Center Area has an enviable mix of land uses including office, hospitality, restaurant and entertainment uses. The location is well perceived in the marketplace and appears well positioned to continue to enjoy strong demand for investment. However, the study area's lack of connectivity and coordinated development are the epitome of interchange adjacent sprawl development. A failure to coordinate and create synergies among adjacent land uses will limit the study area's quality as a place and its ability to compete effectively in the future.

PACE TRANSIT CENTER PROVIDES A TRANSIT ANCHOR AND PLANNING FOCUS

The new Pace Transit Center is a game changer for the study area, providing an anchoring institution and energizing focus for planning and development. A review of the stack of prior studies shows that this success was the result of years of partnership and collaboration between the Village of Hoffman Estates and PACE. This close working relationship is fortunate because it is likely to be the mechanism for future connectivity projects this study will identify.

LESSONS FROM CASE STUDIES FOR REMAKING A SPRAWLY INTERCHANGE INTO A TOD

Despite having the Pace Center as an anchor and focus, the challenge of retrofitting a highway interchange into a walkable TOD has been done successfully on only a few occasions across the country. The most successful case studies rely on a compelling vision, pragmatic flexibility, strong partnerships and a years and/or decades-long, stick-with-it-ness. More broadly planning projects that establish clear goals backed up by performance targets and deadlines/schedules seem to get implemented faster.

SUSTAINABILITY POSITIONING FOR THE FUTURE/BRANDING

Importantly the RFP mentions sustainability. We see a strategic focus on sustainability (possibly not involving LEED) as a unique opportunity to add distinction to the study area and to position it in the marketplace. There are a number of ways that this might strategy might be implemented that are best talked through. To assure the greatest possible value it will be important to discuss branding and storytelling in parallel with the conversation about sustainability.

A FRAMEWORK PLAN WITH PERFORMANCE TARGETS AND AN IMPLEMENTATION EMPHASIS

The RFP calls for a framework TOD master plan for the study area that establishes goals and provides a broad vision. Our team agrees with this as the appropriate and attainable baseline outcome for this project.

Based on our understanding of the case studies of what makes a plan effective, we propose three additional optional tasks outlined below: performance targets, formalized implementation commitments, and a Form-Based Code.

TASK 1: ANALYZE EXISTING CONDITIONS AND PROVIDE A PROJECTED DEVELOPMENT PROGRAM

Task 1.1a Kickoff Day: Steering Committee / PACE

The project will start off with a day of kickoff meetings, beginning with a meeting between the consultant team and the Steering Committee (assembled in advance) to confirm timeline, deliverables, tour the site, and lay the ground work for the project. During the second half of the day the key members of the consultant team and Village Staff will meet with representatives from PACE.

Task 1.1b Existing Conditions Analysis

The initial phase of the project serves to familiarize the consultant team with the study area, key planning documents, and existing zoning and regulations. This will be accomplished through a detailed review of existing documents and previous planning efforts. Additionally, an analysis of existing conditions will be completed through a series of analytical maps and diagrams to help inform later planning decisions. The analysis will cover the following topics at a minimum:

- Existing land-uses
- Existing buildings
- Underutilized/underdeveloped sites
- Paths, parks, open spaces, and amenities
- Streets and ROW's
- Community character
- Transportation facilities
- Transportation network (each mode individually)
- To help guide the project efficiently and effectively, a steering committee or working group would be established to make critical decisions to guide the consultant team.

Task 1.2 Economic Analysis

Task led by Business Districts, Inc
BDI will support analysis of the Framework Plan's redevelopment alternatives by documenting the potential market and economic benefit of each alternative in both five-years and ten-years. We anticipate this analysis will include but not be limited to:

- Match to emerging markets in residential, industrial, and commercial development,
- Development value,
- Village Revenue projections,
- Spending power of each alternative's potential residents and employees,
- Impact on the regional image of Hoffman Estates as an investment opportunity.

This analysis will focus on identifying the more sustainable and economically productive development projects that will work synergistically with key existing land uses, as well as take advantage of connectivity with the new transportation assets

Task 1.3 Implementation Recommendations

Task led by Business Districts, Inc
Once a preferred framework emerges, BDI will recommend market resources, approaches and/or tools that could be used by the Village to facilitate and accommodate desired development outcomes

TASK 2: SITE CAPACITY ANALYSIS AND DEVELOP THREE PRELIMINARY SITE CONCEPTS

Task 2.1 Key Person Interviews

Task led by Farr Associates
Farr will lead a day of interviews of key stakeholders in the study area. Upon selection Farr will work with the Village staff to identify the participants. Farr prefers if Village staff leads the scheduling. An internal memo will summarize findings

Task 2.2a Transportation Analysis

Task led by Terra Engineering
TE will analyze current infrastructure as well as planned improvements in the Transit Station Renovation. The study areas vehicular and pedestrian circulation systems will be analyzed to identify issues with its current state and its potential to accommodate redevelopment. Recommended improvements to streetscapes, vehicular capacity, traffic signals, shared parking locations, and pedestrian and bicycle facilities and circulation will be considered

The goal is for improvements in pedestrian ways, utilization of parking, and commercial redevelopment, to improve the transportation experience for all users, whether they are local

residents, employees, or people transferring modes
Transportation Analysis tasks will specifically include:

- Obtain and review existing information from Hoffman Estates, Cook County GIS, IDOT website, and CMAP GIS. This will include but is not limited to right-of-way information, traffic (ADT) data, sidewalk inventory, and identification of existing pedestrian and bicyclist facilities
- Review existing roadway cross sections (estimated from available aerial imagery) for compliance with IDOT Bureau of Local Roads policy values
- Identify existing factors that limit active transportation within the study area
- Identify project area origin points and destination points in each quadrant, considering level of traffic generated and functional classification of the roadways. Consider the existing condition as well as potential future redevelopments (based on concepts developed by Farr)
- Results of the analysis will be utilized in developing recommendations for the Three Preliminary Concepts. Revisions will be made as the concepts are developed in collaboration with Farr and with Hoffman Estates

Task 2.2b Stormwater Analysis

Our team recognizes that stormwater management is an important aspect of this planning process, particularly in the Southeast quadrant where there is major existing channelized infrastructure
Stormwater Analysis tasks will specifically include:

- Kickoff meeting with the Village on existing stormwater management infrastructure and permits
- Delineate watersheds and identify drainage patterns using existing information provided by the Village
- Delineate flood zones per effective FEMA maps; estimate the possible required volume and identify best locations for required compensatory storage
- Perform approximate calculations and provide conceptual alternatives for the location, acreage and required volume of the stormwater management facilities including detention storage and stormwater best management practices (BMPs) to serve new and future developments per MWRD and Village requirements
- Provide strategic analysis on regional versus parcel-by-parcel stormwater management approach
- Provide strategic stormwater and drainage recommendations for the developments of the each quadrant (more specifically southeast quadrant) based on the Village's plan

Task 2.3 Three Preliminary Concepts

Task led by Farr Associates
Based on Task 1, the team will prepare three conceptual schemes for the study area illustrating different redevelopment strategies. Rather than being mild variations on a single idea, the three schemes will be crafted to test an expansive set of development scenarios strategies. While all three schemes will represent viable scenarios for walkable, bikeable, sustainable, urban development, it is expected that the schemes will test variations of the following planning elements: new paths and connections, underutilized development potential, land use synergies, open space, allocation of land use, development density, urban design, and parking typologies (surface or decked)

This last point on the availability of certain private land parcels for near term redevelopment has, in the past, been a key planning consideration. The development potential and pros and cons of each scheme – conceptual unit counts, square footage, heights, access locations, stormwater strategies, and recommended parking ratios – will be tallied in a chart for easy comparison

These preliminary concepts will include one or more studies of the challenge areas mentioned in the RFP:

- Hassell Road Extension
- Obsolete Industrial Buildings
- Creek Crossing
- Meijer Property

Task 2.4 Steering Committee, Public Engagement, Public Meetings, and Approvals

Our team's default is to provide a comprehensive engagement process. This proposal assumes that a Steering Committee will provide project guidance at four key points during the process and that the NCI charrette provides two opportunities for public engagement

Task 2.5 NCI 3-Day Charrette

Our time-tested approach for accomplishing this task is by adopting National Charrette Institute (NCI) Charrette model. NCI is the national standard for a structuring multiple feedback loop interactive process that helps arrive at critical decisions quickly and efficiently. Given that the Barrington Road Sub-Area has a relatively small physical area and faces no known political opposition a 3-Day charrette will allow us to accomplish all we need to do

The charrette would involve all the important stakeholders, including the Steering committee, in some capacity over an intense 3-day workshop. For decades this process has successfully translated development programs into mutually

agreed upon viable outcomes. As mentioned above, three high-level concept plans will be prepared prior to day one of the charrette. The plans will be revised in real-time during the charrette and by the end of the three days, one agreed upon option will advance forward for refinement in Task 3

Upon selection as the preferred consultant team we will prepare a detailed NCI charrette schedule that will propose an hour by hour schedule of stakeholder meetings and work. Key parties include Hoffman Estates staff and officials, PACE, and likely key landowners

TASK 3: PREFERRED SITE CAPACITY AND STUDY AREA PLAN

Task 3.1 Draft Station Area Plan Update

Based on the feedback received from the presentation of the three concept plans, the team will draft the preferred vision for the study area. This draft will focus on a single preferred vision and be supported by diagrams, conceptual program tabulations, recommended phasing, action items, transportation related improvements, and market strategy among other recommendations. This draft will be reviewed by the Village Board, Plan Commission, and Village Staff.

Task 3.2 Final Station Area Plan Update

After comments and feedback are received, the final plan will be developed based on the feedback from Task 3.1 and further refined to include implementation recommendations including, but not limited to the following:

- Proposed land-uses
- Proposed zoning
- Conceptual site layouts and development schemes
- Parcel assembly opportunities
- Transportation network improvements
- Public space investments

Task 3.3 Final Presentation to Village Board

Farr will prepare presentation materials and attend Village Trustees meeting for plan adoption

3 COST ANALYSIS & BUDGET

FEE PROPOSAL

	FAAR				BDI		TERRA			Total Cost (not to exceed)
	Principal	Project Manager	Senior Planner	Total Hours	Principal	Exact Cost	Traffic Engineer	Stormwater Engineer	Support Staff	
TASK 1										
Project Kickoff + Pace Meeting	8	8	80	16	\$	2,800.00	4	\$780.00	6	
Existing Conditions Analysis	3	10	50		\$	5,145.00				
Market Trend Analysis				6	\$	-	16	\$7,800.00		
Project Development Program				3	\$	-	15	\$2,800.00		
TASK 2										
Key Person Interviews	15	15		1	\$	3,075.00	10	\$1,740.00		
Transportation and Stormwater Analysis							12	4	6	
Three Preliminary Concepts	13	40	50		\$	11,225.00		20	10	16
HIC 3-Day Charrette	34	34	34	752	\$	9,840.00	16	\$9,800.00	24	
TASK 3										
Draft Area Plan	15	50	60	125	\$	12,675.00		6	4	
Final Area Plan	15	50	60	125	\$	12,675.00		7	2	
Final Presentation to Village Board	2	2		4	\$	900.00				
TOTALS										
Total Hours										
Hourly Billing Rate	\$ 265.00	\$ 185.00	\$ 145.00							
				Total Cost		\$175.00	Total Cost	\$165.00	\$165.00	\$117.00
				FAAR Services		\$ 60,035.00	BDI	\$11,725.00	TERRA	18,190.00
				Reimbursables		\$600		\$ 235.00		\$ 800.00
				Total		\$ 60,835.00		\$12,000.00		18,990.00
										\$ 91,825.00

REIMBURSABLE EXPENSES

Reimbursable expenses will be billed in addition to professional services, not to exceed \$1,675. Items included in reimbursable expenses are:

- Printing and production costs for requested draft documents
- Posters, boards, plots or other graphics produced for meetings where the Village is present
- Materials and printing associated with public meetings
- Travel related costs including car rental or mileage costs for site visits & meetings
- Additional expenses as they occur, approved by the Village

Items excluded from Basic Services and Reimbursable Expenses are available as a menu of potential Additional Services, listed below:

ADDITIONAL SERVICES

Performance Metrics (\$7,500-15,000)

Performance metrics add content to a plan and allow the plan's progress to be managed and tracked over time. We have found benefits to using the EcoDistricts protocol as a customizable framework for setting baseline and performance targets and to place them on a timeline.

Implementation Commitments (\$7,500-15,000)

Sometimes plans implement themselves: In strong markets simply identifying market demand and aligning the regulations allows the municipality to sit back and watch the plan happen. This is not likely one of those plans. To overcome many of the challenges identified in this study will require the coordinated cooperation of two, three, or more parties from governments and the private sector. The end of a planning process is an opportune time to formalize an understanding of how the plan may be implemented going forward. This can take the form of multi-party MOUs or other advisory documents aligned with the master plan vision.

Form-Based Code (Est. \$28,000)

Any alternative to traditional use-based zoning would be a form-based code. A form-based code for the Station Area would be a way to further regulate the built form to achieve a more predictable and walkable redevelopment outcome. The form-based code may include redevelopment guidelines, signage standards, architectural standards, or other guidance that may be as specific or flexible as the Village would like.

"Walk the Plan" Exhibit (Est. \$1,200)

An effective tool for communicating design issues at open house forums is to display a super-sized vinyl print of the plan on the floor and allow visitors to "walk the plan."

Physical 3D model (Est. \$5,000)

Another effective tool for communicating design issues is a physical 3D scale model. This could be constructed to a scale that includes large areas of the study area (would focus less on building form and quality of open spaces) or could be zoomed-in to show buildings and open spaces at a larger scale to convey spatial quality and potential architectural character.

Photo Realistic Rendering (Est. \$3,000)

Basic services include conceptual 3d modeling as appropriate to advance and convey designs. In addition to that, photorealistic or artistic renderings may be desired for future marketing material. Fees work with outside consultants to provide these.

Videos / 3D Animation (Est. \$4,000)

Videos, which can be hosted by online platforms like YouTube, are an effective way to reach a wide audience. We can create multi-media videos that combine 3d animation, Google Earth flyovers, video footage, interviews, music, narration and other content to "tell the story" of an urban design project.

Bound Hard Copies of Final Document (Est. \$12 each)

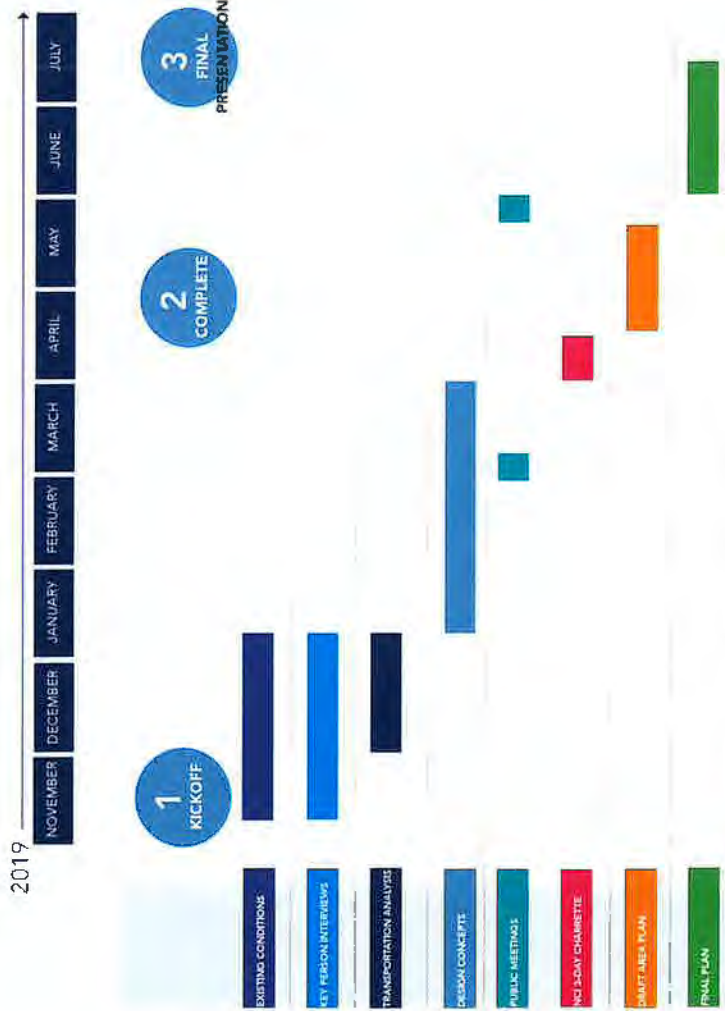
Additional Meetings (Est. \$1,500 - \$3,000)

Additional meetings that include in-person visits from the consultant team.

4 TIMELINE & AVAILABILITY

TIMELINE

Our proposed team members are available and have the capacity to complete this project in the requested timeframe



DRAFT CHARRETTE SCHEDULE

DAY	TIME	DAY 1	DAY 2	DAY 3
Evening	8	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Public Presentation at Plan Commission Meeting (Planning Committee + Public)
	7	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	6	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	5	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	4	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	3	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	2	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	1	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
Morning	12	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	11	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	10	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
	9	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)
8	Open House (Planning Committee + Public)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	Design Team Concept Meeting and Public Presentation (7:30-9:00 PM)	
DAY 1	DAY 2	DAY 3	DAY 4	DAY 5

5 WORK SAMPLES + REFERENCES



UPTOWN NORMAL RENEWAL PLAN & UPTOWN 2.0 UPDATE

Town of Normal, Normal, IL
click [here](#) for final plan

In the early 2000s, Uptown in Normal, Illinois, was suffering from years of decline and lacked a sense of place. Farr Associates worked with leaders and residents to create an ambitious redevelopment plan built around a new centerpiece plaza and anchored by an existing Amtrak station.

The 2003 Uptown Renewal Plan has far exceeded initial goals. In 2010, the new Uptown Circle opened to become a beloved civic attraction with a design that elegantly and interactively treats stormwater from surrounding Uptown blocks. A new multi-modal train and bus station opened in 2012; the facility also houses new Town Hall offices. Two new hotels, a conference center, and the Central Illinois Children's Discovery Museum located in Uptown. This redevelopment activity has catalyzed \$200 million in new private sector investment.

In 2014, the Town and Farr Associates updated the original plan to expand the economic development footprint of Uptown and raise the bar on sustainability. "Uptown 2.0" calls for an underpass to cross beneath railroad tracks that bisect Uptown and currently act as a barrier to the area to the south called Uptown South. It also creates a framework for the future development of Uptown South that meets the rigorous standards of the Living Community Challenge— a pilot certification which explores net-positive energy and water systems and requires Red List-free materials in buildings and infrastructure.

LEED-ND SILVER
LIVING COMMUNITY CHALLENGE-PILOT
2011 U.S. EPA SMART GROWTH - BEST CIVIC SPACE



ENVISION 8TH CHARRETTE & CORRIDOR MASTER PLAN

The City of Traverse City, Traverse City, MI
[click here](#) for final plan

8th Street, an important cross-town connector in Traverse City, was a wide street, promoting speeding traffic through nodes of walkable development, mixed with strip centers and parking lots. The area was also confusing to cyclists looking for connections to nearby off-road trails. In contrast to the City's adjacent successful pedestrian-friendly downtown, 8th Street had become a street with no identity.

In late 2014, the City took action, implementing a road diet that shrunk the street from four lanes to three, with added on-street bike lanes. Community opinion splintered immediately. Those in favor enjoyed slowed traffic and less noise, and those against were upset with perceived new congestion and the addition of confusing bike lanes.

Farr Associates was hired in 2016 to lead a week-long charrette process to help unpack the controversial road diet and lead the community through a visioning process for the corridor. The charrette delivered a consensus-based plan for a new street section along the corridor to be implemented in 2018. It keeps three traffic lanes coupled with an extremely popular off-street cycle track—a first for Traverse City. The process also solidifies the community's desire for the area to become more walkable.

The final master plan document also includes a master plan for the land uses surrounding the corridor and updated zoning regulations.



TINLEY PARK STATE CAMPUS REDEVELOPMENT PLAN

The Village of Tinley Park, Tinley Park, IL
[click here](#) for final plan

To further the recommendations of the Town's Main Street Redevelopment Plan, Farr Associates was hired to create a form-based code for the Main Street Corridor. The Corridor is five miles long and stretches through two municipalities, two university campuses, and a large healthcare facility. While much of the Corridor is auto-oriented in nature, the community expressed strongly, through the adopted Main Street Plan, that the corridor should shift courses toward pedestrian-oriented development.

The form-based code focuses on preserving existing residential neighborhoods while encouraging commercial development that is walkable and aesthetically appealing. To accomplish this goal, ten districts and nine building types specific to the area were created. The form-based code also includes permitted uses as well as parking, landscape, and signage standards.

Since adoption in 2010, mixed use buildings and commercial buildings have been developed in an area that had previously been auto-oriented strip center development. The urban design of these new buildings help to re-balance Main Street from a heavily trafficked auto corridor, to an area where large numbers of nearby Illinois State University students like to walk, live, and shop.





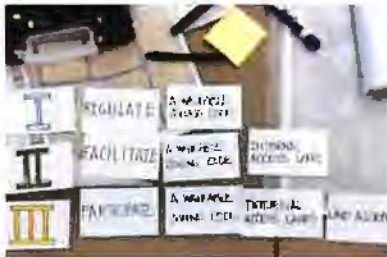
WHEELING DOWNTOWN STATION AREA PLAN

The Village of Wheeling, Wheeling, IL

Wheeling is surrounded by attractive towns, has access to transportation options, and boasts natural amenities and world-class recreational facilities. Recent high quality mixed-use developments, highlighted by Wheeling Town Center, are proof of the market's confidence in the Village's future growth. This introduction of new residents and businesses into the Station Area is the starting point for a viable pedestrian-oriented village center. The question is, how is the "core" that is established by Wheeling Town Center and the adjacent Metra Station to expand into a fully-functioning TOD.

Expansion is challenged by physical constraints: Dundee Road serves as a barrier (rather than connective spine, as would a traditional "high street"), making development to the north disconnected. Expansion to the east is all but impossible due to the existing municipal and Park District facilities. The natural trajectory for expansion, therefore, is to the west, into what is now vacant or underutilized land. It should also be noted, however, that with pedestrian-focused improvements to the Dundee right of way, such as introducing crosswalks and reducing the width of travel lanes, the land north of Dundee and east of Northgate Parkway has great potential.

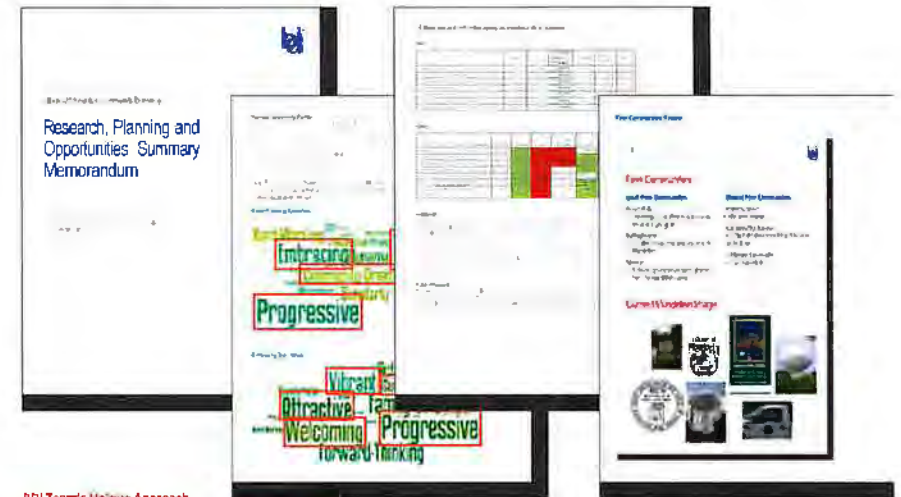
A variety of factors have kept the 2004 Plan from fulfilling expectations. This 2019 Station Area Plan Update builds on its intentions. The 2019 Plan looks at the Station Area through a different lens: one that focuses on timely implementation, walkability, and high-quality urban design. Demonstrating to the investment community all that Wheeling has to offer with high-quality design, developer-friendly parcels, and a Village-supported vision that repositions the Station Area Plan for implementation, beginning today.



BDI's Experience and Projects



BDI Team's Unique Expertise
For two decades, BDI has developed and implemented effective community marketing plans in cities throughout the Midwest.



BDI Team's Unique Approach
BDI analyzes primary and secondary data to find the characteristics that truly differentiate clients from peer community.

Mundelein, Illinois

With a 2008 Downtown Plan partially implemented, the Village of Mundelein asked BDI to undertake a Downtown Development Review to guide the Village as it sought to identify opportunities consistent with the current economy. In September 2010 the Village Board adopted the resulting study that focused on improving sales in existing businesses and recruiting new tenants to existing properties. Concurrent with that Plan, BDI reviewed the financial implications of a proposal for utilization of Village owned land adjacent to Mundelein's train station. In 2012, BDI joined a team charged with creating an implementable plan for Downtown property adjacent to Mundelein's Metra Station. The plan proposed a mix of office, retail, and residential that has been implemented by a public-private partnership involving a creative combination of municipal and private office uses. In 2013, BDI was asked to assemble a team to promote the Village image in conjunction with the opening of the new Village Hall as a key component of implementing the Village vision for its Metra station development. In 2016, BDI joined a team charged with advising the Village on revitalizing its traditional, walkable, mixed use central neighborhood. The Downtown Master plan can be found at:

http://www.mundelein.org/roads/development/development_2016.pdf

Contact Information

Joan Lubello
Village Administrator
Village of Mundelein
240 East Murray Street
Mundelein, Illinois 60060
(815) 849-3225



With the regionally important Interstate 88 and I-55 intersecting its main business corridor, Ogden Avenue, the Village of Lisle engaged BDI to study the development possibilities for key vacant parcels along the corridor. The completed study examines the role of retail, office, light industrial, and residential development in creating a local economy that better serves the residents of Lisle. Both reuse and redevelopment were examined for their impact on Village revenue and broader investment returns. The regional image was a key consideration in reviewing potential uses. The market study report can be found at:

<http://www.villageoflisle.org/Documents/Lisle%20News%201715>

Contact Information

Kennedy Community Development Director in Lisle
Tony Boudewynski
Development Services Director
1200 Oak Brook Road
Oak Brook, IL 60523
(630) 848-5104



Lisle, Illinois

With the regionally important Interstates 88 and I-55 intersecting its main business corridor, Ogden Avenue, the Village of Lisle engaged BDI to study the development possibilities for key vacant parcels along the corridor. The completed study examines the role of retail, office, light industrial, and residential development in creating a local economy that better serves the residents of Lisle. Both reuse and redevelopment were examined for their impact on Village revenue and broader investment returns. The regional image was a key consideration in reviewing potential uses. The market study report can be found at:

<http://www.villageoflisle.org/Documents/Lisle%20News%201715>



**AREA 6 NEIGHBORHOOD
TRAFFIC STUDY**
Downers Grove, Illinois



TERRA developed a neighborhood traffic study for "Area 6," located in the north-west portion of the Village, north of Ogden Avenue. Tasks included traffic data collection using Miwis on cameras for intersections and at 45 multiblock locations using magnetic traffic counters, data summaries, data analysis, field reviews, and the development of a report recommending improvements to promote traffic calming and safety.

Final recommendations were categorized as short-term, mid-term, and long-term, addressing speeding, MUTCD compliance, sidewalk network connectivity, pedestrian awareness, intersection control evaluations, and the potential for a road diet. In addition to the report, TERRA developed a presentation of the material for the neighborhood.

CLIENT	City of Downers Grove
CONTACT	John P. ...
PROJECT	Area 6 Neighborhood Traffic Study
CALLS	...
SERVICES	Traffic Engineering, Surveying, etc.



**LUCAS MUSEUM OF NARRATIVE ART
CHICAGO CONCEPT**
Chicago, Illinois



CLIENT	Lucas Foundation
CONTACT	...
DATES	...
SERVICES	Traffic Engineering, Surveying, etc.

TERRA provided civil engineering, traffic engineering and surveying services for this new Lucas Museum of Narrative Art (LMNA). The 400,000 square-foot state-of-the-art museum and 285,000 square-foot parking structure would have been located on Chicago's lakefront and a part of the Historic Museum Campus. TERRA's staff coordinated with representatives from LMNA, the City of Chicago and other design team members to develop innovative solutions for the project's challenges including hydraulics, hydrology, utilities and traffic.

As part of the traffic study, TERRA collected traffic data throughout Chicago's Museum Campus to determine how LMNA traffic would fit into the overall traffic picture around the museum. This included collecting data and evaluating the impacts of events at Soldier Field such as a Chicago Bears game and evaluating the impact of removing the existing parking lot and replacing it with a smaller parking area. Work also included coordination with Chicago Park District, Chicago Department of Transportation, other museums located on the campus, and other agencies to help determine access locations and traffic patterns around the new museum. The traffic study suggested methods to encourage other modes of transportation such as bicycles, transit and massing, that the LMNA could implement to reduce the reliance on personal vehicles. TERRA was responsible for presenting the study findings to the City of Chicago and public through several public meetings.

PROFESSIONAL REFERENCES

CHRIS KOOS

Mayor, Town of Normal, IL
309 825 9919
ckocs@normal.org

DAVID NIEMEYER

Village Manager
Village of Tinley Park
708 444 5000
dniemeyer@tinleypark.org

RUSS SOYRING

Planning Director
The City of Traverse City, MI
231 922 4778
rsoyring@ci.traverse-city.mi.us

STEVE ROBLES

Assistant Director of Community Development
Village of Wheeling
847 499 9063
srobles@wheelingil.gov

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6 TEAM RESUMES



DOUG FARR FAIA, LEED AP

PRINCIPAL IN CHARGE

Doug is a national leader in planning and designing sustainable neighborhoods and buildings. He is a published author who lectures widely on the topics of urbanism and sustainability.

Based on the firm's pioneering sustainable design practice and insights gained from chairing LEED Neighborhood, Doug authored the urban planning best-seller *Sustainable Urbanism: Urban Design with Nature* in 2008. His follow-up book entitled *Sustainable Nation* was released in early 2018. He recently completed a two-year term as the Executive Board Chair of the Congress for the New Urbanism and now serves on the Board of Directors of EcoDistricts.

AFFILIATIONS

AIA Licensed Architect, Illinois, Indiana, Wisconsin, and Michigan

U.S. Green Building Council

Congress for New Urbanism - Board Chair

LEED Neighborhood Development - Founding Chair

BioRegional Development Group North America - Board of Directors

Lambdas Alpha International, Ely Chapter

AWARDS

Metropolitan Planning Council Burnham Award 2010

ITE Transportation Planning Council Best Project Award 2006

"Best Practice" US Department of Housing and Urban Development

CNU Illinois Merit Award, 2012

CNU Illinois Charter Award, 2013

AUTHORED WORKS

Sustainable Urbanism: Urban Design With Nature, Hoboken: Wiley, 2007.

Contributor: Leccese, Michael, and Kathleen McCormick, eds. *Charter of the New Urbanism*, New York: McGraw-Hill, 2000.

UPTOWN NORMAL RENEWAL PLAN & FORM-BASED CODE

Town of Normal, Normal, IL

A \$211-million redevelopment plan anchored by an urban design centerpiece circular plaza, an Amtrak multi-modal high speed rail facility, and a new children's museum.

ENVISION EIGHTH CHARRETTE & CORRIDOR PLAN

City of Traverse City, Traverse City, MI

Week-long charrette process that delivered a consensus-based plan for a new street section with innovations for bikes, and a master plan for surrounding uses.

COLONY PARK SUSTAINABLE COMMUNITIES

City of Austin, Austin TX

Master plan for a 208-acre community in northeast Austin. The site will become a walkable residential area with mixed-use nodes and will transform Colony Park into a model sustainable neighborhood through energy efficient building design, water conservation strategies, and zero-waste technologies.

BEVO GREAT STREETS

St. Louis, MO

Proposal for the community hub and commercial district along Gravois Ave., including a community engagement strategy, local business plan and streetscape design strategies.

BI-STATE NORTHSIDE-SOUTHSIDE CORRIDOR

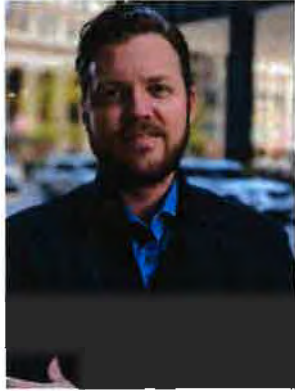
St. Louis, MO

Study focusing on market, social and community capital on the proposed Northside-Southside train line. Plan includes market analysis, TOD best practice strategies and recommendations for three pilot stations.

GRANITE CITY GREEN COMMUNITIES

Enterprise Green Community, Granite City, IL

A master plan for the 43-unit development designed to meet every credit for the 43-unit development.



TIM KIRKBY AIA, AICP, LEED AP
PROJECT MANAGER

Tim is a licensed architect and certified planner with Farr Associates. He has over ten years of experience working with developers on commercial, residential, and mixed use projects through all phases of the design and construction process. Sustainability and urban design are core areas of Tim's expertise, and he is currently working on Northwest Indiana's first LEED-ND development. He holds LEED accreditation in two areas, Building Design + Construction and Neighborhood Development. He is active within the Congress for the New Urbanism, NCI Charrette System certified, and he is a former Planning Commissioner in his hometown of Park Ridge, Illinois.

EDUCATION

Yale University
Master of Architecture, 2006

University of Florida,
Bachelor of Design, 2003

AFFILIATIONS

AIA Licensed Architect, Illinois
AICP Certified Planner

LEED Accredited Professional,
Neighborhood Development

NCI Charrette System
Certified

Congress for New Urbanism
(CNU)

Planning and Zoning
Commissioner, City of Park
Ridge (2012-2016)

AWARDS

CNU-IL Merit Award -
Missing Middle Housing
Competition, 2019

CNU-IL Merit Award -
Master Redevelopment,
Comprehensive Plan,
Mundelein, 2017

CNU-IL Merit Award - East St
Louis Corridor Plan, 2010

BEVO GREAT STREETS

St. Louis, MO
Proposal for the community hub and commercial district along Gravois Ave., including a community engagement strategy, tactical outreach plan and streetscape design strategies

BI-STATE NORTHSIDE-SOUTHSIDE CORRIDOR

St. Louis, MO
Study focusing on market, social and community capital on the proposed Northside-Southside train line. Plan includes market analysis, TOD best practice strategies and recommendations for three pilot stations

DOWNTOWN VILLAGE OF WHEELING TOD PLAN

Wheeling, IL
Plan that includes development and designs for the immediate area adjacent to a Metra commuter rail station

DOWNTOWN NORTH IMPLEMENTATION PLAN

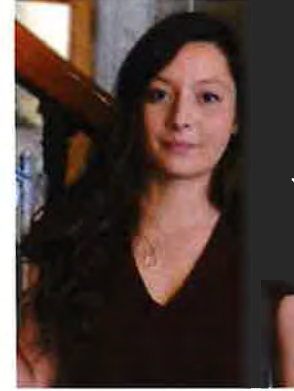
City of Mundelein, Mundelein, IL
Plan that includes several strategic components, such as visioning studies for catalytic redevelopment parcels, a streetscape redevelopment plan, and a regional bike trail connection

CARDINAL CAMPUS PROFESSIONAL CENTER | Highland, IN

***LEED-ND Gold**
Working with a private developer to create a new urbanist master plan that will be home to 150,000 SF of professional and medical office space, in addition to a hotel

HARPER COURT

LEED-ND Gold
Harper Court Partners, Hyde Park, IL
Redevelopment of a new, 3.1-acre multiphase development containing a Hyatt Place, a mixed-use office building, condominiums, and streetscape improvements



MERCEDES HARRIS AIA Associate, LEED GA
URBAN DESIGNER

Mercedes joined Farr Associates in 2018 as an architectural and urban designer. Her priorities include creating healthy, equitable neighborhoods through understanding the demographics and cultural needs of an area. Mercedes has a background in architecture and an advanced degree in urban design, leading her to be able to approach a project from a variety of scales and viewpoints. Currently, Mercedes's focus is to better understand market forces and community engagement best practices in order to best serve the communities in which she works.

EDUCATION

University of California, Berkeley
Master of Urban Design

Oklahoma State University,
Bachelor of Architecture

AFFILIATIONS

AIA Associate

LEED Green Associate

AWARDS

St. Patrick's Award, College
of Engineering, Oklahoma
State, 2017
C.O.R.D. Award for Service,
Oklahoma State, 2017
Creative Community
Fellowship, Berkeley, 2019

University of California
Affordable Housing Studio,
Crestland, CA

BEVO GREAT STREETS

St. Louis, MO
Proposal for the community hub and commercial district along Gravois Ave., including a community engagement strategy, tactical outreach plan and streetscape design strategies

BI-STATE NORTHSIDE-SOUTHSIDE CORRIDOR

St. Louis, MO
Study focusing on market, social and community capital on the proposed Northside-Southside train line. Plan includes market analysis, TOD best practice strategies and recommendations for three pilot stations

COLLINSVILLE GREAT STREETS

Collinsville, IL
An ongoing program through East-West Gateway to improve street design and placemaking along important corridors of cities. The project consists of a four-day charrette and a final document

DOWNTOWN VILLAGE OF WHEELING TOD PLAN

Wheeling, IL
Plan that includes development and designs for the immediate area adjacent to a Metra commuter rail station

SKOKIE SIGNAGE

Skokie, IL
Visioning study with the Village of Skokie to rebrand the town and design new signage for all entry points to the Village

**During the term of this project, Mercedes will be based in Chicago, IL and will be making frequent trips to Ann Arbor



Bridget Lane

Experience

Bridget Lane specializes in economic development, regional positioning strategy, market analysis, project financing review, and retail business development. Her experience as a retailing executive, a professor at University of Illinois Chicago and DePaul University, and manager of Downtown Evanston has established a practical foundation for her market analysis and business development consultations. Recent clients included communities as diverse as Lake Forest, Lisle, West Dundee, Forest Park, Long Grove, and Chicago's Andersonville Neighborhood. Bridget also has led retail business recruitment efforts and workshops in business development for community development leaders.

Bridget conducts the basic research and analysis necessary to create business development and marketing strategies. Residential development impacts, industrial recruitment, retail business development, and mixed-use projects enhancement have all been subjects of Bridget's research and consulting work. She created university courses covering economic development for urban planners, retail management, advertising, introductory marketing, and personal selling.

Affiliations

Bridget Lane has served on various public service committees and boards including a term on her community's Economic Development Corporation, Trustee of the District 64 Elementary Learning Foundation, and treasurer of the Pickwick Theatre Council. Bridget serves on the Urban Land Institute's (ULI) Public Policy Committee. She participated in ULI Development Analysis Panels for Chicago's Argyle Street and Rosenwald Apartments and chaired the Chicago District's Suburban Retail Technical Assistance Panel.

Education

Before obtaining a Master's Degree in Business Administration from the Harvard Business School, Bridget graduated from the University of Illinois with a degree in Urban Planning.

Publications



COLIN COAD, PE, PTOE, VMA

Senior Project Engineer



Colin specializes in the design of Phase I and Phase II transportation projects. He has 12 years of experience in roadway geometrics, traffic analysis, traffic signal design, environmental processes/documentation and preparing Project Development Reports on State, County and Municipal transportation projects with both local and federal funding. He also has experience in maintenance of traffic, utilities and drainage design. He has mastered various software programs including Highway Capacity Software, Synchro/SimI traffic, MicroStation and GeoPAK. When planning projects, Colin pulls from his Value Engineering training to develop creative solutions to engineering challenges, with high-value results.

EDUCATION

Master of Science in Transportation Engineering
University of Illinois at Chicago, Chicago, IL
2007

LICENSES / CERTIFICATES

Professional Engineer - Transportation
Illinois, 2010

Professional Engineer - Electrical
Illinois, 2010

Professional Engineer - Mechanical
Illinois, 2010

Professional Engineer - Civil
Illinois, 2010

PROFESSIONAL EXPERIENCE

Senior Project Engineer
TERRA Engineering Ltd., Peoria, IL
2010 - Present

PROFESSIONAL AFFILIATIONS

Member, Transportation Engineers Society of America (TESA)
Member, Illinois Professional Engineers Board (IPEB)

CONTINUING EDUCATION

Professional Engineer License Maintenance
Illinois, 2010 - Present

Professional Engineer License Maintenance
Illinois, 2010 - Present

Professional Engineer License Maintenance
Illinois, 2010 - Present

Professional Engineer License Maintenance
Illinois, 2010 - Present

Professional Engineer License Maintenance
Illinois, 2010 - Present

MPEA EVENT CENTER AND HOTEL / Chicago, Illinois / Project Engineer / Both the Metropolitan Pier and Exposition Authority (MPEA) McCormick HQ Hotel and MPEA Events Center projects consisted of the demolition of existing buildings, utilities, and at-grade improvements in the near south side of Chicago. TERRA designed a large diameter, 100-Yr. capacity, storm sewer system, along with the design of a new connecting street between the two buildings. To address changing traffic flow patterns, Colin led the design, coordination and plan development of eight traffic signal modifications, requiring multi-level coordination with the City of Chicago Department of Transportation.

WESTERN AVENUE STREETScape / Peoria, Illinois / Project Engineer / The City of Peoria is pursuing the reconstruction of Western Avenue from Adams Street to Howett Street, transforming the corridor from a wide 4-lane roadway to a 3-lane (road diet) section with a two-way cycle track and a bioswale median. TERRA is providing Phase I and II engineering services for the project, including extensive public involvement, alternative analysis, and pursuing federal funding. Key challenges include the implementation of green infrastructure in a tight urban corridor, while accommodating the needs of all users at the right-of-way. Colin managed the design team, guiding the project through the Phase I process. He is also a key team member for the Phase II design and plan development, with a focus on roadway geometry and traffic signal design.

DOWNERS GROVE AREA 6 NEIGHBORHOOD TRAFFIC STUDY / Downers Grove, Illinois / Project Engineer / TERRA was retained for the development of a neighborhood traffic study for "Area 6", located in the northeast portion of the Village, north of Ogden Avenue. Tasks included traffic data collection using Vision cameras for intersections and at 45' block locations using magnetic traffic counters, data summaries, data analysis, field reviews, and the development of a report recommending improvements to promote traffic calming and safety. Colin served as manager for all portions of this project, including a presentation of the findings and recommendations at a neighborhood meeting.

CITY OF PEORIA ON-CALL SERVICES / Peoria, Illinois / Project Engineer / TERRA currently provides in-house engineering services to the City of Peoria for various transportation projects. Colin's involvement in those services included developing preliminary traffic analysis and roadway geometry for a new intersection on US Route 150 at Parish Avenue in the City of Peoria. Ongoing work includes the development of an Intersection Design Study in accordance with IDOT requirements.

TRAFFIC ENGINEERING SERVICES* / Cook County, Illinois / Project Manager / The Cook County Department of Transportation and Highways addresses numerous traffic and transportation issues each year. Colin assisted the County as part of this on-call project, performing tasks ranging from conducting speed studies, analysis of intersection operations, traffic signal and stop sign warrants, and a review of the County's pavement marking practices, School operations, viaduct collisions, at-grade railroad crossings adjacent to traffic signals, and uncontrolled intersections with sight distance concerns are among the other challenges encountered. The variety of engineering tasks assigned cover a wide swath of transportation concerns; while most projects cover a few aspects of transportation engineering, this project was multi-faceted, requiring many levels of expertise.



M. CHRIS HUTCHINSON, PE, PTOE
Project Manager / Senior Traffic Engineer



EDUCATION

Bachelor of Science in Civil
Engineering, Washington
University, St. Louis, MO, 1998

LICENSES / CERTIFICATES

Professional Engineer
Illinois, No. 000000000
Professional Traffic Engineer
Illinois, No. 000000000
Professional Engineer
Illinois, No. 000000000
Professional Engineer
Illinois, No. 000000000

PROFESSIONAL EXPERIENCE

TERRA ENGINEERING LTD.

PROFESSIONAL AFFILIATIONS

Professional Engineer, Illinois
Professional Traffic Engineer, Illinois
Professional Engineer, Illinois

PROFESSIONAL AFFILIATIONS

Professional Engineer, Illinois
Professional Traffic Engineer, Illinois
Professional Engineer, Illinois

SPEAKING ENGAGEMENTS

Professional Engineer, Illinois

SPEAKING ENGAGEMENTS

Professional Engineer, Illinois
Professional Traffic Engineer, Illinois
Professional Engineer, Illinois

SPEAKING ENGAGEMENTS

Professional Engineer, Illinois
Professional Traffic Engineer, Illinois
Professional Engineer, Illinois

SPEAKING ENGAGEMENTS

Professional Engineer, Illinois
Professional Traffic Engineer, Illinois
Professional Engineer, Illinois

Mr. Hutchinson has acquired more than 20 years of experience in providing civil and traffic engineering services for a variety of projects and clients. As a Professional Traffic Operations Engineer, Chris has certification in the specialized application of traffic operations engineering. His experience includes serving as the traffic engineer on numerous roadway projects. Chris is an expert on data collection processes for temporary traffic counts and long-term count stations. His other design duties have included the traffic modeling and analysis, traffic signal design, signal coordination and timing, geometric design, safety analysis and development of design plans.

CLARENDON HILLS DOWNTOWN TRAFFIC STUDY / Clarendon Hills, IL / Traffic Engineer / TERRA performed a traffic study comprised of nine intersection counts and a two-day parking study of 524 parking spaces throughout downtown Clarendon Hills, including business, residential, and commuter parking. With this data, Chris recommended improvements to the Prospect Avenue railroad crossing and nearby intersections to improve vehicular flow and enhance pedestrian and cyclist safety. TERRA also recommended changes to the parking areas to make more efficient use of the available spaces to better meet the needs of the Village.

CHICAGO BEARS GAMEDAY TRAFFIC COUNTS / Chicago, IL / Senior Traffic Engineer / TERRA was contracted by Soldier Field to collect additional vehicle and pedestrian data around Soldier Field during a Bears Game and to work with local agencies and SP+ Gameday to evaluate ingress and egress patterns around the stadium. Chris was responsible for setting up data collection equipment at several intersections around the stadium to collect data on vehicle and pedestrian movement. In addition, Chris worked with SP+ Gameday's event operations team, representatives from Soldier Field and the Chicago Bears to observe the traffic patterns and pedestrian movements before and after a game and has been involved in the collaboration with this group on potential changes which could be considered to more efficiently manage traffic around the stadium on game days.

LUCAS MUSEUM OF NARRATIVE ART (CHICAGO CONCEPT) / Chicago, IL / Senior Traffic Engineer / TERRA provided civil engineering, traffic engineering and surveying services for the new Lucas Museum of Narrative Art. The 400,000-square-foot state-of-the-art museum and 285,000 square-foot parking structure would have found a home on Chicago's lakefront to become a part of the historic Museum Campus. Chris collected traffic data throughout Chicago's Museum Campus to determine how LMNA traffic would fit into the overall traffic picture around the museums. This work included authoring a traffic study to evaluate the existing traffic and projected volumes created by the new museum and determine these impacts for a typical day. The study also looked at pedestrian circulation and use of other modes of transportation to get to and from the proposed site.

TIGER II WAREHOUSE DISTRICT / Peoria, IL / Traffic Engineer / This project involved redesign and reconstruction of the streets, intersections, utilities and sidewalks within the Warehouse District in order to create a livable and walkable public infrastructure that is appropriate for the development of a mixed-use neighborhood. Chris was responsible for the traffic modeling of the streets throughout the district including preparation of a 3D traffic model using VISSIM software. Chris' work also included authoring the Traffic Impact Study for the project, roadway design of three streets within the district, including sidewalk modifications to bring the sidewalks into compliance with ADA and PROWAG standards.

INTRINSIC MONROE - CHICAGO LOOP / Chicago, IL / Senior Traffic Engineer / TERRA was asked to evaluate traffic conditions for the possibility of renovating part of an existing building in the Chicago Loop for a new high school. Chris helped evaluate the accessibility of transit and pedestrian networks to the site. In addition, the traffic opinion made recommendations to prohibit parent drop-off and pick-up at the site and looked at potential bus staging near the site for special events. Chris testified at the Zoning Board of Adjustment in Chicago on the report findings.



The Monadnock Building
53 West Jackson Blvd. Suite 650
Chicago, Illinois 60604

Contact:
Gabrielle Peterson
Director of Marketing + Communications
Phone: 312.408.1661 x.203
email: gabrielle@farrside.com
website: www.farrside.com

