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COUNCIL MEETING AGENDA

Mike Mason, Mayor

Phil Sadd – Post 1, Council Member
James Lowe – Post 2, Council Member
Alex Wright – Post 3, Council Member

Jeanne Aulbach – Post 4, Council Member
Lorri Christopher – Post 5, Council Member
Weare Gratwick – Post 6, Council Member

February 16, 2016

COUNCIL AGENDA

7:00 PM

PEACHTREE CORNERS CITY HALL
147 TECHNOLOGY PARKWAY, PEACHTREE CORNERS, GA 30092

A) CALL TO ORDER

B) ROLL CALL

C) PLEDGE OF ALLEGIANCE

D) MAYOR'S OPENING REMARKS

E) CONSIDERATION OF MINUTES – January 19, 2016 and February 6, 2016

F) CONSIDERATION OF MEETING AGENDA

G) PUBLIC COMMENTS

H) CONSENT AGENDA - No Items

I) PRESENTATIONS AND REPORTS

1. **Diana Wheeler** Staff Activity Report
2. **Greg Ramsey** Staff Activity Report

J) OLD BUSINESS

1. **O2016-01-63
(Diana Wheeler)** Second Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Map pursuant to SUP2015-006, Adult Day Care Center, for a special use permit to allow an adult day care center in an M-2, Heavy Industry, zoning district on a portion of a 13.1 acre site located at 4350 Peachtree Industrial Blvd. in Dist. 6, Land Lot 268, Parcel 008, Peachtree Corners, GA.

K) NEW BUSINESS

1. **APH 2015-09-028
(Diana Wheeler)** Consideration of Approval of an Alcoholic Beverage License Application for Wholesaler: Wine, Distilled Spirits & Malt Beverage License for Goodtimes Distribution, LLC, 4995 Buford Hwy, Ste 105, Peachtree Corners, GA 30071.

2. **APH 2015-09-027
(Diana Wheeler)** Consideration of Approval of an Alcoholic Beverage License Application for Consumption on Premise, Wine & Malt Beverage License for Eastern United Inc DBA: Sushi Osawa at 5270 Peachtree Pkwy, Ste 119, Peachtree Corners, GA 30092.
3. **APH 2015-09-016
(Diana Wheeler)** Consideration of Approval of an Alcoholic Beverage License Application for Retail Package: Wine, Distilled Spirits & Malt Beverage for Tortugas Cuban Grill Group LLC at 3466 Holcomb Bridge Rd Suite AA, Peachtree Corners, GA 30092.
4. **R2016-02-52
Diana Wheeler** Consideration of a Resolution to Approve the Multi-Use Trail Study Final Report and incorporate it into the 2033 Comprehensive Plan.
5. **R2016-02-54
Diana Wheeler** Consideration of a Resolution to Amend the Sale Contract for the Town Center Property.
6. **R2016-02-55
City Attorney** Consideration of a Resolution to initiate review and consideration by the Peachtree Corners Planning Commission, pursuant to Section 1702, Appendix A, of the Code of Peachtree Corners, of an Ordinance to amend and adopt the City of Peachtree Corners zoning ordinance and ratifying all prior amendments to same; to amend and adopt policies and procedures to be used by the Mayor and Council in calling and conducting hearings as required by O.C.G.A. Sect. 36-66-4; to amend and adopt a zoning map for the City of Peachtree Corners and ratifying all prior amendments to same; and to amend and adopt the sign ordinance.
7. **O2016-02-66
Diana Wheeler** First Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Map pursuant to RZ2016-001/ SUP2016-001, South Old Peachtree Rd. Auto Repair, request to rezone and approve a special use permit for an auto repair and storage facility on 6.89 acres at 4285 South Old Peachtree Rd., in District 6, Land Lots 259 and 268, Parcels 016, 373 and 374, Peachtree Corners, GA. (Second read will be on March 15, 2016.)
8. **O2016-02-67
Diana Wheeler** First Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Map pursuant to RZ2015-006 / SUP 2015-005/ V2016-002 Twin Lakes, Request to rezone ten parcels in District 6 of Peachtree Corners, Georgia, to allow commercial, multi-family, and trail development and approve a special use permit for a liquor store and associated variances on a total of 38.73 acres, as follows:
 - Parcel #1 Rezone from M-1, Light Industry, to TO, Trails and Open Space, an 8.87 acre tract located in LL284, parcel 015 at 3550 Engineering Dr.
 - Parcel #2 Rezone from M-1, Light Industry, to C2, Commercial, a 1.9 acre tract LL284, parcel 016 and 018 on Peachtree Parkway at Engineering Dr.
 - Parcel #3 Rezone from M-1, Light Industry, to C2, Commercial, and approve a special use permit for a liquor store on a 4.7 acre tract located in LL284, parcel 018 on Peachtree Parkway at Engineering Dr.
 - Parcel #4 Rezone from M-1, Light Industry, to C2, Commercial, and TO, Trails and Open Space, a 1.23 acre tract located in LL 285, parcel 056 on Technology Parkway near Westech Dr.

- Parcel #5 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a .73 acre tract located in LL284, parcel 040 on Technology Pkwy. near Westech Dr.
- Parcel #6 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a .35 acre tract located in LL284, parcel 041 on Technology Pkwy. near Westech Dr.
- Parcel #7 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a 4.33 acre tract located in LL285, parcel 010 on Technology Pkwy. near Westech Dr.
- Parcels #8, #9, #10 Rezone from M-1, Light Industry, to RM-13, Multi-Family Residence, three tracts consisting of 14.03 acres located in LL272, parcels 061, 062, and 064 on Peachtree Industrial Blvd. and 510 and 520 Guthridge Ct. (Second read will be on March 15, 2016.)

9. **O2016-02-68**
Diana Wheeler First Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Map pursuant to V2016-001, Town Center, Request for a stream buffer variance (in conjunction with SUP2015-003 approved 6/9/2015) for a portion of a 19.6 acre property located at Peachtree Parkway near Forum Dr. in District 6, Land Lot 301, Parcel 183, Peachtree Corners, GA. (Second read will be on March 15, 2016.)
10. **O2016-01-64**
Diana Wheeler First Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Resolution Article XII, by amending Sec. 1310, M-1, Light Industry District, in order to limit permitted uses within the Central Business District. (Second read will be on March 15, 2016.)
11. **O2016-02-65**
Diana Wheeler First Read and Consideration of an Ordinance to amend the Code of Ordinances of the City of Peachtree Corners, Georgia, Article II, Sec. 42-24, Noise, to limit the hours of operation for lawn maintenance equipment and trash hauling vehicles, and extend construction hours. (Second read will be on March 15, 2016.)
12. **O2016-02-69**
City Attorney First Read and Consideration of an Ordinance to amend and adopt the City of Peachtree Corners zoning ordinance and ratify all prior amendments to same; to amend and adopt policies and procedures to be used by the Mayor and Council in calling and conducting hearings as required by O.C.G.A. Sect. 36-66-4; to amend and adopt a zoning map for the City of Peachtree Corners and ratify all prior amendments to same; and to amend and adopt the sign ordinance. (Second read will be on February 28, 2016.)

L) WORK SESSION

1. **Diana Wheeler** Discussion concerning multi-family housing in the Holcomb Bridge Corridor area.
2. **Greg Ramsey** Discussion on consultant proposals for the Comprehensive Transportation Plan
3. **Brandon Branham** Discussion on GIS user interface

M) EXECUTIVE SESSION

N) ADJOURNMENT

Minutes

January 19, 2016

&

February 6, 2016



CITY OF PEACHTREE CORNERS
COUNCIL MEETING MINUTES
JANUARY 19, 2016, @ 7:00PM

The Mayor and Council of the City of Peachtree Corners held a Council Meeting at City Hall, 147 Technology Parkway, Suite 200, Peachtree Corners, GA, 30092. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1 - absent
Council Member	James Lowe – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Julian Jackson
City Clerk	Kym Chereck
Com. Dev. Director	Diana Wheeler
City Attorney	Bill Riley
City Attorney	Joe Leonard
Public Works Director	Greg Ramsey
Comm. Director	Judy Putnam
Finance Director	Brandon Branham

PLEDGE OF ALLEGIANCE: Mayor Mason led the Pledge of Allegiance.

ADMINISTRATION OF OATH OF OFFICE: Judge Charles Barrett III gave the Oath of Office to Mayor Mike Mason, and Councilmembers Alex Wright and Lorri Christopher. The Oath of office is for the term 2016 – 2020.

MINUTES:

MOTION TO APPROVE THE MINUTES FROM THE DECEMBER 15, 2015 COUNCIL MEETING.

By: Council Member Christopher

Seconded by: Council Member Aulbach

Vote: (6-0) (Christopher, Aulbach, Mason, Lowe, Wright, Gratwick)

PUBLIC COMMENT: There were no public comments.

PRESENTATIONS AND REPORTS:

Recognition for Bob Howard

Mayor Mason recognized Bob Howard for his numerous accomplishments, among which are retiring from 43 years of dedicated service to the Environmental Protection Agency and contributing many hours of his personal time to share his knowledge about the environment to the benefit of Peachtree Corners.

Staff Activity Report – Community Development

Mrs. Diana Wheeler, Community Development Director, provided her report on staff activities that occurred during the period of January 3, 2016 – January 15, 2016. These activities included, among other items, meetings with the Green Committee to coordinate Arbor Day activities, meeting with the Fuqua design team to review preliminary engineering drawings for the Town Center, meeting with the Fuqua leasing team to discuss prospective tenant issues, and meeting with the Bridge Consultant on a 3-D simulation for the January 25th UPCCA meeting.

Staff Activity Report – Public Works

Mr. Greg Ramsey, Public Works Director, provided his report on staff activities that occurred in the period ending with January 12, 2016. These activities included, among other items, attending the GDOT bridge engineering review, meeting with Noble Village concerning final inspections, meetings concerning the Town Center Development, and judging the Radloff Middle School Science Fair.

OLD BUSINESS:

O2015-12-61

Second Read and Consideration of an Ordinance to amend Chapter 14 (“businesses”) of the Code of the City of Peachtree Corners, Georgia, in order to amend sec. 14-8 and sec. 14-16 change the due date.

MOTION TO APPROVE O2015-12-61.

By: Council Member Gratwick

Seconded: Council Member Christopher

Vote: (6-0) (Gratwick, Christopher, Mason, Lowe, Wright, Aulbach,)

O2015-12-62

Second Read and Consideration of an Ordinance to amend Chapter 6 (“alcoholic beverages”) of the code of the City of Peachtree Corners, Georgia, to amend and provide certain definitions; to establish a renewal date.

MOTION TO APPROVE O2015-12-62.

By: Council Member Gratwick

Seconded: Council Member Aulbach

Vote: (6-0) (Gratwick, Aulbach, Mason, Lowe, Wright, Christopher)

O2015-12-60

Second Read and Consideration of an Ordinance to Amend Peachtree Corners Zoning Resolution 2012 by adding and modifying definitions regarding Short Term Rental Housing.

MOTION TO APPROVE O2015-12-60.

By: Council Member Wright

Seconded: Council Member Lowe

Vote: (6-0) (Wright, Lowe, Mason, Aulbach, Christopher, Gratwick)

NEW BUSINESS:

APH 2015-09-029

Consideration of Approval of an Alcoholic Beverage License Application for Consumption on Premise, Wine & Malt Beverage License for NEC the Forum LLC DBA: Newk’s Eatery at 5185 Peachtree Pkwy, Ste 105, Peachtree Corners, GA 30092.

MOTION TO APPROVE APH-2015-09-029.

By: Council Member Christopher

Seconded: Council Member Wright

Vote: (6-0) (Christopher, Wright, Mason, Lowe, Aulbach, Gratwick)

ACTION ITEM

Consideration of Awarding a Task Order from the On Call Consulting Contract for Transportation Engineering Reports for Pedestrian Crossings on East Jones Bridge Road & Winters Chapel Road.

MOTION TO AWARD WOLVERTON & ASSOCIATES THE CONTRACT FOR TRANSPORTATION ENGINEERING REPORTS FOR PEDESTRIAN CROSSINGS ON EAST JONES BRIDGE ROAD & WINTERS CHAPEL ROAD TO WOLVERTON & ASSOCIATES.

By: Council Member Christopher

Seconded: Council Member Wright

Vote: (6-0) (Christopher, Wright, Mason, Lowe, Aulbach, Gratwick)

R2016-01-50

Consideration of a Resolution to Approve the Grant of Ingress, Egress, and Reciprocal Easements and Restrictions Agreement for the Town Center Property and to authorize the Mayor to Execute the Agreement and any associated documents.

MOTION TO APPROVE R2016-01-50.

By: Council Member Gratwick

Seconded: Council Member Christopher

Vote: (6-0) (Gratwick, Christopher, Mason, Lowe, Wright, Aulbach)

R2016-01-51

Consideration of a Resolution of the City of Peachtree Corners, Georgia to authorize the Mayor to sign all closing documents associated with, and required for, the sale of Town Center property to Fuqua Acquisitions II, LLC., as well as the acquisition of Town Center land from the City of Peachtree Corners Downtown Development Authority.

MOTION TO APPROVE R2016-01-51.

By: Council Member Gratwick

Seconded: Council Member Wright

Vote: (7-0) (Gratwick, Wright, Mason, Lowe, Aulbach, Christopher)

02016-01-63

First Read and Consideration of an Ordinance to amend the City of Peachtree Corners Zoning Map pursuant to SUP2015-006, Adult Day Care Center, for a special use permit to allow an adult day care center in an M-2, Heavy Industry, zoning district on a portion of a 13.1 acre site located at 4350 Peachtree Industrial Blvd. in Dist. 6, Land Lot 268, Parcel 008, Peachtree Corners, GA. (Second read will be on February 16, 2016.

WORK SESSION:

Discussion SR 141 Median Landscape Project

Mr. Grey Ramsey, Public Works Director, presented the Mayor and Council with landscape development plans for medians along SR 141 from the area between CVS and the Chattahoochee River. The landscape plans include decorative landscaping which will include Crape Myrtles, Double Knockout Roses and Carissa Holly. It was determined that Mr. Ramsey would bring this item before Council at the next meeting.

Comprehensive Transportation Plan

Mr. Greg Ramsey, Public Works Director, informed the Mayor and Council that he would like to have a Comprehensive Transportation Plan developed, similar to the Land Use Comprehensive Plan. Mr. Ramsey has received a few quotes, but is still waiting for more to be returned. It was determined that Mr. Ramsey would bring this item before Council at the next meeting.

Geo-Spatial Update

Mr. Brandon Branham, Finance Director, presented an update to the Mayor and Council on the Geo-Spatial program. Mr. Branham showed a depiction of where signage and manholes are placed. Council member Aulbach requested that the City's GIS information be available to the Peachtree Corners citizens in a similar fashion as Gwinnett County has theirs available to their citizens. It was determined that Mr. Branham would bring this item before Council, during the work session, at the next meeting.

Discussion concerning amendments to noise ordinance for lawn maintenance equipment and trash trucks.

Mrs. Diana Wheeler, Community Development Director, presented the Mayor and Council with a proposed amendment to the noise ordinance. After discussion it was determined that this item would move forward to the next meeting with adjustments.

Discussion concerning prohibiting bow hunting in residential areas.

Mrs. Diana Wheeler, Community Development Director, presented the Mayor and Council with a proposed ordinance concerning nuisances, to prohibit the discharge of weapons in residential areas except as authorized. After discussion it was determined that this item would return to next month's work session.

Discussion concerning limiting M-1 uses within the Central Business District

Mrs. Diana Wheeler, Community Development Director, presented the Mayor and Council with a proposed ordinance to amend the permitted uses in the M-1, light industry district. After discussion it was determined that this item would move forward to the next meeting.

EXECUTIVE SESSION:

MOTION TO GO INTO EXECUTIVE SESSION FOR THE PURPOSE OF DISCUSSING LITIGATION ITEMS.

By: Council Member Christopher

Seconded: Council Member Wright

Vote: (6-0) (Christopher, Wright, Mason, Lowe, Aulbach, Gratwick)

MOTION TO COME OUT OF EXECUTIVE SESSION.

By: Council Member Lowe

Seconded: Council Member Christopher

Vote: (6-0) (Lowe, Christopher, Mason, Wright, Aulbach, Gratwick)

ADJOURNMENT:

MOTION TO ADJOURN AT 9:00 PM.

By: Council Member Christopher

Seconded by: Council Member Lowe

Vote: (6-0) (Christopher, Lowe, Mason, Wright, Aulbach, Gratwick)

Approved,

Attest:

Mike Mason, Mayor

Kymberly Chereck, City Clerk
(Seal)



CITY OF PEACHTREE CORNERS
SPECIAL CALLED COUNCIL MEETING MINUTES
FEBRUARY 6, 2016, @ 4:00PM

The Mayor and Council of the City of Peachtree Corners held a Council Meeting at City Hall, 147 Technology Parkway, Suite 200, Peachtree Corners, GA, 30092. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	James Lowe – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Julian Jackson
City Clerk	Kym Chereck
Com. Dev. Director	Diana Wheeler
City Attorney	Bill Riley

NEW BUSINESS:

R-2016-02-53

A Resolution providing for a moratorium on rezonings and all other City activities related to and dependent upon the zoning code of the City of Peachtree Corners.

Councilmember Gratwick motioned to go into Executive Session.

MOTION TO GO INTO EXECUTIVE SESSION FOR THE PURPOSE OF DISCUSSING LITIGATION ITEMS.

By: Council Member Gratwick

Seconded: Council Member Christopher

**Vote: (6-1) (Gratwick, Christopher, Mason, Sadd, Wright, Aulbach)
(Lowe opposed)**

MOTION TO COME OUT OF EXECUTIVE SESSION.

By: Council Member Christopher

Seconded: Council Member Gratwick

Vote: (7-0) (Christopher, Gratwick, Mason, Sadd, Lower, Wright, Aulbach)

MOTION TO APPROVE R-2016-02-53.

By: Council Member Aulbach

Seconded: Council Member Gratwick

Vote: (7-0) (Aulbach, Gratwick, Mason, Sadd, Lowe, Wright, Christopher)

ADJOURNMENT:

MOTION TO ADJOURN AT 4:39 PM.

By: Council Member Sadd

Seconded by: Council Member Lowe

Vote: (7-0) (Sadd, Lowe, Mason, Wright, Aulbach, Christopher, Gratwick)

Approved,

Attest:

Mike Mason, Mayor

Kymerly Chereck, City Clerk
(Seal)

Staff Report

D. Wheeler



Memo

TO: Mayor and Council

CC: Julian Jackson, City Manager

FROM: Diana Wheeler, Community Development Director

DATE: February 16, 2016

SUBJECT: Staff Activity Report

The following is a summary of Staff activity during the period of 1/25/16 – 2/12/16.

- A. Meetings with:
 1. Green Committee to coordinate Arbor Day activities (3/19/16).
 2. TSW to discuss preliminary concepts for Town Center – Botanical Garden.
 3. Fuqua leasing team to discuss prospective tenant issues.
 4. Developer to discuss trail and open space land contribution.
- C. Worked with LAS to identify tasks to be completed for March 29th Community Meeting at City Hall
- D. Started work on developing economic development related marketing materials.
- E. The following permits were issued:

DATE	Permit #	NAME	ADDRESS	TYPE
PP16-0073		TONY CASTEEL	4001 YARROW BLUFF	ELECTRICAL
PP16-0074		MALON D MIMMS CO	6275 SPALDING DRIVE	HVAC
PP16-0075		INNOVATIVE CONSTRUCTION	4794 FITZPATRICK WAY	REMODEL
PP16-0076		INNOVATIVE CONSTRUCTION	5465 FORT FISHER WAY	REMODEL
PP16-0077		PEACHTREE IMMEDIATE CARE	3720 HOLCOMB BRIDGE RD	FAÇADE ONLY
PP16-0078		VISIX	230 SCIENTIFIC DR STE 800	INTERIOR FINISH
PP16-0079		SIGNARAMA BUFORD	5185 PEACHTREE PKWY STE 102	PERMANENT SIGN
PP16-0080		PIEDMONT ORGANIC NAIL & SPA	5150 PEACHTREE PKWY STE 300	CERTIFICATE OF OCCUPANCY
PP16-0081		DANIEL'S PLUMBING	3655 WESTCHASE VILLAGE LN 2-3781 A	PLUMBING
PP16-0082		DANIEL'S PLUMBING	3655 WESTCHASE VILLAGE LN 1-3824F	PLUMBING
PP16-0083		DANIEL'S PLUMBING	3655 WESTCHASE VILLAGE LN 1-3850B	PLUMBING
PP16-0084		EDA PROERTY INVESTORS/EDVARD	3857 FOXWOOD RD	ELECTRICAL
PP16-0085		LEWIS FRASER	4967 SCOTTS CREEK TRAIL	RE-ROOF
PP16-0086		BUSINESS TELEPHONE SYSTEMS	3025 NORTHWOODS PKWY	ELECTRICAL
PP16-0087		FINDLAY ROOFING	4005 WINTERS HILL DR	RE-ROOF
PP16-0088		HORACE L WALKER	6341 BUFORD HWY	INTERIOR FINISH
PP16-0089		COOL RAY HEATING	4739 BROWN STONE DR	HVAC
PP16-0090		ALTAIR SIGN & LIGHT	5270 PEACHTREE PKWY STE 109B	PERMANENT SIGN
PP16-0091		MERIT CONSTRUCTION COMPANY	6525 THE CORNERS PKWY STE 111	INTERIOR FINISH
PP16-0092		PINE CREEK CONSTRUCTION, LLC	4513 FITZPATRICK WAY	INTERIOR REMODEL
PP16-0093		SAC WIRELESS	6349 PEACHTREE STREET	CELL SITE
PP16-0094		STONE-WAY BUILDERS GROUP INC	6520 PEACHTREE IND BLVD BLDG 6486	ADDITION
PP16-0095		BROWN'S POOLS INC	4168 VOLLEY LN	POOL
PP16-0096		G SMITH BUILDERS	3091 GOVERNORS LAKE DR STE 100	INTERIOR FINISH
PP16-0097		G SMITH BUILDERS	3091 GOVERNORS LAKE DR 200	VACANT
PP16-0098		J P S LLC	60663 PEACHTREE PKWY	PLUMBING
PP16-0099		A & G ROOFING	5270 PEACHTREE PKWY	RE-ROOF
PP16-0100		KAVO INVESTMENTS, LLC	4941 S OLD PEACHTREE RD	SHELL ONLY
PP16-0101		PEACHTREE PKWY PROPERTIES	5270 PEACHTREE PKWY STE 118B	TEMPORARY SIGN
PP16-0102		RUBIN LUBLIN, LLC	3145 AVALONG RIDGE PLACE	INTERIOR FINISH

DATE	Permit #	NAME	ADDRESS	TYPE
PP16-0105		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0106		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0107		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0108		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0109		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0110		SENOIA ELECTRIC	3655 WESTCHASE VILLAGE LN	ELECTRICAL
PP16-0111		SUPERIOR PLUMBING SERVICES	6223 FOREST HILLS DR	PLUMBING
PP16-0112		FINDLAY ROOFING	3813 CLUB FOREST DR	RE-ROOF
PP16-0113		FINDLAY ROOFING	6270 STATION MILL DR	RE-ROOF
PP16-0114		ADVANCE ONE LLC	4234 FLORIDA AVENUE	ELECTRICAL

Code Enforcement Summary – January 2016

New Cases	96
NOV's issued	83
Citations issued	0
Signs Removed from ROW	77 <i>(approximate)</i>
Citizen Complaints	21
Field Generated Cases:	75

Cases by Type:

Residential: 30

Commercial: 66

Violations by Type

Property Maintenance	<u>22</u>	Parking Illegally	<u>1</u>
Trash	<u>33</u>	Open Storage	<u>5</u>
RV/ Non-motor vehicle	<u>0</u>	Junk Vehicle	<u>3</u>
High Grass/Weeds	<u>1</u>	Other (Code Enforcement)	<u>14</u>
Illegal Signs	<u>7</u>	Other (Property Violation)	<u>5</u>
No Business License	<u>5</u>	Trees	<u>0</u>
Building w/o Permit	<u>0</u>	Animated Signs	<u>0</u>

Year-To-Date as of 1/31/2016

2016 Cases	<u>96</u>
2016 NOV's issued	<u>83</u>
2016 Citations issued	<u>0</u>
2016 Signs Removed from ROW	<u>77</u>
2016 cases closed with court action:	<u>0</u>

Staff Report
Greg Ramsey



MEMO

TO: Mayor & Council
CC: Julian Jackson, City Manager
FROM: Greg Ramsey, P.E., Public Works Director
DATE: February 16, 2016
SUBJECT: Public Works Activity Report

The following is a summary of the Public Works Activities in the monthly period ending 02-16-16:

A. Attended the following meetings:

1. FHWA Local Project Administration meeting, 2-11-16
2. Presubmittal meeting, Buford Highway at Herrington, 2-5-16
3. Ashford Apartments lake maintenance presubmittal, 2-4-16
4. Concept Meeting, Holcomb Bridge at Jimmy Carter, 2-4-16
5. Dunwoody plat subdivision meeting, 2-2-16
6. Concept meeting, Peachtree Corners Circle projects, 2-2-16
7. Final Walk Through, Winters Chapel Road sidewalks, 2-2-16
8. SR 141 corridor project meeting, 2-1-16
9. Plat subdivision, Taco Bell, 1-28-16
10. Preconstruction meeting, Technology Pkwy sidewalks, 1-22-16
11. Concept design meeting, Holcomb Bridge at Jimmy Carter, 1-21-16
12. ARC post-award training, 1-20-16
13. Kavo Plaza preconstruction meeting, 1-14-16
14. Town Center presubmittal meeting, 1-14-16

B. Field Services Operations 01-11-16 thru 02-09-16

1. # of Work Orders Initiated = 82
2. # of Fix It App submittals for PW = 22
3. # of Field Generated Work Orders = 60
4. # of Work Orders Completed = 70
5. # of Work Orders Referred to Other Departments = 10
6. Please see below for summaries of Work Orders & Fix-It App submittals

C. Capital Improvement Project updates

1. 15.06 Peachtree Parkway widening at Peachtree Industrial Blvd, construction letting scheduled for April 2016 by Gwinnett DOT
2. 15.01 Winters Chapel Road sidewalks – project at substantial completion, holding retainage pending growth of seeding and final stabilization
3. 15.05 Technology Parkway sidewalks – construction underway, making good progress

4. 15.03 Holcomb Bridge Road at Jimmy Carter Blvd – survey completed in December, design and traffic analysis underway now, design completion scheduled for end of February
5. 15.08 SR 141 traffic intersection analysis – kicked off in December, nearly 50% complete on analysis
6. 15.11 Roundabout and pedestrian improvements on Peachtree Corners Circle – concepts under development, final survey will be complete this week so final designs can be analyzed
7. 15.15 Street Resurfacing – kickoff meeting with Stewart Brothers, 2-17-16

Work Orders Initiated:

Order Number	Scheduled	Description	Address	Status Type	Completion
16-001480	1/12/2016	Deceased Animal	7557 Winters Chapel Rd	Completed	1/12/2016
16-001481	1/12/2016	Remove Object in R.O.W.	Green Pointe Pkwy	Pending	
16-001485	1/11/2016	Remove Trash in R.O.W.	Jones Mill Rd	Completed	1/11/2016
16-001486	1/12/2016	Remove Trash in R.O.W.	PIB Access Rd/Winters Chapel Rd	Completed	1/12/2016
16-001487	1/12/2016	Removed Deceased Animal	5985 Hwy 141 - Peachtree Pkwy	Completed	1/12/2016
16-001488	1/12/2016	Remove Trash in R.O.W.	PIB North / Winters Chapel Rd	Completed	1/12/2016
16-001489	1/12/2016	Remove Trash in R.O.W.	PIB South Access Rd / Jimmy Carter Blvd	Completed	1/12/2016
16-001490	1/12/2016	Remove Trash in R.O.W.	5600 Spalding Dr	Completed	1/12/2016
16-001491	1/21/2016	Faded Stop Sign	3530 NW Schilling Rdg	In Progress	
16-001492	1/20/2016	Install Concrete Flume and Repair Roads	4020 Florida Ave & 6462 Second St	In Progress	
16-001493	1/22/2016	Tree Down in R.O.W.	3595 Engineering Dr	In Progress	
16-001494	1/23/2016	Tree Down in R.O.W.	3rd Street / 4229 Virginia Ave	Completed	1/23/2016
16-001495	1/25/2016	Tree Down in R.O.W.	Engineering Dr / Hwy 141	Completed	1/26/2016
16-001496	1/25/2016	Tree Down in R.O.W.	4229 Virginia Ave	Completed	1/26/2016
16-001497	1/26/2016	Repair Pothole	Bloomingdale Ct	In Progress	

Order Number	Scheduled	Description	Address	Status Type	Completion
16-001500	1/11/2016	Cut Back Brush in R.O.W.	6025 Spalding Dr	Completed	1/11/2016
16-001501	1/14/2016	Remove Object in R.O.W.	Spalding Dr	Pending	
16-001502	2/3/2016	Remove Sign and Post	3604 Peactree Corners Cir	Pending	
16-001503	1/19/2016	Remove Trash in R.O.W.	Winters Chapel Rd @ Spalding Glenn Dr	Completed	1/19/2016
16-001504	1/19/2016	Remove Trash in R.O.W.	5025 Winters Chapel Rd	Completed	1/19/2016
16-001505	1/20/2016	R.O.W. Landscape Maintenance	Hwy 141 / East Jones Bridge Rd	Completed	1/20/2016
16-001506	1/20/2016	Remove Debris in R.O.W.	East Jones Bridge Rd @ Hwy 141 South	Completed	1/20/2016
16-001507	1/21/2016	Remove Debris in R.O.W.	Peachtree Corners Cir/ Holcomb Bridge Rd	Completed	1/21/2016
16-001508	1/23/2016	Anti-Ice PTC Roadways	East Jones Bridge Rd/Jones Bridge Cir	Completed	1/23/2016
16-001509	1/23/2016	De-Ice PTC Roadways	Spalding Dr/ River Exchange Dr	Completed	1/23/2016
16-001510	1/23/2016	De-Ice PTC Roadways	East Jones Bridge Rd/ Broadgreen Dr	Completed	1/23/2016
16-001511	1/23/2016	Tree Down in R.O.W.	2 Sun Ct	Completed	1/23/2016
16-001512	1/23/2016	Tree Down in R.O.W.	125 Technology Pkwy	Completed	1/23/2016
16-001513	1/23/2016	Tree Down in R.O.W.	Governors Lake Pkwy/Jones Mill Rd	Completed	1/23/2016
16-001514	1/26/2016	Tree Down in R.O.W.	Peachtree Corners Cir/ Eastman Trl	Completed	1/26/2016
16-001515	1/26/2016	Remove Trash in R.O.W.	Hwy 141 North	Completed	1/26/2016
16-001516	1/27/2016	Remove Trash in R.O.W.	Hwy 141 South	Completed	1/26/2016
16-001517	1/27/2016	Remove Trash In R.O.W.	PIB South/ Jimmy Carter Blvd	Completed	1/27/2016
16-001518	1/27/2016	Remove Trash in R.O.W.	PIB North	Completed	1/27/2016

Order Number	Scheduled	Description	Address	Status Type	Completion
16-001519	1/27/2016	Remove Deceased Animal	Peachtree Corners Cir/ Jones Mill Rd	Completed	1/27/2016
16-001520	1/27/2016	Remove Deceased Animal	West Jones Bridge Rd	Completed	2/27/2016
16-001521	1/28/2016	Remove Trash in R.O.W.	PIB North	Completed	1/28/2016
16-001522	1/28/2016	Remove Trash in R.O.W.	PIB South	Completed	1/28/2016
16-001523	1/29/2016	Remove Trash in R.O.W.	PIB North/Interchange/ Jones Mill Rd	Completed	1/29/2016
16-001524	1/29/2016	Remove Trash in R.O.W.	Spalding Dr/ Medlock Bridge Rd	Completed	1/29/2016
16-001525	1/29/2016	Remove Trash in R.O.W.	Spalding Dr	Completed	1/29/2016
16-001526	1/29/2016	Remove Trash in R.O.W.	Technology Pkwy	Completed	1/29/2016
16-001527	1/29/2016	Remove Trash in R.O.W.	Hwy 141 North	Completed	1/29/2016
16-001528	1/27/2016	Repair Pothole	5550 Triangle Park	Completed	1/27/2016
16-001529	1/27/2016	Repair Pothole	5655 Spalding Dr	Completed	1/27/2016
16-001530	1/27/2016	Repair Pothole	5206 Jones Bridge Cir	Completed	1/27/2016
16-001531	1/27/2016	Repair Potholes	4721 Jones Bridge Cir	Completed	1/27/2016
16-001532	1/27/2016	Repair Pothole	4761 Jones Bridge Cir	Completed	1/27/2016
16-001533	1/27/2016	Repair Pothole	4771 Jones Bridge Cir	Completed	1/27/2016
16-001534	1/27/2016	Tree Down in R.O.W.	5601 West Jones Bridge Rd	Completed	1/27/2016
16-001535	1/27/2016	Repair Pothole	420 Technology Pkwy	Completed	1/27/2016
16-001536	1/27/2016	Repair Sidewalks	3736 Spalding Park Dr	Completed	1/27/2016
16-001537	2/1/2016	Repair Pothole	5854 Peachtree Corners East	Completed	2/1/2016

Order Number	Scheduled	Description	Address	Status Type	Completion
16-001538	2/1/2016	Repair Pothole	W Peachtree Corners Cr/ Westchase Village Ln	Completed	2/1/2016
16-001539	2/2/2016	Repair Sidewalks	6002 Spalding Park Dr	Completed	2/2/2016
16-001540	2/3/2016	Clear Storm Drain	4206 Jones Bridge Cir	Completed	2/3/2016
16-001541	2/3/2016	Remove Object in R.O.W.	6767 PIB Southbound	Completed	2/3/2016
16-001542	2/5/2016	Replace Speed Limit Pole	7025 Amwiler Industrial Dr	In Progress	
16-001543	2/3/2016	Graffiti Removal	PIB Southbound/ Jones Mill Rd Overpass	Completed	2/3/2016
16-001544	2/3/2016	Remove Trash in R.O.W.	6981 PIB South	Completed	2/3/2016
16-001545	2/1/2016	Remove Trash in R.O.W.	Peachtree Corners Cir	Completed	2/1/2016
16-001546	2/1/2016	Remove Trash in R.O.W.	PIB South	Completed	2/1/2016
16-001547	2/2/2016	Remove Trash in R.O.W.	PIB North	Completed	2/2/2016
16-001548	2/2/2016	Remove Trash in R.O.W.	Hwy 141	Completed	2/2/2016
16-001549	2/3/2016	Remove Trash in R.O.W.	Hwy 141	Completed	2/3/2016
16-001550	2/3/2016	Clean Gutters and Islands	Winters Chapel Rd/ Peachtree Industrial Blvd	Completed	2/3/2016
16-001551	2/4/2016	R.O.W. Landscape Maintenance	Hwy 141/ Peachtree Corners Cir/ Forum Dr	Completed	2/4/2016
16-001552	2/4/2016	Remove Trash in R.O.W.	Industrial Park Dr	Completed	2/4/2016
16-001553	2/4/2016	Repair Potholes	5210 Spalding Dr	Completed	2/4/2016
16-001554	2/4/2016	Repair Potholes	Spalding Dr / Technology Pkwy	Completed	2/4/2016
16-001555	2/4/2016	Graffiti Removal	6981 PIB Access South Access Rd	Completed	2/4/2016

Order Number	Scheduled	Description	Address	Status Type	Completion
16-001556	2/4/2016	Repair Pothole	Peachtree Pkwy /Grizzard Tr	Completed	2/4/2016
16-001557	2/4/2016	Clean Curb and Gutter	PIB South/Jones Mill Rd/Winters Chapel Rd	Completed	2/4/2016
16-001558	2/5/2016	Cleaned Curb and Gutters	PIB North/Winters Chapel Rd/Jones Mill Rd	Completed	2/5/2016
16-001559	2/9/2016	Remove Deceased Animal	6332-6458 Spalding Dr	Completed	2/9/2016

Work Orders Referred To Other Departments:

Date Created	Request Type	Address	Status Type	Referred To Other Departments
01/14/2016	Icy Road PTC ID # 206516	Intersections of Spalding Dr. about 500 feet before Holcomb Bridge Rd., between River Exchange Rd, and Winters Chapel Rd	In-Process	Gwinnett County DOT Service request # 886837
01/14/2016	Water Main Leak	6000 Spalding Dr	In-Process	Gwinnett County DOT Service request # 886898
01/14/2016	Pothole	Vicinity of 4942 Medlock Bridge Rd, near Bush Rd	In-Process	Gwinnett County DOT Service request # 886828
01/14/2016	Damaged Guard Rail	Vicinity of 4725 Peachtree Corners Cir	In-Process	Gwinnett County DOT Service request # 886836
01/17/2016	Pothole	Pickneyville Middle School bus exit; vicinity of 5440 W Jones Bridge Rd	In-Process	Gwinnett County DOT Service request # 887511
01/19/2016	Street Light Outage	Near 5801 Wilbanks Drive	Resolved	Georgia Power #1983733
01/21/2016	Fading Reflective Lane Markings	Peachtree Industrial Blvd North to the Peachtree Corners Cir exit	In-Process	Gwinnett County DOT Service request # 887517

Date Created	Request Type	Address	Status Type	Referred To Other Departments
01/26/216	Ground settling around the drainage inlet	Hunter Ridge Lane at Peachtree Industrial Blvd frontage road	In-Process	Gwinnett County DWRS Service Request # 16-000701
2/4/2016	Snow/Ice in the vicinity of between the Electric Utility Substation	4300 Holcomb Bridge Rd.	In-Process	Gwinnett County DOT Service Request # 211317
2/8/2016	Pedestrian Crossing Pole Knocked Down	5500 Spalding Dr	In-Process	Gwinnett County DOT
2/9/2016	Delayed Traffic Light	Holcomb Br Rd on Spalding Dr/ Wetherburn Wy and Spalding Dr	In-Process	Gwinnett County DOT Regional Traffic Operations

02016-01-63

Diana Wheeler

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO SUP2015-006, ADULT DAY CARE CENTER, REQUEST FOR A SPECIAL USE PERMIT TO ALLOW AN ADULT DAY CARE CENTER IN AN M-2, HEAVY INDUSTRY, ZONING DISTRICT ON A PORTION OF A 13.1 ACRE SITE LOCATED AT 4350 PEACHTREE INDUSTRIAL BLVD., DISTRICT 6, LAND LOT 268, PARCEL 008, PEACHTREE CORNERS, GEORGIA

WHEREAS: Notice to the public regarding said modification to conditions of zoning has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on January 19, 2016 and February 16, 2016;

NOW THEREFORE, The Mayor and City Council of the City of Peachtree Corners while in Regular Session on February 16, 2016 hereby ordain and approve the Zoning Case SUP2015-006, for the above referenced property with the following enumerated conditions:

1. The Adult Day Care Center shall be developed in general accordance with the site plan submitted with the application. The proposed use shall be limited to space within the existing structures on the subject property.
2. The Adult Day Care Center shall be limited to a maximum of 112 guests and staff at any time.
3. Hours of operation shall be limited to 8:00am to 5:00pm, seven days per week.

Effective this 16th day of February, 2016.

So signed and Witnessed

Approved :

this _____ day of _____, 2016

Attest:

Kymberly Chereck, City Clerk

Mike Mason, Mayor

APH 2015-09-28

Diana Wheeler



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member
Alex Wright - Post 3, Council Member
Lorri Christopher - Post 5, Council Member

James Lowe - Post 2, Council Member
Jeanne Aulbach - Post 4, Council Member
Weare Gratwick - Post 6, Council Member

To: Mayor and City Council
Cc: Julian Jackson, City Manager
From: Diana Wheeler, Community Development Director
Date: February 16, 2016, City Council Meeting

Agenda Item: APH 2015-09-028- Approval of Alcoholic Beverage License Application for Goodtimes Distribution, LLC at 4995 Buford Hwy, Ste 105, Peachtree Corners GA 30071. Applicant is Yong Jin Cho applying for Wholesale Distilled Spirits, Wine & Malt Beverage License.

Staff Recommendation :

Approve the application for Wholesale Distilled Spirits, Wine & Malt Beverage License for Goodtimes Distribution, LLC at 4995 Buford Hwy, Ste 105, Peachtree Corners GA 30071.

Background:

Applicant submitted a completed application on December 4, 2015. Required advertising for the application was published in the Gwinnett Daily Post on January 29th and February 5th, applicant has passed the background investigation and meets all requirements.

Discussion:

New Business
Staff has reviewed this application and recommends approval.

Alternatives:

None

APH 2015-09-27

Diana Wheeler



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member
Alex Wright - Post 3, Council Member
Lorri Christopher - Post 5, Council Member

James Lowe - Post 2, Council Member
Jeanne Aulbach - Post 4, Council Member
Weare Gratwick - Post 6, Council Member

To: Mayor and City Council
Cc: Julian Jackson, City Manager
From: Diana Wheeler, Community Development Director
Date: February 16th, 2016, City Council Meeting

Agenda Item: APH 2015-09-027- Approval of Alcoholic Beverage License Application for Eastern United Inc DbA: Sushi Osawa at 5270 Peachtree Pkwy, Ste 119, Peachtree Corners GA 30092. Applicant is Jin Yang applying for Consumption on Premise Wine & Malt Beverage License.

Staff Recommendation:

Approve the application for Consumption on Premise Wine & Malt Beverage License for Eastern United Inc DbA: Sushi Osawa at 5270 Peachtree Pkwy, Ste 119, Peachtree Corners GA 30092.

Background:

Applicant submitted a completed application on December 1, 2015. Required advertising for the application was published in the Gwinnett Daily Post on January 29th and February 5th, applicant has passed the background investigation and meets all requirements.

Discussion:

New Business
Staff has reviewed this application and recommends approval.

Alternatives:

None

APH 2015-09-16

Diana Wheeler



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member
Alex Wright - Post 3, Council Member
Lorri Christopher - Post 5, Council Member

James Lowe - Post 2, Council Member
Jeanne Aulbach - Post 4, Council Member
Weare Gratwick - Post 6, Council Member

To: Mayor and City Council
Cc: Julian Jackson, City Manager
From: Diana Wheeler, Community Development Director
Date: February 16th, 2016, City Council Meeting

Agenda Item: APH 2015-09-030- Approval of Alcoholic Beverage License Application for Tortugas Cuban Grill Group, LLC DBA Tortugas Cuban Grill at 3466 Holcomb Bridge Rd Suite AA, Peachtree Corners, GA 30092. Applicant is Victor Manuel Melendrez applying for Consumption on Premise Wine, Distilled Spirits, & Malt Beverage License.

Staff Recommendation :

Approve the application for Consumption on the Premise, Wine, Distilled Spirits, & Malt Beverage License for Tortugas Cuban Grill Group, LLC DBA Tortugas Cuban Grill at 3466 Holcomb Bridge Rd Suite AA, Peachtree Corners, GA 30092.

Background:

Applicant submitted a completed application on January 12th, 2016. Required advertising for the application was published in the Gwinnett Daily Post on January 29th and February 5th, applicant has passed the background investigation and meets all requirements.

Discussion:

New Business
Staff has reviewed this application and recommends approval.

Alternatives:

None

R2016-02-52

Diana Wheeler

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF PEACHTREE CORNERS, GEORGIA APPROVING THE MULTI-USE TRAIL STUDY AND INCORPORATING IT INTO THE 2033 COMPREHENSIVE PLAN.

WHEREAS, the City of Peachtree Corners Town Center LCI study identified the need to develop a multi-use trail system through the City's Central Business District; and

WHEREAS, this project was also identified as a task in the 2033 Comprehensive Plan work program; and

WHEREAS, after thorough analysis and extensive public participation, the City of Peachtree Corners with assistance from its consultants has completed the Multi-Use Trail Study;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Peachtree Corners, Georgia, that the Multi-Use Trail Study is hereby approved as presented. It is further resolved that the Multi-Use Trail Study shall be incorporated into the 2033 Comprehensive Plan as an appendix to the original document.

SO RESOLVED AND EFFECTIVE, this the 16th day of February, 2016.

Approved:

Mike Mason, Mayor

Attest:

Kym Chereck, City Clerk

Seal

R2016-02-54

Diana Wheeler

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO AMEND THE SALE CONTRACT FOR THE TOWN CENTER PROPERTY.

WHEREAS, the Downtown Development Authority (the "Authority") of the City of Peachtree Corners ("City") owns certain real property consisting of 19.689 acres on Peachtree Parkway and Medlock Bridge Road within the City (the "Property") to be developed for the purpose of promoting trade commerce, industry and employment opportunities in the downtown business district of the City; and

WHEREAS, with City's approval, the Authority entered that certain Purchase and Sale Contract dated March 24, 2015 with Fuqua Acquisitions II, LLC ("Fuqua"), as amended by five Amendments to Purchase and Sale Contract dated June 18, 2015, August 21, 2015, September 4, 2015, September 9, 2015, and September 24, 2015 (the "Sale Contract") for the sale of approximately twelve (12) acres (the "DDA Sale Property") out of the Property, and the mixed used development by Fuqua for the Authority and the City of most of the remainder of the Property (the "Project");

WHEREAS, the Date of Closing deadline in the Sale Contract is currently March 4, 2016, but Fuqua is requesting an Amendment to the Sale Contract to further extend said Date of Closing; and

WHEREAS, the City Council is desirous of giving to the Authority's Chairman, its counsel and to the City's Community Development Director the authority to negotiate, and authorizing the Authority's Chairman to enter into, an Amendment to the Sale Contract to extend the Date of Closing for a period of time not to exceed _____ (__) months;

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Peachtree Corners as follows:

1. The extension of the Date of Closing with Fuqua pursuant to the Sale Contract is hereby authorized for up to but not over _____ (__) months.
2. The Chairman of the Authority is hereby authorized and directed to execute and deliver an Amendment to the Sale Contract with such extension of closing as may be negotiated by the Chairman, the Mayor, City's Community Development Director, and the Authority's counsel, up to a maximum of ____ (__) months, and the execution of the said Amendment by the Authority's Chairman as hereby authorized shall be conclusive evidence of any such approval.

SO RESOLVED AND EFFECTIVE, this the 16th day of February, 2016.

Approved:

Attest:

Mike Mason, Mayor

Kym Chereck, City Clerk

Seal

02016-02-66

Diana Wheeler

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO RZ2016-001/ SUP2016-001, SOUTH OLD PEACHTREE RD. AUTO REPAIR REQUEST TO REXONE AND APPROVE A SPECIAL USE PERMIT FOR AN AUTO REPAIR AND STORAGE FACILITY ON 6.89 ACRES LOCATED AT 4285 SOUTH OLD PEACHTREE ROAD IN DISTRICT 6, LAND LOTS 259 and 268, PARCELS 016, 373 and 374, PEACHTREE CORNERS, GA

WHEREAS: Notice to the public regarding said modification to conditions of zoning has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on February 16, 2016 and March 15, 2016;

NOW THEREFORE, The Mayor and City Council of the City of Peachtree Corners while in Regular Session on March 15, 2016 hereby ordain and approve the Zoning Case RZ2016-001/ SUP2016-001, for the above referenced property with the following enumerated conditions:

- 1) Vehicle storage shall not be located within the front yard.
- 2) Vehicle storage shall be screened by a solid wood fence, masonry wall, or slatted chain-link fence at least eight (8) feet high.
- 3) Vehicle storage shall be limited to one automobile per parking space. All vehicles must be parked in designated spaces and no 'tandem' or 'valet' parking shall be permitted. A parking plan shall be submitted to Staff for approval.
- 4) No inoperable (junk/salvage) vehicles shall be stored outdoors.
- 5) No vehicles shall be located on unpaved surfaces.
- 6) Vehicles or materials stored outdoors shall not be placed or stacked at a height exceeding that of the screening fence.
- 7) All vehicle maintenance and mechanical work shall be conducted within an enclosed building.
- 8) The existing magnolia trees at the front of the property shall be preserved and no new parking spaces shall be constructed between the existing office structure and South Old Peachtree Road.
- 9) No billboards shall be permitted on the property.
- 10) Dumpsters shall not be located in front of the existing office structure and shall be screened by an opaque decorative wall, at least six (6) feet in height, which will coordinate with the building architecture.
- 11) Outdoor lighting shall be contained in cutoff-type luminaries and shall be directed inward toward the property so as not to reflect into adjacent properties or to create a hazard for passing automobile traffic.
- 12) Permanent freestanding project signage shall be limited to one monument sign to be located at the front of the property.
- 13) Any outside speakers shall not be audible from adjacent properties.
- 14) All conditions must be met before a business license can be issued.

Effective this 15th day of March, 2016.

So signed and Witnessed

Approved :

this _____ day of _____, 2016
Attest:

Kymberly Chereck, City Clerk

Mike Mason, Mayor

02016-02-67

Diana Wheeler

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO RZ2015-006 / SUP 2015-005/ V2016-002 TWIN LAKES, REQUEST TO REZONE TEN PARCELS IN DISTRICT 6 OF PEACHTREE CORNERS, GA TO ALLOW COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND TRAIL DEVELOPMENT, AND APPROVE A SPECIAL USE PERMIT FOR A LIQUOR STORE AND ASSOCIATED VARIANCES ON A TOTAL OF 38.73 acres, AS FOLLOWS:

- Parcel #1 Rezone from M-1, Light Industry, to TO, Trails and Open Space, an 8.87 acre tract located in LL284, parcel 015 at 3550 Engineering Dr.
- Parcel #2 Rezone from M-1, Light Industry, to C2, Commercial, a 1.9 acre tract LL284, parcel 016 and 018 on Peachtree Parkway at Engineering Dr.
- Parcel #3 Rezone from M-1, Light Industry, to C2, Commercial, and approve a special use permit for a liquor store on a 4.7 acre tract located in LL284, parcel 018 on Peachtree Parkway at Engineering Dr.
- Parcel #4 Rezone from M-1, Light Industry, to C2, Commercial, and TO, Trails and Open Space, a 1.23 acre tract located in LL 285, parcel 056 on Technology Parkway near Westech Dr.
- Parcel #5 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a .73 acre tract located in LL284, parcel 040 on Technology Pkwy. near Westech Dr.
- Parcel #6 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a .35 acre tract located in LL284, parcel 041 on Technology Pkwy. near Westech Dr.
- Parcel #7 Rezone from M-1, Light Industry, to TO, Trails and Open Space, a 4.33 acre tract located in LL285, parcel 010 on Technology Pkwy. near Westech Dr.
- Parcels #8, #9, #10 Rezone from M-1, Light Industry, to RM-13, Multi-Family Residence, three tracts consisting of 14.03 acres located in LL272, parcels 061, 062, and 064 on Peachtree Industrial Blvd. and 510 and 520 Guthridge Ct.

WHEREAS: Notice to the public regarding said modification to conditions of zoning has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on February 16, 2016 and March 15, 2016;

NOW THEREFORE, The Mayor and City Council of the City of Peachtree Corners while in Regular Session on March 15, 2016 hereby ordain and approve the Zoning Case RZ2015-006 / SUP 2015-005/ V2016-002, for the above referenced property with the following enumerated conditions:

With regard to Parcels #1, 6, and 7 as shown on 'Attachment A', Property Zoning Map, dated 1/2/16:

1. These properties shall be rezoned T-O, Trails and Open Space

2. Prior to the issuance of the first Certificate of Occupancy on Parcels zoned C-2 or RM-13, Parcel #1 shall be deeded to the City of Peachtree Corners Downtown Development Authority and all the other Parcels zoned T-O shall be placed into a conservation easement to benefit the City of Peachtree Corners for public use and access in perpetuity. The conservation easement documents shall be recorded, conveyed to the city and include, but not be limited to, the following provisions in favor of the city:

- a) The right to unrestricted public access to the property for purposes consistent with T-O zoning regulations.
- b) The right to make improvements to the land consistent with T-O zoning regulations and an adopted Multi-Use Trail plan.
- c) The right to limit signage to way-finding, educational, and other signage associated with the Multi-Use trail system.
- d) The right to prohibit any earth work, filling, dredging, other changes in topography or drainage, or any other changes to the land and the lake that are inconsistent with, or detrimental to, the Multi-Use trail.

The property owner or subsequent developer shall bear the expense of establishing the conservation easement including cost of surveys, title work, appraisals, and legal fees.

3. Pursuant to Ordinance 2015-11-59, Trails and Open Space, the 13.55 acres attributed to the T-O zoned parcels shall be assigned 13 multi-family density unit credits per acre for a total of 176 density units. 113 of the 176 total density units shall be allocated to the multi-family residential development shown on Parcels #8, #9, and #10. The remaining 63 surplus density units shall be credited to an account established for the property owner.

With regard to Parcels #2, 3, 4 and 5 as shown on 'Attachment A', Property Zoning Map, dated 1/2/16:

4. The properties shall be rezoned C-2, commercial and shall be developed in general conformity with the submitted site plan prepared by Planners and Engineers Collaborative dated 11/15/15 (except as noted in condition #9).

5. A Special Use Permit shall be approved on Parcel #2 for a Liquor Store use.

6. The property owner or subsequent developer shall construct that portion of the Multi-Use Trail on its property and/or within the Colonial Gas line easement between Peachtree Parkway and Technology Park Lake (including parcels #6 and #7). The trail shall be consistent with the trail location and configuration shown in the adopted Multi-Use Trail plan and shall include, at a minimum, a 12 ft. wide paved path, lighting, and a small lake dock. The trail shall be completed prior to the issuance of the first Certificate of Occupancy for the first building constructed on the C-2 or RM-13 zoned parcels.

7. If the Multi-Use Trail winds around back of the convenience store, the right-in only driveway shall be designed to accommodate a trail crossing.

8. The property owner or subsequent developer shall be responsible for all traffic and roadway improvements required to construct a new intersection at Engineering Drive and Peachtree Parkway and to extend Engineering Drive to Technology Parkway. These improvements shall include, but not be limited to: traffic light, crosswalks, sidewalks on both sides of the road, bike lane, and, where necessary, deceleration lanes.

9. Development parcels shall be designed to mitigate the amount of impervious surface associated therewith as is reasonably possible in order to retain as much of the existing topography, trees, and stream as reasonably practicable. Retaining walls shall be built to minimize the footprint of the commercial buildings and parking areas. Setback requirements may be reduced if doing so benefits the preservation of trees or stream. However, the landscape strip along Peachtree Parkway required by Overlay Design Standards shall be provided.

10. To retain as many of the natural features at the rear of the properties, surface parking spaces shall be located to the front and sides of the buildings.

11. Architectural elevations for the gas station and liquor store shall be substantially similar to the drawings submitted via letter and dated 1/29/16.

12. Stream setback requirements shall be waived in order to accommodate the developments on C-2 zoned properties. Piping of the stream shall be permitted provided that only the least amount of piping that can be demonstrated to be reasonably necessary is installed.

13. The property owner or subsequent developer shall be responsible for median landscaping (installation and maintenance) in Peachtree Parkway for the length of the median contiguous to the application property. Landscaping plans shall be subject to Staff's approval.

14. Sanitary Sewer line relocation shall be accomplished in the manner that will have the least environmental impact to the site.

15. Detention ponds visible from roadways shall be screened with landscape plantings to be approved by Staff.

With regard to Parcels #8, #9, and #10 as shown on 'Attachment A', Property Zoning Map, dated 1/2/16:

16. The property owner or subsequent developer shall be responsible for all traffic and roadway improvements required at Peachtree Industrial Boulevard and Guthridge Ct. and along Guthridge Ct.

17. The property owner or subsequent developer shall make every reasonable effort to acquire a pedestrian / bicycle access easement between the Guthridge Ct. residential development and Technology Parkway South. The residential development shall include a dedicated pedestrian / bicycle access at the closest point of the easement.

18. Millennial housing development shall not exceed 295 units. The units shall be limited to one and two bedroom floor plans.

19. Site development shall be substantially similar to plans prepared by Planners and Engineers Collaborative dated 11/18/15 except that buildings located along Guthridge Ct. and Peachtree Industrial Boulevard shall maintain a 10 ft. setback from the property line and that 10 ft. strip shall be landscaped with plant material approved by Staff.

20. The owner or subsequent developer shall landscape and maintain the right-of-way immediately in front of the millennial housing project along Peachtree Industrial Boulevard.

21. Site amenities shall include: pedestrian / bike trail; fitness facility, a dog park, an electric car recharge station, and a lake dock; No children's playground equipment shall be permitted.

22. A central mail kiosk and a trash and recycling station shall be designed to match the main buildings and shall be located near Guthridge Ct.

23. Every reasonable effort shall be made to preserve specimen trees near the lakes.

24. Building designs shall incorporate features that are compliant with Peachtree Corners' Green Building Ordinance wherever practical.

25. Interior features for residential units shall be in general conformity with the pictures presented to the Planning Commission on February 9, 2016 and include:

- Stainless appliances
- Gourmet kitchens with granite countertops
- Designer ceramic tile back splashes
- Wood cabinets
- Upscale plank or engineered wood flooring
- Designer lighting
- Granite countertops and ceramic tile tub surrounds in bath
- Nine foot ceilings
- Ceiling fans in primary living space
- Generous closets
- Connections for full size, stackable washer/dryer units
- Walkout balconies

26. Community features for millennial housing shall be in general conformity with the pictures presented to the Planning Commission on February 9, 2016 and include:

- Resort-style pool and courtyard with tanning deck
- Dock with aquatic amenities (i.e. paddle boards and kayaks)
- Expansive clubhouse with cyber café / wi-fi and business center
- Outdoor grilling and entertainment space with fireplace and bocce ball court
- State-of-the-art fitness center

27. The gas pump canopy columns shall be clad in masonry and the design and material approved by the Director of Community Development.

28. Prior to an issuance of a CO, the property owner or owners of the Convenience Store Gas Station and the Wine Store Properties, shall plant an enhanced buffer along the entire frontage of their property on Peachtree Parkway. This buffer shall consist of, at a minimum, double staggered rows of evergreen plants, to be at least 3 feet at maturity, sufficient to prevent, within one year of planting, the view of all pavement surrounding the gas pumps and buildings by passengers in vehicles traveling along Peachtree Parkway. Said buffer shall be approved by the Community Development Director and maintained for this purpose at all times by the property owner.

29. If the multi-use trail extends along Engineering Drive between Peachtree Parkway and Technology Parkway, prior to the issuance of a CO, the property owner or owners of the Wine Store and Convenience Store Gas Station properties shall plant enhanced landscape strips for the developed portion of the property facing the trail system between the two businesses. This buffer shall consist of, at a minimum, double staggered rows of evergreen plants sufficient to reduce by at least 50% within one year of planting, the view of all pavement surrounding the gas pumps and buildings by pedestrians and cyclists using the trail. Said buffer shall be approved by the Community Development Director and maintained at all times by the property owner for this purpose.

30. Applicant shall submit Final Detailed Site and Architectural Plans to the Planning Commission for approval for the Gas Station, Wine Store and Millennial Housing Project.

31. The Millennial Housing Project shall be limited to 30% 2-bedroom units, with the remaining being 1-bedroom units.

Effective this 15th day of March, 2016.

So signed and Witnessed

Approved :

this _____ day of _____, 2016

Attest:

Kymberly Chereck, City Clerk

Mike Mason, Mayor

02016-02-68

Diana Wheeler

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO V2016-001, TOWN CENTER, REQUEST FOR A STREAM BUFFER VARIANCE (IN CONJUNCTION WITH SUP2015-003 APPROVED 6/9/2015) FOR A PORTION OF A 19.6 ACRE PROPERTY LOCATED AT PEACHTREE PARKWAY NEAR FORUM DRIVE IN DISTRICT 6, LAND LOT 301, PARCEL 183, PEACHTREE CORNERS, GA

WHEREAS: Notice to the public regarding said modification to conditions of zoning has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on February 16, 2016 and March 15, 2016;

NOW THEREFORE, The Mayor and City Council of the City of Peachtree Corners while in Regular Session on March 15, 2016 hereby ordain and approve the Zoning Case V2016-001, for the above referenced property with the following enumerated conditions:

1. An encroachment into the 50 ft. undisturbed buffer and 75 ft. impervious stream setback line shall be permitted for the improvements planned along a portion of the southern property line as shown on the submitted Hanes Gipson and Associates drawings dated 1-22-16.
2. The face of the Gabion retaining wall shall be vegetated as shown on the submitted Hanes Gipson and Associates drawings dated 1-22-16.

Effective this 15th day of March, 2016.

So signed and Witnessed

Approved :

this _____ day of _____, 2016

Attest:

Kymerly Chereck, City Clerk

Mike Mason, Mayor

02016-01-64

Diana Wheeler

**AN ORDINANCE TO AMEND CITY OF PEACHTREE CORNERS ZONING
RESOLUTION ART. XII, BY AMENDING SEC. 1310, M-1, LIGHT INDUSTRY
DISTRICT, IN ORDER TO LIMIT PERMITTED USES WITHIN THE CENTRAL
BUSINESS DISTRICT; REPEALING CONFLICTING REGULATIONS; AND SETTING
AN EFFECTIVE DATE**

WHEREAS, the Mayor and Council of the City of Peachtree Corners are charged with the protection of the public health, safety, and welfare of the citizens of Peachtree Corners; and

WHEREAS, pursuant to Section 1.12(a) of the City Charter, the City is charged with exercising the powers of zoning; and

WHEREAS, the Mayor and Council desire to amend the 2012 Zoning Resolution;

NOW THEREFORE, the Council of the City of Peachtree Corners hereby ordains, as follows:

Section 1: The City of Peachtree Corners 2012 Zoning Resolution shall be amended by adding the following (underlined words):

SECTION 1310 M-1 LIGHT INDUSTRY DISTRICT

Permitted Uses

Only the following uses shall be permitted within the M-1 Light Industry District and no structure shall be erected, structurally altered or enlarged for any use other than as permitted herein with the exception of a) uses lawfully established prior to the effective date of this amendment, b) special uses as permitted herein, c) accessory uses as defined in Article III, Definitions, or d) other uses which are clearly similar to and consistent with the purpose of this district, **or e) limited uses (listed at the end of this section) for property located within the Central Business District (see CBD map).**

Permitted Uses within the Central Business district (see CBD map)

a) **All permitted M-1 uses shall be allowed on M-1 zoned property in the Central Business District except the following:**

Automobile Body Repair Shop
Baking Plant
Cold Storage Plant
Funeral Homes and Crematories
Ice Manufacturing/Packing Plant
Laundry / Dry Cleaning Plant (does not apply to retail pick-up facility)
Maintenance Shop (automobile fleet vehicles)

Mini-Warehouse or Self-Storage facility
Outdoor Storage
Plastics Extrusion Plant
Recovered Materials Processing Facility
Sexually Oriented Businesses
Soft Drink Bottling/ Distribution Plant
Truck Rental or Leasing
Truck Fleet Maintenance Shop

- b) **Businesses with an active business license that operate a use listed in a) shall be considered a legal, non-conforming use and may continue to operate for as long as the business license stays active and the business is not discontinued for six months or longer.**
- c) **Uses listed in a) that were authorized by zoning hearing, building permit, land disturbance permit or other similar approval, shall be void if the use did not become operational as evidenced by the issuance of a business license by 2/16/16.**

Section 2

All ordinances or parts of ordinances in conflict herewith are hereby expressly repealed. Effective this 16th day of February, 2016.

Approved by:

Kym Chereck, City Clerk

Mike Mason, Mayor

SEAL

02016-02-65

Diana Wheeler

AN AMMENDMENT TO THE CODE OF ORDINANCES, CITY OF PEACHTREE CORNERS, GEORGIA ARTICLE II, SEC. 42-24, NOISE, TO LIMIT THE HOURS OF OPERATION FOR LAWN MAINTENANCE EQUIPMENT AND TRASH HAULING VEHICLES AND EXTEND CONSTRUCTION HOURS; TO REPEAL CONFLICTING ORDINANCES; AND TO PROVIDE AN EFFECTIVE DATE;

WHEREAS, the Mayor and Council of the City of Peachtree Corners, Georgia is authorized under Article IX, Section II, Paragraph III of the Constitution of the State of Georgia to adopt reasonable ordinance to protect and improve the public health, safety, welfare, and aesthetics of the citizens of the City of Peachtree Corners, Georgia; and

WHEREAS, the regulation of noise serves a public purpose and protects the public interest; and

WHEREAS, the Mayor and Council have determined that excessive noise at inappropriate times is detrimental to the public welfare;

NOW THEREFORE, the Council of the City of Peachtree Corners hereby ordains, as follows:

Section 1: (words ~~struck through~~ are deleted and words underlined are added)

• **Sec. 42-24. - Same—Enumeration.**

The following acts, among others, are declared to be loud, disturbing and unnecessary sounds or noises in violation of this section, but this enumeration shall not be deemed to be exclusive:

(1) *Horns, signaling devices.* The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street or public place in the county, except as a danger warning; the creation of any unreasonably loud or harsh sound by means of this signaling device and the sounding of this device for an unnecessary and unreasonable period of time; the use of any signaling device except one operated by hand or electricity; the use of any horn, whistle or other device operated by engine exhaust and the use of this signaling device when traffic is for any reason held up is prohibited.

(2) *Radios, phonographs, similar devices.* The using, operating or permitting to be played, used or operated of any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such manner as to unreasonably disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is reasonably necessary for convenient hearing for the person who is in the room, vehicle or chamber in which this machine or device is operated and who is a voluntary listener thereto. The operation of the set, instrument, phonograph machine or device between the hours of 11:00 p.m. and 7:00 a.m. in such a manner as to be plainly audible at a distance of 50 feet from the room, building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section.

(3) *Loudspeakers, amplifiers.* The using, operating or permitting to be played, used or operated of any radio receiving set, musical instrument, phonograph, loudspeaker, sound amplifier or

other machine or device for the producing or reproducing of sound which is cast upon the public streets for the purpose of attracting the attention of the public to any building or structure is prohibited. Announcements over loudspeakers shall only be made by the announcer in person and without the aid of any mechanical device.

(4) *Yelling, shouting, and the like.* Yelling, shouting, hooting, whistling or singing on the public streets, particularly between the hours of 11:00 p.m. and 7:00 a.m., or at any time or place so as to unreasonably annoy or disturb the quiet, comfort or repose of persons in any office, dwelling, hotel or other type of residence or of any persons in the vicinity, is prohibited.

(5) *Noisy animals or birds.* Anyone who keeps or maintains an animal or bird that unreasonably disturbs the comfort or repose of any person, because the animal or bird is emitting frequent or long-continued sound or noise, and who continues to keep, maintain or allow any animal or bird to so disturb the comfort or repose of any person shall be deemed in violation of this section, provided that the person keeping or maintaining the animal or bird has been first notified in writing, by certified mail, return receipt requested, by the complaining party that this animal or bird being kept by the addressee is unreasonably disturbing his comfort or repose. This section shall be liberally construed to accomplish the objective of the section, and the person making this written notification need not use the exact words of this section to the addressee so long as the notification sufficiently informs the addressee of the nature of the disturbing noise emitted by the animal or bird. Upon receipt of a certified letter notifying the person keeping or maintaining such animal or bird, such person shall be required to immediately comply with this section. This section shall not apply to horses, livestock, poultry or other farm animals, provided they are maintained in accordance with city zoning regulations or ordinances.

(6) *Construction or repair of buildings.* The erection, excavating, demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and between 8:00 AM and 8PM on Saturdays is hereby prohibited, except that the building inspector may determine when the loss or inconvenience that would result to any party in interest is of such a nature as to warrant special consideration, then the building inspector may grant a permit for a period not to exceed ten days or less for this work to be done between the hours of 10:00 p.m. and 7:00 a.m. Saturday construction hours may only be conducted with the approval of the City Manager or his designee. This approval may be rescinded if complaints are received.

(7) *Transportation of metal rails, similar materials.* The transportation of rails, pillars or columns of iron, steel or other material over and along streets and other public places upon carts, drays, cars, trucks, or in any manner so loaded as to cause unreasonably loud noises or as to unreasonably disturb the peace and quiet of those streets or other public places is prohibited.

(8) *Pile drivers, hammers, similar equipment.* The operation between the hours of 10:00 p.m. and 7:00 a.m. of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by unreasonably loud or unusual sounds or noises, is prohibited.

(9) *Blowers and motors.* The operation of any noise-creating blower or power fan or any internal combustion engine, the operation of which causes noises due to the explosion of operating gases

or fluids, is prohibited, unless the noise from this blower or fan is muffled and the engine is equipped with a muffler device reasonably sufficient to deaden the noise.

(10) *Sound trucks.* The use of mechanical loudspeakers or amplifiers on trucks or other moving or standing vehicles during such hours, and with such unreasonable volume as would constitute a public nuisance, is prohibited.

(11) *Steam whistles.* The blowing of any steam whistle attached to any stationary boiler is prohibited, except to give notice of the time to begin or stop work or as a warning of fire or danger upon request of proper authorities.

(12) *Exhausts.* The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine or motor vehicle, or motor boat is prohibited, except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.

(13) *Defect in vehicle or load.* The use of any automobile, motorcycle or vehicle so out of repair, so loaded or in such manner as to create unreasonably loud and unnecessary grating, grinding, rattling or other noises is prohibited.

(14) *Loading, unloading, opening boxes.* The creation of unreasonably loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers is prohibited.

(15) *Schools, courts, churches, hospitals.* The creation of any unreasonably excessive noise on any street adjacent to any school, institution of learning, church or court while the same are in use, or adjacent to any hospital, which unreasonably interferes with the normal operation of the institution, or which disturbs or unduly annoys patients in the hospitals, is prohibited, provided that conspicuous signs are displayed in the streets indicating that it is a school, hospital or court street.

(16) *Hawkers, peddlers, vendors.* The shouting and crying of peddlers, hawkers and vendors which disturbs the peace and quiet of the neighborhood is prohibited.

(17) *Noises to attract attention.* The use of any drum or other instrument or device for the purpose of attracting attention is prohibited.

(18) *Operation of motor vehicles.* The operation of motor vehicles, including cars, trucks, motorcycles, upon any parking facility, public or private, vehicle access or pedestrian walkway, or street, public or private, so as to create unreasonable noise and to disturb the peace, quiet and comfort of the inhabitants of the neighborhood is prohibited. **This prohibition includes the operation of trash trucks and garbage vehicles prior to 7:00AM or after 10:PM weekdays and prior to 8:00AM or after 9:00PM on weekends.**

(19) Operation of Domestic Power Tools and Motorized Lawn Maintenance Equipment. The operation of domestic power tools and motorized lawn maintenance equipment including grass

mowers and leaf blowers shall only be conducted between 7:30AM to 9:00PM on weekdays and 9:00AM to 9:00PM on weekends and holidays.

Section 2

All ordinances or parts of ordinances in conflict herewith are hereby expressly repealed.

Effective this _____ day of _____, 2016.

Approved by:

Mike Mason, Mayor

Kym Chereck, City Clerk

SEAL

Work Session
HBRC Housing
Diana Wheeler



Memo

TO: Mayor and Council

CC: Julian Jackson, City Manager

FROM: Diana Wheeler, Community Development Director

DATE: February 16, 2016

SUBJECT: Holcomb Bridge Rd. Corridor Housing

The recently completed Holcomb Bridge Road Corridor Study identified a list of projects to help implement the study's recommended improvements to the study area. These projects include the following:

Other New Projects & Initiatives

PR #	Description/Action	Cost	Priority	Resp. Party	Funding Source
P1	Create incentives to promote the development of new multifamily housing on existing multifamily-zoned property	N/A	High	City/DDA	N/A
P2	Create incentives to promote the contribution of private property into the Crooked Creek Trail system	N/A	High	City/DDA	N/A
P3	Create incentives to promote the redevelopment of larger-scale shopping centers into mixed-use developments	N/A	High	City/DDA	N/A
P3	Update zoning districts in study area in order to allow for housing diversity "by right"	N/A	High	City/DDA	N/A
P4	Linear Park System	TBD	Medium	TBD	TBD
P5	Integrate pocket parks at strategic locations (such as the southwest corner of Holcomb Bridge Road and Peachtree Corners Circle)	TBD	Medium	TBD	TBD

The first project involves creating an incentives program to promote the redevelopment of existing multi-family housing. The Holcomb Bridge Road Corridor Study included a preliminary economic analysis that helped to quantify the variables involved in the redevelopment decision making process.

This economic analysis needs to be expanded in order to accurately determine what will be needed to generate the most effective incentives and promote the greatest opportunity for redevelopment.

Recommendation

Contract with Bleakley Advisory Group to perform a detailed economic assessment and develop a Multi-family Housing Redevelopment Incentives Program.

Work Session
Comprehensive
Transportation
Plan

Greg Ramsey

January 19, 2016

Gregory Ramsey, P.E.
Director of Public Works
147 Technology Parkway, Suite 200
Peachtree Corners, GA 30092

Subject: Proposal for the Professional Engineering Services Contract Agreement (RFQ #2015-001), Project #15-14 (Comprehensive Transportation Plan)

Dear Mr. Ramsey:

Pond & Company is incredibly excited for the opportunity to prepare the inaugural Comprehensive Transportation Plan (CTP) for the City of Peachtree Corners. We have attached a proposed project schedule and fee, as requested. In addition, we have highlighted the advantages Pond provides, with our experienced staff, including (1) our team's leadership, (2) our familiarity with the City of Peachtree Corners, and (3) our qualifications in preparing transportation plans. Finally, we also include an overview of required services specific to this proposal.

Team Leadership

Recognizing that transportation planning is a niche service requiring specific skills and background, Pond & Company has a specific Transportation Planning & Operations Group. This group is managed by **Richard Fangmann, PE, PTOE**, who will be joined by Senior Project Manager and Transportation Planner **Eric Lusher, AICP** in taking an active role in leading this project. Among the strengths of having these two individuals involved is that both have **extensive successful experience leading transportation plans throughout metro Atlanta and the southeastern United States**, that they complement each other very well with their backgrounds, that their teamwork reflects how a successful CTP needs the insights of **both transportation engineering and planning**, and their understanding of the various agencies and individuals making transportation funding decisions **within Gwinnett County, in the region, and in the State**. Finally, because we have a group dedicated to this specific niche service, **we also offer the advantage that we can perform all of the scope items using internal and local Pond staff**, and do not need to hire outside subconsultants to assist with the work effort.

Our Familiarity

We are very familiar with the various plans and efforts that this CTP will draw from, based on our staff's involvement with the **Gwinnett County's CTP**, **Gwinnett County's Comprehensive Plan**, **Gwinnett County's Five Year Transit Development Plan**, the **City of Peachtree Corners Comprehensive Plan**, the **Winter's Chapel Road LCI Corridor & Traffic Study** and our history working with various Federal and regional planning objectives including **FHWA's eight transportation planning goals** and **ARC's project prioritization process**. Additionally, with our headquarters located in Peachtree Corners, **all of our team members work in the community and live either in or within close proximity to the City** – therefore, all the team members on this project are intimately familiar with the community, its dynamics, and most importantly, its transportation system. **This will not be an abstract exercise for our team**, but rather one that we have a particularly vested interest in – after all, we all drive the streets of Peachtree Corners everyday (or in the case of one member of our group – bike the multi-use path on Peachtree Parkway daily for travel to and from work!

Our Qualifications

Developing CTPs is one of the major services our team offers, and we offer unparalleled understanding of what makes a CTP successful. **Our staff has made leading contributions to many of the ARC funded CTPs** (among them Cobb County, North Fulton County, Gwinnett County, and Newton County). We have also prepared several **federally required Long Range Transportation Plans** for MPOs (GHMPO, DARTS MPO, CPCMPO) and specific **bike/ped plans** (the Brookhaven Bike, Ped, and Trail Plan, and the Georgia Planning Association award winning Columbus Alternative Transportation Study). We have also prepared numerous **municipal level transportation plans** (including the City of Gainesville Transportation Master Plan and the first transportation plans for Sandy Springs and Johns Creek). Our involvement in the Gwinnett County CTP includes the development of a localized version of the ARC travel demand model to better reflect Gwinnett County conditions (**we improved the model's predictive accuracy within Gwinnett County, reducing base year model volume differences from 16 percent to 3 percent**) as well as the use of real-time INRIX traffic data, which we can apply to this CTP effort.

SCOPE OF SERVICES

As a CTP, this project will consist of a broad set of transportation planning and engineering skills and tools. Below is a summary of our understanding and clarification of the scope of services. It should be noted that each task has a variety of reports and deliverable items associated with each task, as indicated in the RFP.

Task 1 – Project Initiation

As discussed in the RFP, we will develop a Project Plan, develop preliminary goals (based on primarily on previous study), and a Community Outreach Plan in the beginning stages of the process. We have also assumed the necessary public and stakeholder meetings will take place as part of this task and believe that three meetings with each group will be appropriate based on the scope of the project. These meetings will take place at the following project milestones:

- Concurrent with Task 2 – Existing Conditions as a means to kick off the requested Public Opinion poll and stakeholder interviews.
- Before completing Task 4 – Assessment of Future Needs
- After completing Task 5 – Recommendations but before beginning Task 6 – Final Recommendations

We anticipate coordinating with the City to determine appropriate participation in the stakeholder group and recommend holding all stakeholder meetings a few weeks prior to general community meetings. All meetings will be organized to include interactive exercises to allow small group discussion to facilitate two-way communication with the community instead of purely informational meetings (one-way communication).

Task 2 – Existing Conditions

As part of this task, we will be working primarily with existing data – and following up with field verification – to understand the state of the existing transportation system and previous planning efforts. This task also includes the development of a Public Opinion poll which we can develop using an online tool such as [surveymonkey.com](https://www.surveymonkey.com), and a series of one-on-one stakeholder interviews in order to gain an understanding of how the community perceives the transportation system and collectively envisions its future.

Task 3 – Visioning and Evaluation Framework

Building off the Public Opinion Poll and Stakeholder Interviews (as well as the first round of stakeholder and public meetings), Pond will help develop a singular vision for the future of transportation in Peachtree Corners. In turn, this vision will help us to develop a consistent and objective evaluation methodology to test different alternatives. We have had great success on similar projects developing evaluation methodologies based on a three tiered system that is able to incorporate a range of quantitative and qualitative measures: (1) the results of technical data, (2) the ability of certain projects and scenarios to meet the overall vision of the community and (3) specific public comment.

Task 4 – Assessment of Future Needs

The assessment of future needs will consist of determining short-term and long-term needs. Short-term needs are more likely to be based on existing or near-future needs and will be based on a combination of field verification and technical analysis (we have assumed traffic modeling of up to 20 intersections) in addition to any specific needs determined by other studies (such as the Winters Chapel Road LCI Corridor & Traffic Study).

Long-term initiatives are more likely to focus on needs determined through the use of a travel demand model and its ability to estimate future regional and localized growth in travel. As mentioned previously, Pond is in the advantageous position of having developed a customized travel demand model being used for the Gwinnett County CTP. This model deviates from the base Atlanta Regional Commission (ARC) travel demand model to better replicate conditions within Gwinnett County. This is important to understand as a review of the base ARC travel demand model's performance within the boundaries of Peachtree Corners indicates that its predictive accuracy overestimates by 40 percent. In contrast, the Gwinnett CTP model's predictive accuracy in Peachtree Corners is within 10 percent of actual conditions. Quite simply, the strength of the long-term recommendations are going to be dependent on the accuracy of the travel demand model. In this case, Pond offers the advantage of having already completed significant work effort to improve the model's local accuracy but also in understanding the importance of performing such a local area calibration.

Finally, this task also includes developing a localized functional classification map as well as an overall environmental screening to evaluate potential projects, an Economic Impact Assessment to understand the benefits of certain projects over others, as well as providing GIS services to integrate all data into a single consistent format.

Task 5 – Recommendations

This task will be used to perform a final assessment of the project recommendations determined as part of the assessment of future needs. In the first step, planning level costs will be developed for each project. In the second step, a project prioritization process will be utilized which will likely be heavily influenced by the establishment of a community vision and evaluation methodology discussed as part of Task 3. Both an aspirations (fiscally unconstrained) and a fiscally-constrained plan will be developed using assumptions regarding inflation and anticipated funding. In turn, the fiscally-constrained version of the plan will be used to develop a specific implementation plan. This implementation plan will identify the general time frame in which each project or initiative should be implemented, likely and possible funding sources, assorted action items, identification of responsible parties and agencies, and will also document any known constructability or environmental issues that may affect implementation.

Task 6 – Final Recommendations

The final recommendations task will be completed to compile all documentation and finalize recommendations following a final series of the stakeholder and public meetings. Pond also anticipates coordination with City staff and Council during this final phase in an effort to have an adopted CTP.

ASSUMPTIONS

Pond & Company will prepare a Comprehensive Transportation Plan for the City of Peachtree Corners. It is assumed that this will not include any design plans, bid documents, environmental permitting, MS4 design, or geotechnical investigations. It is assumed that meeting locations (for stakeholder and public meetings) will be made available or procured by the City of Peachtree Corners.

SCHEDULE

Understanding that a 10 month schedule is desired by the City, Pond & Company has prepared a schedule (attached on the following pages) that assumes an early March 2016 Notice to Proceed. As the 10th month of such a process

would be December 2016, we have prepared a schedule that assumes wrapping up all major project activities in a nine month timeframe to be completed by Thanksgiving 2016. This is to avoid having any public or stakeholder meetings during the busy holidays and month of December 2016. Assuming this, some coordination with City staff and/or Council may be necessary during the month of December 2016 for plan adoption. The proposed schedule is provided as Attachment A.

PROFESSIONAL FEE

Pond proposed to complete the scope of services for indicated in the RFP as described above for a lump sum fee of \$176,000. The fee for the professional services is indicated by task below. A more detailed cost estimate (by subtask) is also provided as Attachment B.

Task 1 – Project Initiation	\$16,000
Task 2 – Existing Conditions	\$12,000
Task 3 – Visioning and Evaluation Framework	\$12,000
Task 4 – Assessment of Future Needs	\$57,000
Task 5 – Recommendations	\$31,000
Task 6 – Final Recommendations	\$8,000
Task 7 – Bicycle and Pedestrian Plan Element	\$40,000
Total	\$176,000

As you can see, we are very excited about this opportunity to serve the City of Peachtree Corners and believe we have the best experience and qualifications to provide an excellent plan. If you have any questions about our proposal, please contact me at 404.748.4816 or osterlohr@pondco.com.

Sincerely,



Ronald W. Osterloh, PE
Vice President | Principal-In-Charge

PROPOSED SCHEDULE

Peachtree Corners CTP	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
Task 1 Project Initiation (includes stakeholder and public meetings)										
Project Plan	■									
Develop Preliminary Goals		■								
Outreach Plan	■	■								
3 Stakeholder meetings			■			■			■	
3 Public meetings				■			■			■
Task 2 Existing Conditions										
Review Studies		■								
Review Roadway Conditions		■	■							
Review Existing Traffic Info (ADT, lanes, crashes, etc.)		■	■							
Review Transit info		■								
Review Bike/ped locations		■								
Review planned and funded projects		■	■							
Stakeholder Interviews			■	■						
Public Opinion Poll			■	■						
Task 3 Visioning and Evaluation Framework										
Establish Vision				■	■					
Develop Evaluation Methodology				■	■					
Task 4 Assessment of Future Needs										
Short-Term (up to 20 intersections)					■	■				
Long-Term (modeling)					■	■				
Roadway Classification Map							■			
Environmental Screening							■			
Economic Impact Assessment								■		
GIS Integration									■	■
Task 5 Recommendations										
Develop Planning level costs								■		
Develop prioritization process								■		
Fiscal Constraint									■	
Implementation Plan									■	
Task 6 Final Recommendations										
Documentation									■	■
Task 7 Bicycle and Pedestrian Plan Element										
Bike Suitability						■	■			
Ped Suitability						■	■			

DETAILED FEE ESTIMATE

Peachtree Corners CTP

Task 1 Project Initiation (includes stakeholder and public meetings)	\$16,000
Project Plan	\$1,200
Develop Preliminary Goals	\$2,000
Outreach Plan	\$1,200
3 stakeholder meetings, 3 public meetings	\$11,600
Task 2 Existing Conditions	\$12,000
Review Studies	\$1,200
Review Roadway Conditions	\$1,200
Review Existing Traffic Info (ADT, lanes, crashes, etc.)	\$2,400
Review Transit info	\$1,200
Review Bike/ped locations	\$1,200
Review planned and funded projects	\$1,200
Stakeholder Interviews	\$2,000
Public Opinion Poll	\$1,600
Task 3 Visioning and Evaluation Framework	\$12,000
Establish Vision	\$6,000
Develop Evaluation Methodology	\$6,000
Task 4 Assessment of Future Needs	\$57,000
Short-Term (up to 20 intersections)	\$20,000
Long-Term (modeling)	\$15,000
Roadway Classification Map	\$10,000
Environmental Screening	\$5,000
Economic Impact Assessment	\$5,000
GIS Integration	\$2,000
Task 5 Recommendations	\$31,000
Develop Planning level costs	\$8,000
Develop prioritization process	\$10,000
Fiscal Constraint	\$8,000
Implementation Plan	\$5,000
Task 6 Final Recommendations	\$8,000
Documentation	\$8,000
Task 7 Bicycle and Pedestrian Plan Element	\$40,000
Bike Suitability	\$20,000
Ped Suitability	\$20,000
	\$176,000



CITY OF PEACHTREE CORNERS COMPREHENSIVE TRANSPORTATION PLAN



TYLIN INTERNATIONAL

January 19, 2016

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COMPREHENSIVE TRANSPORTATION PLAN CITY OF PEACHTREE CORNERS

January 19, 2016

Mr. Greg Ramsey, P.E.
City of Peachtree Corners
147 Technology Parkway, Suite 200
Peachtree Corners, GA 30090

RE: COMPREHENSIVE TRANSPORTATION PLAN

Dear Mr. Ramsey:

The **City of Peachtree Corners** continues to embark on a proactive and aggressive approach towards its inevitable growth and maturing. The City leaders have wisely determined that a Comprehensive Transportation Plan (CPT) is needed as part of this growth and T.Y. Lin International (TYLI) desires to be part of this effort by offering an exceptional team of professionals to deliver the CPT. Meeting the requirements of the RFP, our services and commitment are summarized as:

Project Team/Staff: I will serve as Project Manager bringing 34 years of technical and management experience in transportation projects. TYLI provides exceptional task leaders for Transit, Urban Planning, Modeling, and Multi-modal corridor studies. Our team partners include **Jacobs Engineering** for transportation analysis,, and **Strategic Planning Group, Inc. (SPG)** for Economic Forecasting, and **Data Transfer Solutions** for GIS Integration. Team organization is shown on page 4 of the proposal.

Schedule: Our intent is to meet the City's schedule and accomplish the CTP in 10 months. This is demonstrated in our preliminary schedule shown on page 45 of the proposal.

Availability: Staff shown on the organization chart have indicated availability for 2016. In addition to the staff shown, TYLI has over 30 professionals in its Transportation and Transit groups to assist as needed.

Fees: Lump sum fees for each of the seven tasks identified in the RFP are as follows:

Task 1	\$16,780
Task 2	\$76,980
Task 3	\$25,945
Task 4	\$93,320
Task 5	\$28,330
Task 6	\$25,100
<u>Task 7</u>	<u>\$92,430</u>
Total Lump Sum Fee:	\$358,885

We appreciate your consideration of the T.Y. Lin International team and we are excited to partner with you on this project.

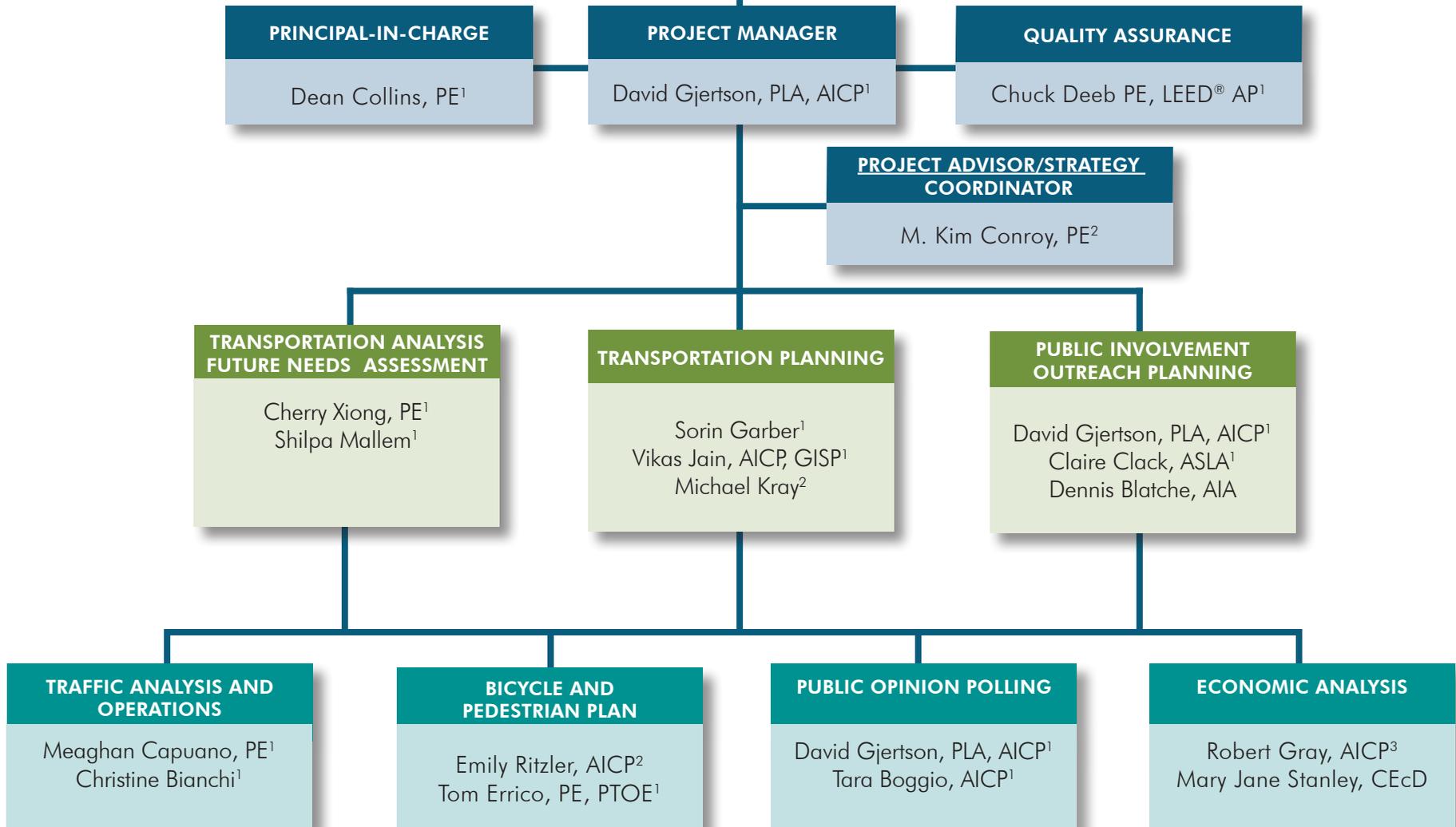
Sincerely,



David Gjertson, PLA, AICP | Project Manager

FIRM LEGEND

- 1 = T.Y. Lin International
- 2 = Jacobs
- 3 = SPG



Chuck Deeb, PE, LEED AP | Quality Assurance

Chuck Deeb has 34 years of experience designing and managing transportation projects for State, County and Local transportation agencies. He brings unique expertise to the City having a strong background in transportation projects and he has also managed many municipal projects. As an added benefit, Chuck has managed numerous projects involving bridges over roadways, pedestrian bridges, parking structures, and local roadways. His overall experience involves highways, bridges, utilities, and site development projects, many of which included public involvement processes and cooperation with federal agencies such as FRA, FTA and FHWA. This experience enables him to lead the pedestrian bridge component of this contract and act as the Quality Assurance manager for other components. Mr. Deeb's relevant similar project experience includes: Mercer University Pedestrian Bridge, Macon, Georgia; Project Manager. Mr. Deeb is managing this signature pedestrian bridge and promenade for a joint development project with Macon-Bibb County, Mercer University, and a private housing developer. The bridge connects a proposed housing development to the Mercer University Campus at the football stadium entrance. The main span over Mercer University Drive is a tied arch structure that connects to an elevator/stair on the north end.

Little Willeo Road Sidewalk Improvements — Phase 2, Cobb County, Georgia; Quality Control Reviewer. Mr. Deeb serves as Quality Control/Quality Assurance Manager for this .62 mile/3,270 linear foot sidewalk extension consisting of five-foot sidewalk and ten-foot urban shoulder with two-foot grass strip between the curb and the sidewalk.

City of Columbus, Wynnton Road Phase I Streetscape Enhancement Program; Project Manager. This first phase implements key recommendations of the Midtown Project Master plan by improving pedestrian, vehicular, and transit facilities along Wynnton Road in the heart of the Wynnton Village historic district. It includes improvements to Wynnton Road for 2,300 linear-feet from approximately Peacock Avenue to Hilton Avenue, 11 aerial utilities relocated underground. TYLI developed a streetscape enhancement plan to include trees and landscaping, sidewalk paving materials, utility relocation, lighting, street furniture, graphics, crosswalk materials, and other features as required by the City.

Pedestrian Bridges over US-1: Miami-Dade Transit Agency, Florida. Mr. Deeb led the public involvement activities for two new pedestrian bridges spanning US-1 at the University of Miami Metrorail Station and at Sunset Drive in South Miami. This involved coordination with multiple stakeholders including Miami-Dade Transit, Miami-Dade Public Works, the Transportation Aesthetics Review Committee (TARC), Florida Department of Transportation (FDOT), City of South Miami, City of Coral Gables, and the University of Miami.

Pedestrian Bridge and Lighting for C-13 Canal Greenway Trail: City of Lauderdale Lakes, Florida; Project Manager. As a subconsultant, Mr. Deeb managed the bridge design and lighting design for a 120-foot long shared use path structure.

Fort Lauderdale-Hollywood International Airport, Pedestrian Bridges, Fort Lauderdale, Florida; Project Manager. Mr. Deeb was responsible for the civil, structural, electrical, mechanical, and fire protection design for the three proposed pedestrian bridges connecting the new rental car parking garage with the existing terminals.



YEARS OF EXPERIENCE
34

REGISTRATIONS
Professional Engineer:
Georgia #032472

EDUCATION
BS, Civil Engineering,
University of Miami,
1981

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

ASHE
AREMA

CERTIFICATIONS
LEED® Accredited Professional, July 2008
Certified Crime Prevention Through Environmental Design (CPTED) Professional, September, 1998

FDOT District Four, Eller Drive Overpass ICTF (US 1 to McIntosh Road) Fort Lauderdale, Florida; Project Manager. This \$45 million Eller Drive ICTF Overpass and interchange project is vital to Broward County and is part of the Strategic Intermodal System (SIS) connecting I-595 to Port Everglades. The roadway also provides a direct connection to the Port from Fort Lauderdale-Hollywood International Airport. Mr. Deeb managed the post-design services for the first year of construction.

FDOT District Four, I-95 PD&E (Glades Road to Linton Boulevard), Palm Beach County, Florida; Project Manager. As a subconsultant, Mr. Deeb managed the preliminary design of 17 bridges for the additional through-lanes on I-95 as well as a new interchange providing access from I-95 to Florida Atlantic University. This included expanding major steel structures, widening existing structures, and full bridge replacements. A major component of this project was to study a pedestrian bridge spanning Yamato Road connecting the Tri-Rail train station and the El Rio Trail.

Florida Department of Environmental Protection, Shared Use Path–Florida Keys Overseas Heritage Trail; Senior Engineer. Mr. Deeb was responsible for managing the civil design of 11 miles of shared use path. This included all geometrics, variations for trail offset from roadway, and coordination with permit agencies and the FDOT.

City Hall Streetscape, Athens Clarke County, GA. Chuck provided Quality Assurance reviews for the streetscape and roadway design on Clayton Street, Jackson Street and Athens City Hall block in downtown Athens, Georgia. The streetscape design follows “Complete Streets” criteria developed by TYLI. The streetscape system is designed for sustainability including the following; use of local materials including granite and brick, applying technique of bio-retention at selected areas and LED lighting for energy efficiency. The project is part of the Athens-Clarke County Special Purpose Local Option Sales Tax (SPLOST) program.

Hillsborough County, CR 579 (Mango Road), Tampa, Florida. Mr. Deeb coordinated the Project Development and Environment (PD&E) Study and completed the final NEPA documentation for this half-mile intersection improvement project. The PD&E involved intense public involvement and coordination with the abutting Flying J truck stop and Lazy Days RV center. The public was heavily involved with the decision making process due to the huge truck volume in the intersection and the required access to the RV center and adjacent businesses. Mr. Deeb coordinated the designers, Hillsborough County, and adjacent property owners to a viable solution for all parties. He also provided quality control reviews for final design and is currently an advisor for the construction phase.

Butner Road Dual Roundabouts, Fulton County, Georgia; QA/QC (2013). Mr. Deeb designed the maintenance of traffic plan to convert a conventional 4-leg intersection to a dual-roundabout intersection. This was a complex construction staging plan since both roundabouts had to be constructed simultaneously while maintaining all legs of the intersection open at all times. Mr. Deeb also provided quality control reviews for the 60% and 90% designs.

Evermore Community Improvement District, Old US 78 Connector Street Design, Lilburn, Georgia; Quality Control Reviewer (2015). The project consists of designing a 2-lane urban connector on new location with sidewalks. The project involves a new 2-lane urban roadway from Britt Drive to Highpoint Road (0.21 miles) and from Highpoint Road to the Old US 78/Walton Court relocation (Evermore LCI Project). The scope of work for this project includes concept development, field surveys, development of environmental document including all required special studies, public information open house, preliminary construction plans, lighting plans, signing and marking plans, right-of-way plans, erosion control plans, and final construction plans.

FDOT District Six, Brickell Avenue (NE 15th Road to NE 8th Street) - Miami, Florida; Quality Control Reviewer. Mr. Deeb was responsible for this resurfacing, rehabilitation, and restoration project that involved replacement of 60-year old concrete pavement slabs at various locations. Drainage improvements included a major pump station with an outfall and multiple discharge wells along a side street.

J. Dean Collins, PE | Principal-in-Charge

Mr. Collins has 26 years of engineering experience on a variety of site development, structural, and transportation-related projects for private and public clients. His experience includes a broad spectrum involving the planning, funding, design, and cost management of projects. He is recognized for his practicality, attention to detail, client-focused attitude, and common sense approach to delivering efficient project designs.

Evermore CID, Old US 78 Connector Street Design, Lilburn, Georgia; Principal-in-Charge. Project consists of designing a 2-lane urban connector on new location with sidewalks. The project will install a new 2-lane urban roadway from Britt Drive to Highpoint Road (0.21 miles) and from Highpoint Road to the Old US 78/Walton Ct. Relocation (Evermore LCI Project). The scope of work for this project includes concept development, field surveys, development of environmental document including all required special studies, public information open house, preliminary construction plans, lighting plans, signing and marking plans, final right-of-way plans (including revisions), erosion control plans, and final construction plans (including revisions through project final acceptance).

City of Macon, GA; Little Richard Penniman Connector, Macon, Georgia. Mr. Collins serves as Principal In Charge and Lead Engineer Coordinating all Structural Design for the 3,400 foot project creating a new alignment of existing road. The project requires extensive ROW acquisition and replaces a non-compliant bridge over Norfolk Southern RR. The project is being developed using a Complete/Green Streets approach including but not limited to a decorative streetscape, sidewalks/multi-use trail, retaining walls, bicycle lanes, street/pedestrian lighting, storm water recharge system, and accommodations for a future transit system. The existing “hump bridge” over Norfolk Southern is proposed to be demolished and a new bridge accommodating future transit, and vehicular, bicycle, and pedestrian traffic. (2013)

SCDOT; US 1 Bridge Replacement over CSX Railroad, Richland County, South Carolina
Mr. Collins serves as Project Manager for this on-going project located northeast of downtown Columbia and southeast of SC 277. The existing roadway section is five-lanes-wide consisting of two through lanes in each direction with a center two-way continuous left-turn lane. Project involves replacing the bridge over CSX Railroad, access management, staging construction, and vertical and horizontal road realignment. The new bridge will be required to meet a minimum vertical clearance of 23 feet and accommodate an additional set of railroad tracks under the bridge. Consolidation of driveways along the corridor will improve access management and potentially reduce accidents. (2012)

GDOT, SR 26/US 80 Bridge at Tybee Island, Tybee Island, Georgia; Principal-in-Charge. Scope of work for this project includes concept development, field surveys and database enhancements, development of the environmental documents, including all required special special studies; preliminary construction plans; hydraulic and hydrological studies; preliminary bridge plans; signing and marking plans; final right-of-way plans (including revisions); erosion control plans; staging plans; and final construction plans (including revisions throughout the project before final acceptance) for the only roadway connection from the Georgia mainland to the Tybee Island beach front community.

Central Atlanta Progress (CAP), Baker Street-Harris Street Two-Way Street Conversion & PATH Project Feasibility Analysis, Atlanta, Georgia; Project Manager. Completed a



YEARS OF EXPERIENCE

26

REGISTRATION

Professional Engineer, Georgia #28291 (2002)
Pennsylvania #49531 (1995)
Alabama #25229
North Carolina #28190
South Carolina #22923
Florida #59574
Kentucky #23359
Tennessee #108628

ACADEMIC ACHIEVEMENTS

BS, Civil Engineering, Rensselaer Polytechnic Institute, 1989
AAS, Engineering Science, SUNY Delhi, 1987
GSWCC Level II #19330

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
Institute of Transportation Engineers
Georgia Economic Developer's Association
American Society of Highway Engineers

feasibility study for the two-way conversion of Baker Street and Harris Street in downtown Atlanta. The intent of the feasibility analysis was to determine the feasibility of converting Baker Street and/or Harris Street from one-way vehicular traffic to two-way vehicular traffic and how such a change might impact the adjacent land uses and the overall street network flow. The analysis also explored the feasibility of a dedicated bicycle facility (such as a shared-use path or dedicated bicycle lanes) that ultimately links Centennial Olympic Park to the existing Freedom Trail. The project is located in the heart of the Convention and Business District in downtown Atlanta.

PATH Foundation, West-End Trail Transportation Enhancement, Atlanta, Georgia; Project Manager. Centennial Park Connector Trail Transportation Enhancement (TE) project to provide traffic engineering services. TYLI documented existing traffic conditions and determined future impacts associated with modifying the existing street system to best accommodate the new path. TYLI utilized this data to determine the best location for the new bikeway/pedestrian crossing through the area and justify signal modifications to the Ralph David Abernathy intersection. TYLI prepared all street improvement plans for construction. This scope of work included narrowing the street to accommodate the new path, drainage improvements, retaining wall, pavement marking and signing, traffic signal work, and soliciting approvals.

GDOT, 2230 West Broad Street, Athens, Georgia; Project Manager and Lead Engineer. Civil engineering, permit processing, and construction management services for the demolition of an existing restaurant, and the construction of a new one. Services included preparation of a demolition plan, as well as site, utility, grading, and landscape plans, including all details necessary to secure land disturbance and building permits. TYLI also prepared plans for a deceleration lane in conformance with GDOT standards. Broad Street in the City of Athens is a seven-lane urban highway owned and maintained by GDOT. TYLI successfully secured both highway and a utility work permits. Design plans were prepared for a 500-foot deceleration lane with five-foot sidewalks, as well as the relocation of an eight-inch water main. Permits were processed through and obtained from the Athens-Clarke County Unified Government, Clarke County Health Department, and GDOT.

Fulton County Department of Public Works, Side-by-Side Dual Roundabout Design, Atlanta, Georgia; Principal-in-Charge. This project consists of two three-legged approach roundabouts to replace the existing skewed all-way stop controlled intersection at Butner Road and Stonewall Tell Road. TYLI provided access management, signalization, turning lanes, realignment of approaches, pedestrian facilities, ADA requirements, lighting, curb and gutter, shoulders, and drainage improvements for all approaches.

David Gjertson, PLA, AICP | Project Manager

Mr. Gjertson has over 30 years of landscape architecture experience specializing in urban design, revitalization of neighborhoods and communities, redevelopment master planning, form-based codes, urban design guidelines, code review and transportation corridor enhancement planning and design. His project work includes the design and construction management of urban plazas, streetscapes, roadway corridors, urban parks and wayfinding systems. Mr. Gjertson is a recognized expert in philosophies of Smart Growth and New Urbanism and has applied this knowledge to the project management and design of over 50 projects.

2nd Street Vision Block; Macon, Georgia; Urban Design Project Manager. Streetscape, hardscape design and implementation for the “2nd Street Vision Block” for the City of Macon. The Vision Block will serve as the prototype for sustainable streetscapes in downtown Macon. Design features include planning for fixed-rail transit, bio-retention, rainwater re-use for irrigation, energy efficient LED lighting, bicycle lanes and accommodations alternative methods of travel including plug-in areas for electric vehicles.

East Clayton Street/Jackson Streetscape Project, Athens, Georgia; Urban Design Project Manager. Streetscape design for the urban core of Athens, Georgia primary corridors based on “Complete Streets” criteria developed by TY Lin International. Low Impact Design (LID) approach meeting Green Streets requirements. Project features innovative drainage design criteria with upgraded drainage system; bio-retention, Silva Cell technology and sustainable materials.

Midtown, Inc, Wynnton Road Master Plan-Phase I, Streetscape Enhancement Program, Columbus, Georgia; Intern Landscape Architect. TYLI developed a streetscape enhancement plan to include trees and landscaping, sidewalk paving materials, utility relocation, lighting, street furniture, graphics, crosswalk materials, and other features as required by the City. The plan proposes establishing a typical six foot wide landscape strip adjacent to the curb, and a six-foot-wide sidewalk beyond it within existing right-of-way. This project supports the continued revitalization of Midtown Columbus, Inc. to improve safety for pedestrians and drivers, provide an improved safe route to Wynnton Elementary School, and supports local community desires for an improved corridor.

Highway 29 Multi-Use Path, Lilburn, Georgia Community Improvement District; Lead Landscape Architect. This 2.7 mile long project includes the construction of a 10-foot wide asphalt pathway on the south side of Highway 29 between Postal Way and Killian Hill Road in Lilburn. The project also includes a wayfinding sign system, two (2) pedestrian bridges and four (4) “mini” park areas. Each pocket park will be located directly on adjacent to the new trail and designed with a decorative paved surface, benches, trash receptacles and bicycle “holding areas”.

City of Milton, City-Wide Comprehensive Park and Recreation Master Plan, Milton, Georgia; Lead Consultant and Project Manager. The City of Milton envisioned the need for an effective master planning effort to guide future development and implementation of a Comprehensive Parks and Recreation Master Plan. David prepared community-driven plans that provide recommendations to implement both park and recreation programming and facilities strategies until the year 2030. This was accomplished through a detailed resource inventory and analysis, study of land use regulations and the development of accurate level of service standards. This Master Plan identified the recreational needs of the citizens of the City of Milton and it recommended strategies for meeting those needs.



YEARS OF EXPERIENCE

32

REGISTRATION

Licensed
Professional
Landscape
Architect: Georgia
#1444 (2009)
Florida #0001141
(1987)
South Carolina
#1091
North Carolina
#1588

ACADEMIC ACHIEVEMENTS

Bachelor of
Landscape
Architecture,
University of
Wisconsin, 1976

PROFESSIONAL AFFILIATIONS

American Society
of Landscape
Architects

Congress for New
Urbanism

Urban Land
Institute (Associate
Member)

American Planning
Association

Noonday Creek Regional Master Plan & Multi-Use Trail, Cobb County & Town Center Community Improvement District, Georgia; Lead Consultant and Project Manager. The Noonday Creek Master Plan began as a trail enhancement plan and evolved into a regional recreation master plan and redevelopment program for the Town Center Community Improvement District. Future plans will link the Kennesaw Mountain National Battlefield Park with the Noonday Creek Trail. The center piece of the Master Plan is the funding strategy for acquiring parcels and administering a variety of recreational uses within the project area.

City of Milton, Birmingham Park Master Plan, City of Milton, Georgia; Project Manager. Birmingham Park is a 202-acre park and is the signature active and passive recreation facility for the City of Milton and features baseball, soccer, amphitheatre, tennis, sand volleyball, community center, environmental center, several large and small picnic shelters, equestrian facilities and an extensive multi-use trail system for casual walking, mountain biking and hiking. The project team led by David, utilized the Birmingham Park Master Plan produced in 2005 as a starting point for the revised master plan. The existing Birmingham Park was presented in a comprehensive public involvement process to gauge its relevance. After careful consideration and an imaginative conceptual design process, the “new” plan specifically services the residents of the City of Milton. The departure point was in discovering the unique needs of the Milton community for the newly created Birmingham Park Master Plan. Accepted level of service standards were applied to the City of Milton demographic strata as part of the design process.

DeKalb County 46-Acre Park Master Plan, DeKalb County, GA. The project consisted of consulting services for Master Planning and Design Services for a 46 Acre Neighborhood Park Site located in DeKalb County. Services included: review of existing master plans, site investigation and analysis, architectural and engineering schematic design, and park master planning and design. Located in urbanized Metro Atlanta’s DeKalb County, the 46-Acre Park is one of the last remaining park and open space areas available.

I-395 Urban Design Project, Miami, Florida; Lead Consultant and Urban Design Project Manager. The primary issues addressed in this section relate to the public and private realm urban design elements including; streetscape design, storm water retention area design, gateways, open space design, transit oriented development principles, pedestrian connectivity, site planning and built form. The context of the I-395 Reconstruction Project is unique from an urban design perspective. It is a multiple-corridor master plan situated below an elevated roadway and bridge system. It encompasses several blocks of a grid street system that is not aligned with the structure above. The resulting urban “pattern” below the roadway structures is an existing street network and vacant parcels presently fenced and inaccessible to pedestrians.

Meaghan Capuano, PE | Traffic Analysis/Operations

Ms. Capuano has over 11 years of transportation planning and traffic engineering experience working in both the public and private sectors. Her prior experience includes working for the Monroe County Department of Transportation in Rochester, NY, from 2007 to 2013. She became proficient in traffic signal system operations, traffic signal modeling, network coordination, intelligent transportation system (ITS) design, traffic signal design, traffic calming, traffic safety, highway lighting, and traffic signal energy management. In addition, she led the incident management team, managed transportation planning and safety studies, and reviewed traffic signal design plans and traffic impact studies. Her previous consulting experience at FRA Engineering from 2002-2007 included performing traffic impact studies for various site developments, highway, and planning projects for public and private agencies.

Career highlights include being named the Young Transportation Professional of the Year by the Upstate NY Section of the Institute of Transportation Engineers in 2012. She also designed the traffic signal coordination network of Monroe County traffic signals with the NY State Diverging Diamond Interchange (DDI) and was responsible for the corridor traffic signal operations between two centralized traffic signal control systems. She maintained safe and efficient traffic flow through construction and project completion. Meaghan also designed and implemented a unique traffic signal phasing using a leading and lagging left-turn arrow for the same phase to overcome a short storage pocket capacity problem. This was the first time this signal phasing operation was used in Monroe County and resulted with above average operations.

Traffic Engineer, Monroe County Dept. of Transportation, Rochester, NY Sept 2007-October 2013. Primary responsibilities included overseeing the operations of over 600+ traffic signals, operating the County's Transcore centralized traffic signal system, and intelligent transportation systems (ITS). She also maintained the Countywide Synchro traffic simulation models, performed traffic signal capacity analysis, reviewed traffic impact studies, and performed traffic signal design and reviews. Meaghan's additional responsibilities included:

- Designing several in-house new and upgraded traffic signals, including providing oversight of traffic signal construction and final operations.
- Managing planning and safety study projects, which involved being on an advisory committee, writing/reviewing requests for proposals and project scope of work, consultant selection, technical report review and comment, and budget/schedule monitoring.
- Working on several highway reconstruction projects from scope development through construction. She reviewed traffic signal plans, designed traffic signal phasing, designed coordinated traffic signal networks, and designed/implemented temporary traffic signal timings as well as detour routes.
- Serving on the County ITS expansion project team from scope through construction. I designed and reviewed plans for installation of traffic signal conduit, CCTV cameras, dynamic message signs, fiber optic and wireless communication routes, and reviewed product specifications.
- Supervising day-to-day operations, including leading the incident management team consisting of four operators of the centralized traffic control system. She created incident timing plans for critical corridors that the operators could use during real-time events under her direction. Her team also created procedures for implementing temporary traffic signal timings.

Broad Street Reconstruction (Brown Street to Lyell Avenue), Rochester, NY; Traffic Engineer. Ms. Capuano served as Traffic Engineer responsible for detour route analysis. This analysis looked at the distribution of vehicles on a proposed detour route and determined the signal



YEARS OF EXPERIENCE

12

REGISTRATIONS

Professional Engineer, Florida, #77127, 2014; New York, #089580, 2011

ACADEMIC ACHIEVEMENTS

BS, Civil Engineering, State University of New York at Buffalo, 2002

Civil Engineering 3+2 Program, SUNY Potsdam, 2000

AWARDS

Young Transportation Professional of the Year, ITE NY Upstate Section, 2012.

improvements that would be necessary for the Broad Street Reconstruction project. She also conducted an accident analysis. The project included street reconstruction/rehabilitation as necessary, proposed geometric and drainage improvements, sidewalk replacement with ADA ramp upgrades, new street lighting system, installation of a new water main and services, traffic signal system improvements, and landscaping. The firm completed the Preliminary Plans and Design Report. The construction cost of this project was estimated at \$2.45M.

DestiNY USA Research & Development Park, Syracuse, NY; Traffic Engineer. The firm was retained to complete traffic engineering work for the 325-acre DestiNY USA Research & Development Park. The work included conducting a detailed traffic analysis of the I-81/I-90 Interchange #36 and the surrounding transportation system. Ms. Capuano collected detailed traffic counts during the weekday peak hour (a.m. and p.m. volumes), and analyzed the impact that the proposed development would have on local intersections and Interchange 36 under various build-out conditions. The traffic counts included all NYSTA interchange traffic (inclusive of travel direction). Recommended mitigation included highway/intersection improvements, signal timing modifications, and for the full build-out condition, new I-81 access ramps, and an additional lane (toll booth) at the Exit #36 toll plaza.

Walnut Street Reconstruction, Batavia, NY; Traffic Engineer. Ms. Capuano served as Traffic Engineer for the Walnut Street Reconstruction Project for the City of Batavia. For this pass-through project, she assisted in preparing the traffic impact study, which included review of existing traffic volumes, accident history, and the development and analysis of improvement alternatives to plan for future traffic flow along the Walnut Street corridor. Among the listed improvements was a recommended roundabout intersection on the Walnut Street corridor at its intersection with South Main Street, Oak Street Extension, and Pearl Street. She also helped develop the traffic simulations and presented this information at a public meeting.

Route 21 Truck Study, Palmyra, NY; Traffic Engineer. Ms. Capuano served as Traffic Engineer for work that included an evaluation of heavy vehicle traffic flows along NY Route 21 through the Town and Village of Palmyra. Work also included the development of strategies to address heavy vehicle-related air quality, noise, traffic, and safety issues. The study included the collection of existing traffic volume data, the assessment of heavy vehicle traffic flows, identification and evaluation of strategies that could reduce heavy vehicle traffic on Route 21, an assessment of the potential air quality impact of existing traffic volumes, and the development of an action plan to address study recommendations. The firm worked closely with a project steering committee, comprised of local officials, interested parties and residents, and presented study findings at a public information meeting.

Christine Bianchi | Traffic Studies

Ms. Bianchi has 28 years of experience as an Engineer, currently leading all traffic analysis efforts on public and private projects. Her background includes work for a range of applications, from large highway/street and retail developments, to waterfront park projects. Ms. Bianchi works on all of our transportation, street, and highway design projects, including the completion of traffic impact studies.

Kendrick Road/I390 Interchanges & Kendrick Road Realignment – Rochester, NY. Provided comprehensive traffic studies, concept plans and construction cost estimates to define Kendrick Road / I-390 interchanges and Kendrick Road realignment geometry. Goal was to gain NYSDOT support that Kendrick Rd. ramps benefit transportation system and community. Ramps will further improve access to region, reduce congestion, improve traffic flow, and reduce potential for congestion related crashes, especially at local intersections and streets in Mt. Hope Ave. corridor. The realignment of Kendrick Road will improve build-ability of the University of Rochester's Medical Campus and anchor the new South Entrance with one of the major symbols of the University.. The concept is to construct Kendrick Road in a boulevard style as a gateway with street trees and ornamental landscaping. Construction to include full pavement reconstruction; installation of curbing, curbed median, sidewalks; drainage systems and street lighting. Ms. Bianchi was Project Engineer for this work.

Traffic Analysis for Downtown Tunnel/Midtown Tunnel/Martin Luther King Freeway Extension – Norfolk and Portsmouth, VA. TYLI performed an independent review to audit traffic portions of two separate reports and compared them with other Virginia DOT studies and models to gauge whether the traffic assumptions and projections were consistent with the VDOT traffic assumptions, projections and current state of practice. Ms. Bianchi served as Transportation Engineer for this work.

Victor Crossing – Victor, NY. Ms. Bianchi was the Project Engineer for the development of approximately 95 acres of vacant land located on NYS Route 96 at the interchange with Rt. 490 and the Thruway exit 45 on/off ramps. The proposed development of the site consists of 14 freestanding buildings of various uses totaling approximately 566,000 sq. ft. and includes restaurants, retail space, office space, an out-parcel, and a hotel. TYLI was responsible for managing the project through its full development, including: concept and feasibility planning through various conceptual layouts, site engineering and plan preparation, SEQR coordination towards the development of an Environmental Impact Statement, and approvals from the various governmental agencies. Significant issues to be addressed by TYLI included: traffic control and alternate route design, on-site wetlands, extreme on-site elevation changes, relocation of two on-site gas main supply lines, sensitive buffer areas along property boundaries to the residents, and critical soil conditions. The project was subject to a thorough environmental review process with the Town of Victor and with many review agencies, and it was all being managed and administered by TYLI.

Veterans Memorial Bridge - Portland, Maine and South Portland, Maine. The design-build team of Reed & Reed and TYLI were selected by the Maine Department of Transportation (Maine DOT) to design and build the new Veterans Memorial Bridge over the Fore River in Portland, Maine. Maine Department of Transportation selected the design-build method for this project to obtain an innovative, attractive, and cost effective replacement for the existing bridge that was built in 1954 and has served as the primary connector between Interstate 295 and Portland's waterfront, carrying more than 22,000



YEARS OF EXPERIENCE

28

ACADEMIC ACHIEVEMENTS

BS, Civil Engineering Technology, Rochester Institute of Technology, 1997

AAS, Civil Technology, Monroe Community College, 1995

PROFESSIONAL AFFILIATIONS:

Institute of Traffic Engineers

vehicles a day. The Reed & Reed/TYLI Team was awarded the highest technical score and submitted the lowest price for this project. The new bridge is a 1,610-ft-long precast segmental concrete design that enhances the aesthetic experience and reduced the number of spans from other bridge types that were considered. The alignment chosen by TYLI places the bridge on a new alignment that allowed the existing bridge to stay in service during construction, essentially eliminating maintenance of traffic issues that would have been a major concern with a parallel alignment. The TYLI design ties into the adjacent Fore River Parkway and eliminates one of the approaches of a congested four-way intersection on the Portland side of the bridge. The design process utilized context sensitive solutions to finalize elements of the aesthetic treatments and plan the details of the service memorials that are incorporated along the multi-use path on the bridge as a tribute to Maine's many veterans who served their country. YLI was responsible for bridge and roadway design, traffic analysis, utility coordination, right-of-way mapping and negotiation/acquisition, and maintenance of traffic design. Ms. Bianchi was a Project Engineer for this work.

University of Rochester Traffic Impact Study – Rochester, NY. TYLI provided traffic engineering and highway engineering services as part of the DGEIS for the University of Rochester. Ms. Bianchi prepared the TIS which included an evaluation of a short-range development and a long-range full build development. The portion of the University of Rochester's Campus Master Plan that was evaluated in this study included three locations: The River Campus, Medical Center/Mid-Campus, and the South Campus. Tasks included traffic volume projection, analysis, mitigation recommendations and report preparation.

Traffic Impact Study Update for East Avenue Wegmans – Rochester, NY. TYLI provided traffic engineering and highway engineering services for Wegmans Food Markets, Inc. in the City of Rochester. Ms. Bianchi served as Traffic Engineer for the preparation of a traffic impact study associated with the replacement of the existing 40,500 square foot supermarket. The existing market on the north side of East Avenue between Probert Street and North Winton Road is to be replaced with a new 93,500 square foot store on the same site and on the adjacent land to the east. The traffic was analyzed for a building size up to 105,100 square feet.

Rite Aid Traffic Impact Study and Traffic Signal Design Coordination – Oswego, NY. Ms. Bianchi served as Traffic Engineer for the preparation of a traffic impact study for a 14,673 sq. ft. Rite Aid Pharmacy with a drive-thru window in the City of Oswego, NY. The project site is located on one of three parcels totaling approximately 6.41 acres on the south-east corner of the intersection of Route 104 and Jim Shampine Boulevard. Ms. Bianchi was responsible for data collection, field edit, trip generation, trip distribution, and level of service analysis and traffic signal design coordination.

Rite Aid Traffic Impact Study and Traffic Design Coordination – Auburn, NY. Ms. Bianchi served as Traffic Engineer for the preparation of a traffic impact study for a 14,673 sq. ft. pharmacy with a drive-thru in the City of Auburn, NY. The project site is located on the south-west corner of the intersection of Genesee Street, Columbus Street and Dunning Avenue. Ms. Bianchi was responsible for data collection, field edit, trip generation, trip distribution, and level of service analysis and traffic signal design coordination.

I-Square Mixed Use Development – Irondequoit, NY. TYLI has worked closely with I-Square, LLC since the inception of this mixed use development project. The development will establish a "four corners" district on Titus Avenue. The plan keeps pace with the Town's Titus-Cooper-Hudson Master Plan, and is intended to create a pedestrian and bicycle friendly "Town Square" atmosphere by blending shopping, dining and living in one place. At full build out, the development will be comprised of seven new infill buildings (each two to three stories in height) and a new street. Ground floor uses will be occupied by retail and restaurant uses while upper floors will provide office space and residential units. Our responsibilities include refining the site master plan, providing full engineering services (including utility layout, storm water runoff calculations, and street design), landscape architectural services, and traffic analysis. Ms. Bianchi is responsible for QA/QC of the traffic analysis on this project. (2015)

Tom Errico, PE | Bicycle and Pedestrian Planning

Thomas Errico joined T.Y. Lin International as a senior associate and New England traffic engineering director. His background in traffic engineering includes access management, corridor studies, traffic operations studies, pedestrian studies, parking studies, safety evaluations, and traffic impact studies. He has significant experience in designing traffic signals, developing and maintaining traffic plans, and determining intersection and roadway design requirements for highway projects, including auxiliary lanes, bicycle and pedestrian facilities, signing, and traffic control. He has worked extensively with traffic engineering software such as SYNCHRO, SimTraffic, HCS, TRANSYT-7F, PASSER, and CORSIM. Project experience relevant to this proposal include:

Complete Streets Design Training Initiative, Statewide, MA. UMass Project Manager responsible for the development and delivery of approximately 80 training workshops throughout the state of Massachusetts. The workshops attendees will include MassDOT engineers, consultants, and municipal staff.

Complete Streets Technical Presentations. Instructor conducting Complete Streets Training. These have included the following:

- 2014 Maine ACSE Winter Meeting
- 2012 MaineDOT Transportation Conference
- 2012 Maine Active Community Conference
- Bicycle Coalition of Maine Advocates Meetings (January – May 2013)
- 2011 New England Bike-Walk Summit
- 2012 Maine Transportation Safety Council
- New Hampshire MPO Group
- Maine Chapter of the Institute of Transportation Engineers
- Massachusetts Chapter of the Institute of Transportation Engineers

Anderson Street Neighborhood Bicycle Boulevard Project – City of Portland, ME. Project Manager and Lead Traffic Engineer implementing a bicycle boulevard in the East bayside Neighborhood of the City. The design includes streetscape improvements, construction of sidewalks and crosswalks, traffic calming strategies, on-street parking provisions, and bicycle accommodations.

New Auburn Village Center Study – City of Auburn, ME. Project Manager and Lead Traffic Engineer responsible for traffic analysis supporting the transportation and urban design improvements. A key component of the study is the development of a traffic simulation model to assess both one-way and two-way traffic circulation options through this busy village area. The City is struggling with trying to balance the desire to establish a livable village area, while competing with heavy cut-through traffic.

Bath Road Master Plan – Town of Wiscasset, ME / MaineDOT. Project Manager responsible for producing a plan that maximizes development opportunities along Bath Road through the strategic coordination of traffic infrastructure improvements, land use policies and design standards. By planning for growth, Bath Road will remain safe, congestion will be minimized and visual character will be preserved and enhanced. Ultimately, this Master Plan is intended to help Wiscasset shape a future for Bath Road and surrounding areas that reflects the needs and values of the community.

Marginal Way Pedestrian and Bicycle Master Plan, Portland, ME – City of Portland. Lead Traffic Engineer responsible for the development of an improvement plan for Marginal Way that incorporates a balanced transportation infrastructure considering all modes including pedestrians, bicyclists, trucks, transit, on-street parking, and streetscape. The plan was based upon a 10-year Bayside Development Plan. The key part of the plan in the conversion of the existing four-lane section to three lanes.



YEARS OF EXPERIENCE

30

REGISTRATIONS

Registered Professional Engineer in Maine (6618), 1990; Vermont (6321), 1992; New Hampshire (10096), 1999; Massachusetts (37701), 1993;

CERTIFICATIONS

Certified Maine DOT Locally Administered Project Manager

ACADEMIC ACHIEVEMENTS:

M.S., Civil Engineering, Northeastern University, 1996

B.S., Civil Engineering, Northeastern University, 1985

PROFESSIONAL ACTIVITIES:

Member, Institute of Transportation Engineers (ITE),

Institute of Transportation Engineers (ITE),

Member of the National Pedestrian and Bicycle Committee

Sorin Garber | Transportation Planning

Mr. Garber has more than three decades of experience analyzing urban passenger transportation systems throughout the U.S. He has directed completion of a broad range of projects, including multi-modal transportation system and corridor studies, alternatives analyses, traffic calming design, bicycle lane development, and pedestrian access/circulation and urban design studies.

NE 13th Street Complete Streets Project, City of Fort Lauderdale. Mr. Garber is leading a team in the development of a Complete Streets project on NE 13th Street between NE 4th and NE 9th Avenues in the South Middle River neighborhood. The project includes elimination of one lane in each direction to be replaced with a dedicated bicycle lane, on-street parking, curb extensions, a roundabout (to replace a signalized intersection), widened sidewalks, and introduction of new trees, shrubs, and decorative light poles. The team is developing final design, permits and construction documents for a July 2016 completion.

Sistrunk Boulevard Streetcar Feasibility Study, City of Fort Lauderdale 2015. Project Manager of team preparing engineering/operational feasibility, operating plans, ridership estimates, capital and O&M cost estimates, and funding strategies of three alternative corridor extensions of The WAVE streetcar project under development.

Oakland Park Boulevard Transit Alternatives Analysis, Florida DOT District 4 2014. Senior Advisor to a multi-disciplinary team which completed an AA and a locally preferred alternative on the busiest and most productive transit corridor in the region. Project recommendations were endorsed and short-term improvements have advanced into PE.

Neighborhood Traffic Calming Project, Portland Bureau of Transportation 2013. Mr. Garber led a multi-disciplinary design team through a community-focused traffic calming plan that resulted in +40 treatments that have been advanced into preliminary engineering. Initially, the intent of the project was to develop strategies to prevent through-trucks from penetrating neighborhood streets, but after six stakeholder meetings and two open houses, the focus evolved into improving the pedestrian and bicycle network and calming auto and truck traffic, including reduced speed limits, periodic traffic enforcement, median islands, curb extensions, narrowed traffic lanes, new crosswalks, bicycle tracks/lanes, pedestrian-activated signals, signage, and landscaping.

Central City Transportation Management Plan Update, Portland Planning Bureau. Mr. Garber completed an update to the Central City Transportation Management Plan for the Bureau of Planning. His analyses outlined recent trends in use of different modes, and where CCTMP policies needed updating. Mr. Garber interviewed 20 stakeholders about where Central City transportation services are headed, and what services are necessary to support future Central City growth.

Pedestrian Access to Transit Facilities Project, Portland, OR. Mr. Garber developed a set of prototype designs to improve pedestrian access to bus and LRT stops located within TriMet's priority transit network. He developed a range of concept design improvements, and a set of weighted technical criteria for selection of candidate "demonstration sites". Using these criteria, prototypical solutions were completed for several sites.

Cost Effectiveness of Permanent Bus Park-and-Ride Facilities, Portland, OR. Mr. Garber prepared a set of sketch level service plans in order to compare the costs and ridership levels of permanent bus park-and-ride facilities, new express bus services, feeder and loop bus services, and carpool matching programs, in two suburban locations of the service district.



YEARS OF
EXPERIENCE
30

ACADEMIC ACHIEVEMENTS

M.S., Urban
Planning, Hunter
College, 1981

B.A., Economics,
UC-Santa Barbara,
1977

PROFESSIONAL AFFILIATIONS

Appointment,
Portland Streetcar
CAC

Appointment,
Portland Sidewalk
Obstructions Task
Force

Appointment,
Portland Pedestrian
Advisory Committee

Appointment,
Portland Metro
Transportation
Planning Advisory
Committee

Member, TRB
Transportation/
Economic
Development
Committee

Member, Women's
Transportation
Seminar

Founder,
WalkBoston

Vikas Jain, AICP, GISP | Transportation Planning

Vikas brings nearly 15 years of transportation planning experience including successful leadership of innovative and complex projects. He is highly regarded for his technical skills, his ability to convey complex information to both lay and technical audiences, and his record at delivering projects on time and budget. He works with state-of-the-art tools (such as microsimulation, Dynamic Traffic Assignment, Rail Traffic Controller models), and has developed a series of compelling and transparent approaches to developing evaluation criteria/performance measures, providing a set of comprehensive data sets for calculating measurements, and generating excitement and engagement in the process.

Transit Development Plan, Martin MPO, FL, Project Manager. Vikas led a multi-disciplinary team in the creation of a blueprint for transit development over a 10-year period in Martin County. Various analysis include bus operations, bus shelters and amenities, ADA accessibility, bus stop consolidation, route rationalization are some of the key components of this transit development plan.

Bicycle Pedestrian Safety Action Plan, Martin MPO, FL, Project Manager. Mr Jain is managing a multi-disciplinary team in development of the Martin MPO's Bicycle-Pedestrian Safety Action Plan (BPSAP) which is developing a systematic approach for identifying locations and behaviors prone to pedestrian and bicycle crashes, and with applicable community partners, will assist agencies in further enhancing their existing pedestrian safety programs and activities. The project, which includes a comprehensive review of bicycle and pedestrian crashes, identification of safety conflicts, identification of countermeasures, programming infrastructure safety improvements, a Safety Training Seminar, Safety Training Workshop and stakeholder advisory committee meetings, is scheduled for adoption by the MPO Board in 2016.

Lake Ridge Neighborhood Transportation Master Plan, Fort Lauderdale, FL. Project Manager. Under Vikas' direction and leadership the TYLI project team developed the Lake Ridge Neighborhood Mobility Masterplan, which established a \$26 million program of multimodal investments over ten years. Multimodal improvements include operational strategies to improve traffic flow, Complete Streets projects, traffic calming improvements, bicycle and pedestrian mobility and accessibility improvements on both state-owned and City-owned roadways. The effort included three workshops with the Lake Ridge Neighborhood Association and City staff, which led to adoption of the Plan. The recommended improvements on state roads were forwarded to FDOT for incorporation to their 3-R, traffic control and pedestrian safety implementation programs.

Powerline Road Lane Elimination Study, City of Ft. Lauderdale, FL. Project Manager Mr. Jain assisted the City of Ft. Lauderdale with its application to FDOT District 4 for lane elimination on Powerline Road between Sunrise Boulevard and the city limit with Wilton Manors. In this 1.7 mile segment, Powerline Road accommodates six lanes of traffic with sidewalks and a bus route, and passes three schools and accommodates a bus route. The project would eliminate two traffic lanes and replace them with a striped bicycle lane and a wide buffer channelizing vehicle and bicycle traffic. Mr. Jain led the team through all analyses, authored the lane elimination application and accompanying study, and presented the findings at two meetings with FDOT District 4 staff.

Long Range Transportation Plan (LRTP) 2035 Update, Broward Metropolitan Planning Organization, Florida; Task Manager. Developed an LRTP that includes short- and long-range strategies and actions leading to the development of an intermodal transportation system. The plan encompassed multimodal components that include highways, mass transit, pedestrian



YEARS OF EXPERIENCE
15

ACADEMIC ACHIEVEMENTS

Master of City and Regional Planning, Clemson University, 2003

Master of Planning (Specialization in Housing), School of Planning, Center for Environmental Planning and Technology (CEPT), India, 2000

Bachelor of Engineering, Construction Technology, School of Building Science & Technology (SBST), CEPT, India, 1998

CERTIFICATION

American Institute of Certified Planners (AICP) #020097, 2005

Certified Geographic Information Systems (GIS) Professional #00057880, 2008

facilities, bikeways, waterborne and freight transportation. Vikas was responsible for developing data compilation and review report, the needs plan project list and assessment, and, ultimately, working with stakeholders to build the fiscally-constrained cost feasible plan.

South Florida Regional Transit Authority (SFRTA), Strategic Regional Transit Plan, South Florida; Planner. Project was for the development of 2030 regional transit plan for south Florida. Vikas was responsible for evaluation of transit projects and networks using spreadsheet based models; developing methodology for analyzing travel patterns and land use relationship using GIS and Cube Voyager in Broward, Palm Beach, and Miami-Dade Counties; capital cost and O&M cost estimation. He also developed a GIS model to predict viability of different levels of transit investment for different population and job density.

City of Tamarac, Integrated Bikeway/Walkway System Feasibility Study, Tamarac, Florida; Planner. An assessment of the existing conditions and identification of potential economic benefits for the City that may have resulted from the implementation of a bikeway system. The study involved extensive public involvement and a feasibility study was conducted for different types of bikeways/walkways. Vikas was responsible for a demographic analysis using GIS to identify bike/pedestrian markets and cost-benefit analysis.

Town of Davie, Davie Regional Activity Center (RAC) Master Plan, Davie, Florida; Planner. Developed a multimodal transportation plan as part of the Town of Davie's RAC Master Plan. The RAC was a 2,200-acre-area of the Town that supported a variety of uses, including the South Florida Education Center (a cluster of 14 educational institutions) and the historic downtown district. The transit plan included development of a circulator for the RAC and connections to existing and proposed regional transit routes. Vikas developed a methodology to determine minimum population and employment densities required to support each type of transit vehicle (rail versus bus), capital and operating cost estimates for the proposed transit circulator.

Cherry Xiong, PE | Transportation Analysis

Ms. Xiong has more than 18 years of experience in transportation planning and multimodal microsimulation in the US, Canada, UK, and China. Her principal expertise is in travel demand forecasting, transit ridership forecasting and operations planning, transport hub planning and pedestrian modeling, traffic/revenue study and software training. She was the lead network modeler for the Atlanta Downtown Bus Circulation Study, Regional Transit Model (RTM) Development in Vancouver, BC, and lead network modeler for the Staten Island Ferry Study and the City of Palo Alto, CA travel model update as well as for several toll road Due Diligence Studies.

Ms. Xiong also managed several large scale high-speed rail station transportation planning and design review projects. Microsimulation models were developed to understand design deficiencies under normal condition and emergency evacuation conditions. Ms. Xiong is active in Transportation planning research communities and also published/presented multiple papers.

Downtown Atlanta Bus Circulation Study, Atlanta, GA; Lead network modeler and microsimulation analyst. Ms. Xiong applied a Macro-Micro Integration approach to develop downtown Atlanta sub-area travel demand model from ARC's regional travel demand model. The study area was defined based on the project and zones were disaggregated based on traffic generation/attraction pattern in downtown area. The network was refined and detailed zone connectors were added based on field check and aerial photos. Peak hour demand was calibrated against link and turn counts. Detailed signal timing information was also integrated into the demand model for micro-simulation preparation purpose. The model was then used for downtown area bus circulation study in a micro-simulation environment. Feedback from simulation results to demand model was used to update macro model settings.

Broward County MPO, Sistrunk Streetcar Ridership Forecasting, Fort Lauderdale, Florida; Ms. Xiong served as transit ridership modeling specialist, developed a spreadsheet model to forecast the extension of the proposed WAVE streetcar Phase I under various alignment and operating scenarios to understand the magnitude of the additional ridership. Tasks performed included: 1) Aggregation of TAZs into districts based on streetcar extension alignment and catchment area, as well as the trip pattern; 2) development of district level trip tables based on the Southeast Florida Regional Planning Model (SERPM) highway and transit demand; 3) calibration of the spreadsheet model; and 4) application of the spreadsheet model to various alternative.

Regional Transit Model Development, Vancouver, Canada; Lead network modeler. Ms. Xiong developed a model that supports decision making and comprehensive analysis for the implementation of the regional transit plan. The tasks performed included the development of the comprehensive regional transit network; calibration/validation of the ridership model; calibration/validation of an operations model including fleet assignment, scheduling, line blockings; formulation and integration of zone-based or distance-based fare structure across all public transportation modes for cost-revenue analysis; development of an automated transit schedule update system for model update purpose; and, applications of the model in various planning and operations scenarios such as operations planning for the future extensions of the rapid transit network and bus service adjustments around new rail lines.

Multimodal Corridor Enhancement TIGER VI Grant Project, Champaign-Urbana, IL; Transit operations/ travel demand model/ micro-simulation specialist. Ms. Xiong provided transit support for improvements in Champaign-Urbana, IL. Used macro-micro integration approach to understand existing and future year travel pattern of all modes in the study area. Performed alternative analysis using high resolution micro-simulation to show how bus-only lanes may improve efficiency and suggested operations improvements at segment and intersection level. Used simulations of vehicles, bikes and pedestrians to support implementation of complete street concept.



**YEARS OF
EXPERIENCE**
18

ACADEMIC ACHIEVEMENTS

Master of Science,
Civil Engineering
specializing in
Transportation
Engineering,
University of Illinois
at Chicago, 2002

Bachelor of Science,
Civil Engineering,
Suzhou University
of Science and
Technology, P.R.
China, 1997

REGISTRATIONS

Registered
Professional
Engineer, Maryland,
#36068, 2008

AFFILIATIONS

ITE

ICTPA

Member -- TRB
Committee on Public
Transportation
Planning and
Development-
AP025

Member –
TRB Standing
Committee on
Railroad Operating
Technologies --
AR030

Salem Willamette River Crossing EIS, Salem, OR; Lead network modeler. Ms. Xiong developed solutions for crossing the Willamette River in the Salem-Keizer metropolitan Area. A based year multimodal model was developed and its disaggregate trip generation model, destination choice model, and mode choice model were fully calibrated/validated. Future no-build and future alternatives (full demand, reduced demand TSM/TDM) were also developed to provide the client with transportation analysis and modeling support for initial corridor alternative screening and to support future year alternatives analysis.

MianYang City Regional Transit Planning, MianYang, China; Project Manager. Ms. Xiong led a team to conduct base year transit survey, OD estimation based on count data, Calibration and validation of the base year network model at line/stop level, future year transit demand forecasting, alternative analysis of future year transit network and backbone system analysis (BRT vs. LRT). Integration of near-term transit bus-only lanes and future year BRT network was analyzed.

Chicago Skyway Traffic and Revenue Study, Chicago, IL; Lead Network Modeler. Ms. Xiong developed a subarea model from CMAP regional travel demand model for fine-grained traffic and revenue analysis. Utilized traffic counts, OD survey and corridor travel time survey data to calibrate and validate a multi-class toll diversion model that replicate historical traffic and toll data; Comprehensive toll schemes for toll rate optimization purpose were tested and future year traffic and revenues were prepared.

Papers and Presentations

1. Q. Xiong, Edward Beimborn (2015) Transit Planning: Myths, Techniques and Trends, ITE/ASCE Joint Conference
2. Q. Xiong, X.Li (2013) Collaborative Mechanisms in HSR Hub Design-Opportunities and Challenges, Urban Transport of China
3. Q. Xiong, I. Fisher, W. Scherr (2013) What can China learn from Vancouver's Transit Planning Process, Chongqing Jiaotong University Journal.
4. I. Fisher, K. Lew, W. Scherr, Q. Xiong (2008) Planning of Vancouver's Transit Network with an Operations-Based Model. 55th North American Regional Science Association Meetings, New York, NY.
5. G. Rousseau, W. Scherr, F. Yuan, Q. Xiong (2007) Linking Atlanta's Regional Planning Model with Microscopic Traffic Simulation. 54th North American Regional Science Association Meetings, Savannah, GA.
6. D. Boyce, Q. Xiong (2007) Forecasting travel for very large cities: challenges and opportunities for China. *Transportmetrica* 3 (1), 1-19.
7. S. Li, D. Yang, Q. Xiong (2007) The Relationship Model between Traffic Volume and Traffic Conflict at the Merging Points of Urban Tunnel Entrance. First International Conference of Transportation Engineering (ICTE), Shanghai, P. R. China.
8. D. Boyce, Q. Xiong (2004) User-Optimal and System-Optimal Route Choices for a Large Road Network. *Review of Network Economics* 3 (4), 371-380.

Claire Clack | Landscape Architecture/Urban Planning

Ms. Clack has three years of experience working on site investigation reports, providing design and digital support for projects ranging from streetscape design to neighborhood and community master plan concepts. She understands how to interpret community codes and how various municipalities encourage and control developments in their jurisdictions in order to provide designs reflective of the community.

2nd Street Vision Block; Macon, Georgia; Urban Design Project Manager. Streetscape, hardscape design and implementation for the “2nd Street Vision Block” for the City of Macon. The Vision Block will serve as the prototype for sustainable streetscapes in downtown Macon. Design features include planning for fixed-rail transit, bio-retention, rainwater re-use for irrigation, energy efficient LED lighting, bicycle lanes and accommodations alternative methods of travel including plug-in areas for electric vehicles.

East Clayton Street/Jackson Streetscape Project, Athens, Georgia; Urban Design Project Manager. Streetscape design for the urban core of Athens, Georgia primary corridors based on “Complete Streets” criteria developed by T.Y. Lin International. Low Impact Design (LID) approach meeting Green Streets requirements. Project features innovative drainage design criteria with upgraded drainage system; bio-retention, Silva Cell technology and sustainable materials.

DeKalb County 46-Acre Park Master Plan, DeKalb County, GA; Intern Landscape Architect. The project consisted of consulting services for Master Planning and Design Services for a 46 Acre Neighborhood Park Site located in DeKalb County. Services included: review of existing master plans, site investigation and analysis, architectural and engineering schematic design, and park master planning and design. Located in urbanized Metro Atlanta’s DeKalb County, the 46-Acre Park is one of the last remaining park and open space areas available.

Lilburn Community Improvement District (LCID), Highway 29 Multi-Use Path, Lilburn, Georgia; Intern Landscape Architect. TYLI is designing the Highway 29 Multi-Use Path as a 10-foot wide asphalt surface on the south side of U.S. Highway 29 (SR 8) between Postal Way and Killian Hill Road in Lilburn, Georgia. The work includes civil engineering, environmental documentation, landscape architecture, structural engineering, and lighting. Project specific activities include preparing a concept report, public involvement meetings, coordination with LCID staff, and meetings with adjacent property owners.

Midtown, Inc, Wynnton Road Master Plan-Phase I, Streetscape Enhancement Program, Columbus, Georgia; Intern Landscape Architect. TYLI developed a streetscape enhancement plan to include trees and landscaping, sidewalk paving materials, utility relocation, lighting, street furniture, graphics, crosswalk materials, and other features as required by the City. The plan proposes establishing a typical six foot wide landscape strip adjacent to the curb, and a six-foot-wide sidewalk beyond it within existing right-of-way. This project supports the continued revitalization of Midtown Columbus, Inc. to improve safety for pedestrians and drivers, provide an improved safe route to Wynnton Elementary School, and supports local community desires for an improved corridor.



YEARS OF EXPERIENCE
3

ACADEMIC ACHIEVEMENTS

Bachelor of Landscape Architecture, (Minor in Horticulture), University of Georgia, 2012

Master of Public Administration, expected May 2016

CERTIFICATION

LEED® Green Associate

Tara Boggio, AICP | Public Opinion Polling

Ms. Boggio has 14 years of experience and a Masters Degree in Urban Planning. Having worked in both the public and private sectors, she has the knowledge and skills needed to balance the interests of various stakeholders at the planning level. Ms. Boggio has a strong background in demographic and financial analysis, economic development, and land use and regional planning. She also has extensive experience with completing SEQRA documentation for a variety of projects ranging from EAF's for commercial development to EIS's for landfills, large-scale developments, and for the adoption of master plans. In addition, she has completed dozens of transportation-related projects including traffic impact studies, corridor studies, expanded project proposals, major investment studies, and design reports. Her value-added services include grant writing identification and preparation, public involvement, and site and market feasibility studies that are used to help determine what can go on a site based on demand, land use/zone restrictions, and site characteristics.

As Senior Planner on projects, her role often includes public participation coordination, assistance with goal setting and visioning, identification of project funding sources, and overall project management.

Brooks Landing Phase II Improvements, Rochester, New York; Senior Planner. Provided services for this federally-funded project, which involves the design and construction of a park gateway, roadway, and trail improvements to a portion of the Genesee Valley Park at Brooks Landing. Tara's responsibilities include involvement in the site planning and design of the project. In addition, she is leading public involvement initiatives, which includes conducting public meetings with interested community members.

The project is an opportunity to further rejuvenate the 19th Ward neighborhood and strengthen public access to the waterfront, park, and trail system from this district, as well as the University of Rochester and Brooks Landing private development. As Genesee Valley Park is an Olmsted-designed landscape, a large focus of the project is enhancing and restoring its features, while respecting its history and mitigating impacts of development.

Faith Village, Brighton, New York; Project Manager. Responsible for this 70-acre church campus, which is being developed to include a 3,500-seat sanctuary, K-12 school, senior living facility, parsonage, family life center, and full athletic fields. In addition to completing and submitting SEQRA documentation to the Town, including draft and final environmental impact statements, FRA is responsible for the survey, site engineering, site layout, and traffic analysis, as well as conducting community involvement initiatives.

Canandaigua Downtown Rail-with-Trail. TYLI was retained by the City of Canandaigua to complete a feasibility study and provide cost estimates for the construction of a key trail link from Main Street (NYS Route 332) to Buffalo Street in the City. The trail is approximately one mile in length and will connect an existing trail, ending at the southeast corner of Main Street and West Avenue, to Buffalo Street using an existing rail corridor. The majority of the trail route is adjacent to an active rail line, and will range from as few as 10 feet to as many as 100 feet from the line itself. Serving as Senior Planner, Ms. Boggio is leading public involvement initiatives, as well as developing signage and assisting with the trail design.

ant since that time. The master plan will serve as a catalyst for reinvestment and development in the west side of downtown, and will assess alternatives for resurrecting the Erie Canal Aqueduct to a place of prominence and importance in the community.



**YEARS OF
EXPERIENCE**
14

ACADEMIC ACHIEVEMENTS

Masters of Urban
Planning, Economic
Development
Specialization, State
University of New
York at Buffalo, 1997

BA, Geography, State
University of New
York at Geneseo,
1995

BA, Mathematics,
State University
of New York at
Geneseo, 1995

CERTIFICATION
American Institute of
Certified Planners

AFFILIATIONS
American Planning
Association

Gamma Theta
Upsilon –Geography
Honor Society

Shilpa Mallem, PE | Future Needs Assessment

Ms. Mallem is trained in both design and traffic engineering. She has a broad range of experience including Roadway Design, Traffic Engineering, Planning, Traffic Calming, Alternatives Analysis, Work Zone Traffic Management, Intersection Design, Roundabout Design, Traffic modeling and analysis, developing cost estimates and specifications, context sensitive solutions, assistance with NEPA documentation, Public Involvement and agency coordination. Managed DeDOT's Open End Traffic Calming Projects, and School Zone Traffic Studies conducted in Kent and Sussex Counties in Delaware.

DELDOT US 113 North/South Improvements Study, DE. Working as the lead Design and Project Engineer conducting Alternatives Analysis on several options along a 32 mile long corridor in Sussex County, to be converted into a limited access facility. Project responsibilities include:

- Preliminary design of numerous bypass and on--alignment alternatives in the project including the design of horizontal and vertical alignments, cross--sections, cost estimates, conceptual plan displays for the alternatives, agency coordination and public involvement.
- Assisting in publishing a Draft Environmental Impact Statement (DEIS) for the Millsboro--South Area and an Environmental Assessment (EA) for the Ellendale Area.
- Serving as one of the principal staff at the working group meetings, community meetings, public workshops and public hearings.
- Working as a traffic engineer on the project to determine the impacts of the on--alignment alternative on driveways along the existing US 113 corridor in the Millsboro section. The impact study included comparison of the travel time and delay data between existing conditions and future conditions under an on--alignment alternative.

DELDOT Traffic Calming Program, DE. Working as a Project Engineer on the open--end Traffic Calming Contract whose responsibilities include working on and managing all aspects of the projects from conception through construction support. Project responsibilities include:

- Collection, review and analyses of traffic and collision data.
- Developing context sensitive traffic calming concepts to address speeding and other safety issues on various local and subdivision streets in Delaware.
- Staffing working group and public meetings to discuss and answer questions regarding the proposed improvement options.
- Development of the final design construction plans, cost estimates and specifications for the selected alternative.
- Coordination with DeDOT construction and the contractor during project construction.

DELDOT US 301 General Engineering, New Castle County, DE. Working as a traffic and design engineer on the 15 mile long roadway project that bypasses the Town of Middletown in Delaware. Project responsibilities include:

- Developing a Work Zone Transportation Management Plan (TMP) for the entire project.
- Reviewing Work Zone and TMP plans submitted by the Section Design Consultants on all sections of the project, and coordinating between the sections.
- Worked as a Design Engineer preparing preliminary horizontal alignments and conceptual plan displays and assisted in collecting data for a series of travel time and delay studies and an origin-- destination study.
- Assisted in the public outreach program as a team member attending public workshops and staffing the local project office where local citizens came to discuss and obtain information regarding the proposed alternatives for the Route 301 corridor.



YEARS OF
EXPERIENCE
11

ACADEMIC ACHIEVEMENTS

MS, Civil
Engineering,
University of
Delaware, 2005

BS, Civil
Engineering,
University of South
Florida, 1997

REGISTRATIONS

Professional
Engineer, Maryland

AFFILIATIONS

ASHE, ITE

DELDOT Traffic Calming Design Manual, DE. Worked on publishing an updated Traffic Calming Design Manual for DelDOT. The effort included major updates to the first Manual published by DelDOT in 2000. In addition to updating the design and specifications for all traffic calming options, the Manual also included a new design approval process that allows DelDOT to construct Traffic Calming projects within a shorter timeframe.

DelDOT School Zone Study, Kent and Sussex Counties, DE. Worked as a Project Engineer overseeing the inventory of all existing signing and markings along more than 70 school zones in Kent and Sussex Counties. The effort involved:

- Review of existing conditions and developing of a revised plan to bring all signing and striping into compliance with the 2011 DE MUTCD.
- Developing existing and proposed condition diagrams and a standalone report for each of the accredited schools in Kent and Sussex Counties.

Open End Contract for the City of Wilmington, DE. Traffic and Design Engineer working on various projects in the City of Wilmington. Project efforts include:

- Traffic support for the City of Wilmington during the recent I--495 closure.
- Traffic Studies and analyses on major intersections such as Market Street and Concord Avenue, and SR 100 at SR 92.
- Traffic Circulation Study at Tower Hill High School.
- Intersection Realignment and other roadway geometric and traffic improvements.

Schantz Road Corridor Improvements, Lehigh County, PA. Worked as a Project Engineer developing various alternatives to improve safety and mobility in the study area. The effort involved developing various improvement alternatives; analyzing traffic conditions under existing and future conditions for each of the alternatives, crash data analysis, cost estimates and development of the Alternatives Analysis Report.

7th Street Multimodal Corridor Study, Allentown, PA. Working as a Project Engineer on developing various multi--modal transportation options along 7th Street in Allentown, PA. Projects effort includes development of preliminary alternatives, detailed traffic analyses on all alternatives, roadway, intersection, bike and transit improvement alternatives and agency, stakeholder and public involvement.

SR 273 between Harmony Road and Brownleaf Road – HSIP Implementation Study. Reviewed and evaluated the improvement options identified by a previous study, analyzed the current scenario and traffic data at the intersections to identify possible short term and long term improvements at the intersection to improve the safety of the motorists along the study stretch.

Traffic Studies at Saulsbury Road, and US Route 13 at Hickory Ridge Road, Kent County, Delaware. Prepared traffic reports based on the existing conditions and provided recommendations to resolve existing traffic problems. Reviewed existing conditions, collision history at the intersections and performed signal warrant and HCS analyses in order to determine the feasibility of installing a traffic light at the intersections.

US Route 9 at Manor House Lane Traffic Study, Sussex County, Delaware. Reviewed crash data, existing conditions and traffic trends to determine the feasibility of installing a traffic signal at the study intersection. Prepared a traffic report based on the observations and analyses and provided recommendations for improvements.

Virginia Route 460 Bypass Study, VA. Served as a design engineer preparing preliminary vertical profiles, cross sections and limits of construction for the bypass in Isle of Wight County. Also worked on determining the property and right-of-way impacts of the alternative on the surrounding properties.

Robert J. Gray, AICP | Economic Analysis

As Chairman of Strategic Planning Group, Inc. (SPG) Mr. Robert Gray leads the resource team with over 30 years of international consulting experience in: Air and Seaport Master Planning, Growth Management/Comprehensive Land Use/Fiscal Planning; Development Economics/Feasibility, and Strategic Planning. His broad range of experience ensures SPG clients of detailed accuracy, proven programs, and consistent professionalism.

Transportation Planning

Prepared the passenger projections and socio economic impact sections for the Florida Overland Express Environmental impact Study. Assisted in the preparation of two Tiger Grants for the Raleigh Intermodal Terminal, for the North Carolina Department of Transportation. Assisted in the Federal Railroad Administration review of AMTRAC RRIF loan application as well as RRIF applications for Kansas City Southern Railroad, and Brookhaven Terminal, NY.

Numerous studies for the NCDOT including economic impact studies for Charlotte Gateway TOD, Lexington Depot TOD and Hillsborough Station TOD Federal stimulus grants; two successful Tiger grant applications for the Raleigh Station and TOD (Benefit Cost Analysis) and several short line and port directed Cost Benefit studies for Federal grant applications. Mr. Gray is currently preparing an office and housing market study for the new Sanford SunRail TOD development including workforce/affordable housing. He is assisting the City of North Miami with its Downtown/TOD developments associated with the FEC All Aboard Florida rapid rail and Tri-Rail system.

Comprehensive Planning

SPG Project Manager Baldwin County, AL Comprehensive Plan. Project Planner Jackson County, FL EAR . Project Director for the U.S. Virgin Islands' 2010 Growth Management Plan (St. Thomas, St. John, and St. Croix). Urban sociologist/economist for the island of Trinidad/Tobago's redevelopment program. Project Officer for Santa Rosa Island's Growth Management Program as well as Project Director for Clay County's 2010 Growth Management Plan. Directed City of St. Cloud Comprehensive Plan Update. . Project Officer for elements of Pasco County's 2010 Growth Management Plan. Directed various elements of the following Florida governments' Growth Management Plans: Maitland, Casselberry, North Miami, Winter Haven, as well as the Counties of Orange, Polk, Flagler, Nassau and Leon. Project Director for the port element of the City of Jacksonville, FL's 2001 comprehensive master plan, and the City of Jacksonville Beach, FL's Growth Management Plan. Project Manager for St. Johns County, FL Affordable Housing Program.

Urban Planning

Project Manager for Kingston, Jamaica Downtown Redevelopment Area Plan. Project Officer on Jacksonville, FL's Downtown Revitalization Program, Vero Beach, FL's and 2 City of Cocoa Redevelopment Program. Directed City of Maitland, FL's Commercial Development Study, City of Jacksonville Retail Development Potential Program. Directed an elderly transportation study for Volusia County, FL's planning department. Project Manager, Jacksonville, FL Downtown Parking Study. Demographic input to the Gulf Islands National Seashore, Department of the Interior, EIS and demographic input to 701 Comprehensive Plan for Flagler County, FL. Urban Sociologist and Economist for the redevelopment of



**YEARS OF
EXPERIENCE**
44

ACADEMIC ACHIEVEMENTS

Doctoral Courses,
University of Florida.
~ M.A., University of
Florida, 1972.

B.A., University of
Florida, 1970.

Corporate
Management
Courses, Harvard
University.

CERTIFICATION
AICP, 05830

east Port-of-Spain, Trinidad, and Tobago's capital. Consultant to the City of Gainesville, FL Community Development Department for the city's comprehensive housing study and served as consultant to the City of Tampa, FL's Model Cities Program.

Redevelopment Planning

SPG Project Manager for the Central Midlands Council, South Carolina Broad River Corridor Redevelopment Program (Richland County). Project Manager, senior analyst for the St. Armands Circle Redevelopment Plan. Project Manager for the SR50/436 (Orange County) redevelopment program. Project Manager for the New Town (Sarasota) retail market assessment. . Project Director for the SR100 Palm Coast Centre CRA; Ormond Beach North Mainland CRA; Central Bradenton CRA; Downtown Safety Harbor CRA; Boynton Beach Heart of Boynton Redevelopment Plan; Delray Beach West Atlantic Plan; Deland Springfield Annexation Plan; Rockledge Redevelopment Plan, and the Greater Leesburg CRA highest and best use study.

M. Kim Conroy, PE | Project Advisor/Strategy Transportation Coordinator

Kim Conroy has more than 29 years of transportation management experience with Gwinnett County DOT, GA. During his career, Kim privatized many of the services previously provided in-house, writing the specifications, creating the bid documents and establishing Construction Management and Inspection procedures to oversee the contracted work. Most of these contracts are still in place today. He played an integral part in the development and completion of \$1.2 billion of projects funded with local money. Kim also developed numerous Intergovernmental Agreements (IGAs) between Gwinnett County and its municipalities with regard to the funding and delivery of transportation projects. Transportation Planning.

Gwinnett County Department of Transportation, Gwinnett County, Georgia; Department Director, 2011 to 2014. Coordinated development of current 3-year, \$225M Capital Improvement Program funded by Special Purpose Local Option Sales Tax (SPLOST). Responsibilities included formation of and coordination with an 18-member Citizen's Committee and working successfully with the 16 cities in Gwinnett County. Oversaw delivery of \$600M of transportation projects funded by two previous SPLOST programs and worked to ensure that all were delivered on time and within budget. As Department Director, worked closely with top officials of Georgia DOT, Atlanta Regional Commission and other state, county and city agencies to plan, coordinate and implement projects of local and regional significance in Gwinnett County. Frequently worked with and made presentations to County's elected officials, professional organizations and citizen groups regarding transportation issues.

Gwinnett County Department of Transportation, Gwinnett County, Georgia; Deputy Director / Chief Engineer. 2006 to 2011. Assumed responsibility for traffic operations, signals, ATMS/ITS, transit and airport in addition to construction and maintenance duties. Directed \$15M expansion of County's ATMS network to a system that included data and visual connections along most major roads, includes a Control Center monitored during peak hours, and provides current traffic conditions to motorists via the County's Website and TV channel. Coordinated integration of DOT's system with that of Public Safety to assist with incident management. Duties led to greatly increased transit rider safety, comfort and convenience by implementing tighter control measures over the County's contracted service provider.

Gwinnett County Department of Transportation, Gwinnett County, Georgia; Division Director - Road Construction and Maintenance. 1985-2006. Led the privatization of all or part of numerous services previously done completely in-house, including road patching, roadside mowing, shoulder maintenance, repair/installation of drainage culverts and structures, and other associated functions. Implemented several safety improvement measures in the work of contractors and county crews that enhanced motorists and pedestrian safety and reduced the county's liability. Implemented a computerized pavement management program to assist with monitoring, scheduling and budgeting for road improvement needs and formed the County's "Quick-Fix" crew that constructs small projects that do not require a full set of plans or ROW resulting in quicker, cheaper completion than if fully designed and contracted. Directed the department's emergency response to several winter storms, tornadoes and floods.



YEARS OF
EXPERIENCE
35

ACADEMIC ACHIEVEMENTS

Masters in
Engineering
Administration,
Bradley University,
1984

B.S., Civil
Engineering,
University of Illinois,
1980

REGISTRATION

Professional
Engineer, Georgia

Michael Kray | Transportation Planning

Michael Kray is a Senior Transportation Planner and Project Manager with a background in public sector transportation policy and planning. Michael's planning experience includes project management, program administration, long range comprehensive transportation planning, freight and logistics, development review, project evaluation, transportation financing, community engagement, and access management.

Henry County Comprehensive Transportation Plan, Henry County, Georgia (Ongoing). Michael is currently acting as project manager for the update of the Henry County Comprehensive Transportation Plan (CTP). He is responsible for coordinating with the client, developing technical documentation, public outreach, and leading a team of subconsultants in creating an exciting and effective transportation plan with full public support. The CTP is multimodal transportation assessment that will guide public investment and transportation policy decisions with a 25 year time horizon.

Buffington Road Traffic Study (Ongoing). Michael is a task lead responsible for assessing traffic needs by interpreting microsimulation analysis. Michael is also providing project cost estimates and a fiscally constrained short term implementation plan for the Airport West CID.

Atlanta BeltLine West Environmental Assessment, Atlanta, Georgia (Ongoing). The Atlanta BeltLine is a transformative project shaping the future of Atlanta by creating parks, trails, transit, and new development along a 22-mile loop of historic rail corridors the encircle the city's urban core. The Environmental Assessment will position the city to secure funding to implement modern streetcar.

Barrow County Comprehensive Transportation Plan, Barrow County, Georgia (2015). Barrow County is updating its Comprehensive Transportation Plan (CTP). The CTP will assess multimodal transportation needs on 25 year time horizon. The Plan will guide public investment and transportation policy decisions.

Comprehensive Transportation Plan (CTP) Program Administration, Atlanta, Georgia (2012-2015). The CTP program allocates funding to counties and their cities to help create a local transportation vision that compliments local comprehensive plans. CTPs create a framework for project and program implementation at both local and regional levels.*

Atlanta Strategic Truck Route Master Plan, Atlanta, Georgia (2009-2010). A truck route network was identified for the 20-county Atlanta metropolitan area. Problems on the network were identified and strategies prepared to address those needs. The study considered land use, environmental justice, and industry input in addition to transportation analysis.*

Freight and Logistics Program Management, Atlanta, Georgia (2009-2015). The goal of the freight and logistics program was to improve the region's economic competitiveness by enhancing freight mobility.*

PLAN 2040 Long Range Transportation Plan (RTP), Atlanta, Georgia (2011 and 2014). In 2011 and 2014 the Atlanta Regional Commission updated the long range vision for transportation in the 18-county metropolitan planning area. The RTP is a comprehensive statement of regional needs and solutions and provides a framework to address anticipated growth over a 20 year planning horizon.*

*Completed with another firm

JACOBS

YEARS OF
EXPERIENCE
15

ACADEMIC
ACHIEVEMENTS

Master of Public
Administration,
Georgia State
University, 2007

B.A., History,
University of Iowa,
2000

Emily Ritzler, AICP | Transportation Bicycle and Pedestrian Planning

Ms. Emily Ritzler manages the Transportation Planning and Environmental Services Group in our Atlanta office. She has worked on a wide variety of multimodal transportation projects in various stages of study from planning through construction. Emily understands transportation planning processes and regulatory requirements and has conducted a broad range of planning studies examining long-range needs, roadway improvements, high occupancy vehicle lanes, transit, rail and high-speed rail. She is an experienced project manager overseeing transportation planning studies and environmental documents. Emily has extensive experience with stakeholder and community outreach working on innovative concepts to capture a broad spectrum of feedback from a variety of interests.

Henry County Comprehensive Transportation Plan, Henry County, Georgia (Ongoing). Project Manager. Jacobs is completing an update to the Henry County CTP, which is used to identify and prioritize transportation projects in the county for the short and long term. Emily is assigned as the project manager and is responsible for successful delivery of the scope. This CTP update has a particular emphasis on transit expansion and will include a transit feasibility study to identify new transit options and determine the latent transit demand in the county. Another key element is an assessment of the sidewalk conditions and reviewing the transportation network for ADA compliance.

Atlanta BeltLine West Environmental Assessment, Atlanta, Georgia; Project Manager. Jacobs is completing the environmental assessment for the West Corridor from D.L. Hollowell Parkway to University Avenue. The purpose of this project is to receive environmental clearance for over 5 miles of the streetcar component of the Atlanta BeltLine and advance the project into the next stages of project implementation. This project will include the submittal of a New Starts application for federal funds to support this transit initiative. The project is being completed on an expedited 15 month schedule and involves significant outreach and coordination with the public, area stakeholders, environmental resource agencies and technical advisors.

I-16 Interchange Modification Report, Savannah, Georgia; Project Manager. Jacobs is under contract with the CORE MPO to complete an IMR for the removal of the I-16 ramps into downtown Savannah. The removal of the ramps will open up developable land to extend the boundaries downtown and remove a barrier to redevelopment efforts in the area. Emily is responsible for the day-to-day operations of the project including client coordination, staff oversight, project quality, agency coordination and management of subconsultants. A significant public outreach effort is included because of the significant changes converting the property would have on changes to access for the community.

Paulding County Comprehensive Transportation Plan, Paulding County, Georgia; Project Manager. Jacobs is completing an update to the Paulding County CTP, which is used to identify and prioritize transportation projects in the county for the short and long term. As project manager she was responsible for the delivery of the Existing Conditions Report, Needs Assessment and Prioritization and Recommendations Report. Additional tasks have included the completion of the environmental existing conditions documentation and the evaluation of a West Dallas Bypass. She presented findings to stakeholders, the public and to the Commission and City Councils.

Barrow County Comprehensive Transportation Plan, Barrow County, Georgia; Senior Transportation Planner. Jacobs is completing an update to the Barrow County CTP, which is used to identify and prioritize transportation projects in the county for the short and long term. Emily is assigned for overall quality assurance and quality control for the project. She participated in community outreach activities and gathering input on options for new location roadways.

JACOBS

**YEARS OF
EXPERIENCE**
15

**ACADEMIC
ACHIEVEMENTS**

MS, Urban Policy Studies, Georgia State University, (2006)
BA, Geography, The University of Georgia (2001)

CERTIFICATION
American Institute of Certified Planners (AICP): Nationwide, 2006 (#020626)

Bicycle and Pedestrian Master Plan, City of La Crosse La Crosse, Wisconsin

Owner Reference:

Mr. Lawrence J. Kirch,
AICP
Director of Planning and
Development
City of La Crosse
Planning Department
400 La Crosse Street
La Crosse, WI 54601
kirchl@cityoflacrosse.org

Start Date:

November 2011

Completion Date:

May 2012

Planning Fee:

\$97,000

Subconsultants:

Yaggy ColbyAssociates

Key Personnel:

Project Principal

Heather Gaffney, S.E.,
P.E.

Project Manager

John LaPlante, P.E.,
PTOE

Staff Engineer

Tim Gustafson
David Gleason



T.Y. Lin International (TYLI) was selected by the City of La Crosse to provide a comprehensive Bicycle and Pedestrian Master Plan. The City of La Crosse has a goal of reaching Gold Designation as a Bicycle Friendly Community, as designated by the league of American Bicyclists. The plan was built upon prior planning initiatives and laid the groundwork for a safe, comprehensive and integrated system for all modes of transportation.

The master plan and associated efforts to achieve Gold Designation included planning and implementation within the six “E” categories: Education, Encouragement, Enforcement, Engineering, Equity and Evaluation. The Bicycle and Pedestrian Master Plan addressed the six E’s with specific Policies, Projects and Programs (the three P’s), which were prioritized in a five-year implementation work plan.

TYLI guided the planning process with an emphasis on public involvement and produced a plan that reflected the concerns and goals of the community and stakeholders, while utilizing professional expertise to incorporate proper guidelines and standards.

Coconut Creek Complete Streets Master Plan

Fort Lauderdale, Florida

Owner Reference:

City of Coconut Creek
Sheila Rose,
Department of
Sustainable
Development;
(954) 973-6756
Fax: (954) 956-1424

Start Date:

September 2014

Completion Date:

March 2015

Planning Fee:

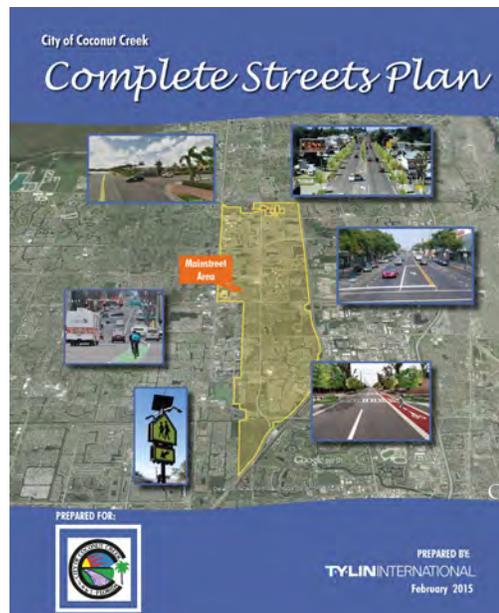
\$25,000

Key Personnel:

Vikas Jain, AICP, GISP
Hugo Gutierrez, PE

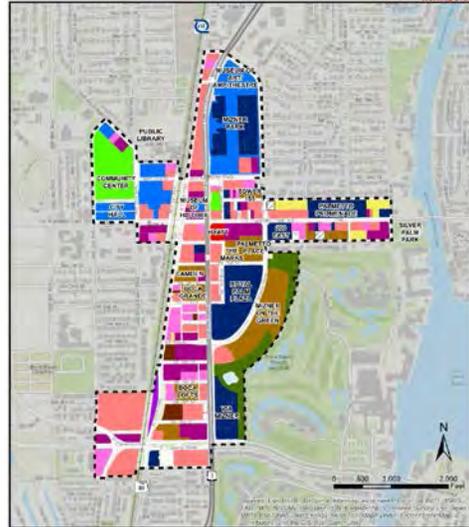
Vikas led TYLI staff in developing a complete streets implementation plan for the City of Coconut Creek that will serve the basis on updating the City's comprehensive plan and land development regulations. TYLI staff analyzed the major corridors in the City to identify bike/ped improvement needs and develop proposed typical sections based on Broward County Complete Street Guidelines and "best practices." The Complete Streets Plan identified 23 projects - a total investment of approximately \$116 million over the next 25 years for a variety of short-, mid-, and long-term multimodal modal improvements, such as, "Complete Streets" (\$73 million); sidewalk (\$7.8 million); enhanced transit service (\$6.5 million); safety improvements (\$0.4 million); bicycle infrastructure (\$0.15 million); and greenways improvements (\$28.5 million).

Vikas Jain managed this project as well as conducted the various technical analysis, prepared the final report and presented findings at two meeting to the City staff. Vikas and Hugo Gutierrez coordinated and prepared existing and proposed conceptual typical sections to accommodate Complete Streets design principles as appropriate for 12 major travel corridors in the City.



Downtown Boca Raton Transit Feasibility Study, Palm Beach County, Florida

T.Y. Lin International is currently evaluating the feasibility of transit service in Downtown Boca Raton for South Florida Regional Transportation Authority (SFRTA) and the City of Boca Raton. As part of this study, TYLI staff is preparing alternative transit networks (downtown circulators and downtown-commuter rail connectors), service plans, cost estimates, and ridership forecasts. Ultimately, the TYLI staff will recommend a preferred alternative for the Downtown CRA Board for adoption and implementation purposes.



Owner Reference:

Anna Bielawska, Transportation Planner

SFRTA/Tri-Rail, Pompano Beach, FL

(954) 788-7878; BielawskaA@sfrta.fl.gov

Start Date:

September 2015

Completion Date:

March 2016 (Anticipated)

Fee:

\$85,000

Key Personnel:

Vikas Jain, AICP, GISP

Aaron Quesada, GISP

Cherry Xiong, P.E.

Joe Yesbeck, P.E.

Sorin Garber

Downtown Walkability Project

Fort Lauderdale, Florida

Owner Reference:

*City of Fort Lauderdale
Diana Alarcon
(954) 828-3793*

Start Date:

February 2015

Completion Date:

January 2016

Planning Fee:

\$86,000

Key Personnel:

*Sorin Garber
Claudia Diaz, PE
David Gjertson, ASLA,
AICP*

In support of the City's Downtown Walkability CIP, TY Lin is preparing full signed and sealed design plans to improve pedestrian safety at five intersections and one mid-block crossing in Downtown Fort Lauderdale. Permitting and cost estimates are also being prepared. TY Lin is also helping the City coordinate the project with the Downtown Fort Lauderdale Civic Association.

Design options under consideration are intended to slow vehicular speeds, enhance pedestrian traffic controls, markings and signage, improve sight distance, raise intersections and crossings, and other strategies where there's a mix of extremely high pedestrian and vehicular volume, such as at Las Olas Boulevard and SE 4th Avenue, NE Third Avenue at NE 2nd Street, SE 2nd Street between SE Third and Fifth Avenues.



I-395 Urban Design Project

Miami, Florida

Owner Reference:
FDOT District 6
1000 NW 111 Avenue
Miami, FL 33172

Start Date:
2014

Planning Fee:
\$500,000

Key Personnel:
David Gjertson, PLA,
AICP, ASLA
Claire Clack, ASLA

TYLI was responsible for all public and private realm urban design elements for the I-395 Urban Design Project. These elements include; streetscape design, storm water retention area design, gateways, open space design, transit oriented development principles, pedestrian connectivity, site planning and built form. The context of the I-395 Reconstruction Project is unique from an urban design perspective. It is a multiple corridor streetscape and public space re-use master plan situated below an elevated roadway and bridge system as well as coordination with Miami-Dade Transit's People Mover system. It encompasses several blocks of a grid street system that is not aligned with the structure above. The resulting urban "pattern" below the roadway structures is an existing street network and vacant parcels presently fenced and inaccessible to pedestrians.



Lake Ridge Neighborhood Mobility Master Plan Fort Lauderdale, Florida

Owner Reference:
City of Fort Lauderdale
Elizabeth VanZandt,
Mobility Manager;
Transportation and
Mobility Department
(954) 828-3796

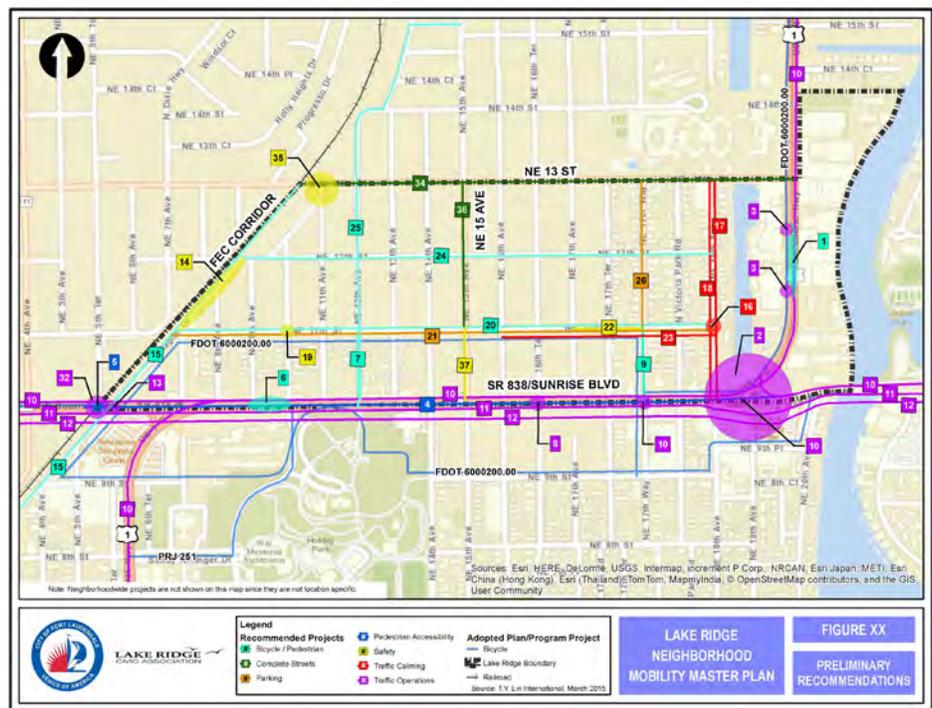
Start Date:
September 2014

Completion Date:
April 2015

Planning Fee:
\$39,000

Key Personnel:
Vikas Jain, AICP, GISP

Under Vikas Jain's direction and leadership the TYLI project team is developing the Lake Ridge Neighborhood Mobility Masterplan. This Masterplan will create a multimodal transportation improvement plan that is anticipated to include an investment of \$26 million over the next 10+ years. Multimodal improvements include operational strategies to improve traffic flow, Complete Streets projects, traffic calming improvements, bicycle and pedestrian mobility and accessibility improvements as well as address safety issues. This effort includes building consensus for project recommendations and help unify the community on transportation related issues and concerns as well as community's vision.



Transit Development Plan (TDP) 2014-2023, Martin County, Florida

T.Y. Lin International prepared the 2014-2023 Transit Development Plan, Major Update, which included a robust public involvement effort in combination with the development of a forecast model using the TBEST software, original data collection, a comparative review with peer transit agencies, analysis of multiple alternative service scenarios, and preparation of a detailed capital and operating cost model – including replacement and repair of the fleet, facilities, and equipment.

Ultimately, three scenarios were advanced for consideration: Current Trend Scenario (i.e., Status Quo), Alternative Scenario (i.e., More Frequent Bus Service), and an Aggressive Scenario (i.e., Hub and Spoke System/Three New Routes). The capital and operating costs each scenario was calculated and a financial plan was developed. After three workshops and fourteen interviews with local leaders and community stakeholders based supported the analysis, a preliminary recommended Transit Development Plan, which is a composite of the Current Trends Scenario and the Alternative Scenario with other improvements for consideration if revenues become available, was adopted by the Martin County Board of County Commissioner in August 2014.

Owner Reference:

Beth Beltran, MPO Administrator;
Martin MPO (772) 288-5484; bbeltran@martin.fl.us

Start Date:

August 2013

Completion Date:

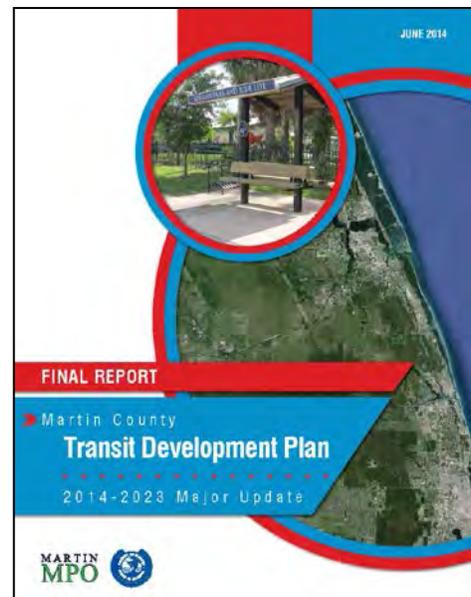
July 2014

Fee:

\$130,000

Key Personnel:

Sorin Garber
Vikas Jain, AICP, GISP
Aaron Quesada, GISP
Joe Yesbeck, P.E.



NE 13th Street Complete Streets Project

Fort Lauderdale, Florida

Owner Reference:

City of Fort Lauderdale
Diana Alarcon
(954) 828-3793

Start Date:

May 2015

Completion Date:

June 2016

Planning Fee:

\$185,000

Key Personnel:

Sorin Garber
Claudia Diaz, PE
David Gjertson, ASLA,
AICP

TYLI is preparing design plans, permitting and construction bid documents for NE 13th Street between NE 4th and NE 9th Avenues in the City of Fort Lauderdale's South Middle River neighborhood. The design redevelops the minor arterial four-lane road into a Complete Street with the following features:

- Reduce to two-lane road
- Replace travel lanes with bicycle lanes and on-street parking
- Introduce a roundabout at the intersection of NE 13th Street and NE 7th Avenue – remove traffic signal
- Provide landscaped medians
- Provide mid-block crossings
- Incorporate native landscaping, tree canopies and statuary in the roundabout, along sidewalks and in curb extensions

To meet the City's sustainability and climate adaptation goals, TY Lin is also preparing stormwater management design including bioswales, pave drains, and water catchment systems.

TYLI staff participated and facilitated discussion at two public meetings, and four progress meetings with staff from the City's Public Works Department, Sustainability and Development Department., as well as FDOT District Four and Broward County transportation.

NE 13th Street Complete Streets Project

Existing Condition - NE 13th Street at NE 7th Avenue



Proposed - NE 13th Street at NE 7th Avenue



Powerline Road (SR 845) Lane Elimination Application

Fort Lauderdale, Florida

Owner Reference:

City of Fort Lauderdale
Karen Mendrala,
Principal Planner,
KMendrala@fortlauderdal
e.gov
954) 828-3798, FAX:
(954) 828-3734

Start Date:

March 2014

Completion Date:

June 2014

Planning Fee:

\$39,000

Key Personnel:

Vikas Jain, AICP, GISP
Sorin Garber
Xavier Arroyo, PE

T.Y. Lin International assisted the City of Fort Lauderdale with its application to FDOT District 4 for lane elimination on Powerline Road (SR 845) between Sunrise Boulevard (SR 836) and NW 19th Street in Wilton Manors. In this 1.7-mile segment, Powerline Road (SR 845) accommodates six lanes of traffic with sidewalks and BCT bus route (#14) and passes three schools. The project would eliminate two traffic lanes and replace them with a striped bicycle lane and a wide buffer channelizing vehicle and bicycle traffic. TYLI prepared the lane elimination application and completed data collection, traffic operational analysis to determine intersection and corridor level of service, and a comprehensive transportation study to evaluate the impacts of eliminating a lane in each direction. This lane elimination application was approved by FDOT District 4 and was being reviewed by the Central Office in late 2014.



3

PROJECT APPROACH & SCHEDULE

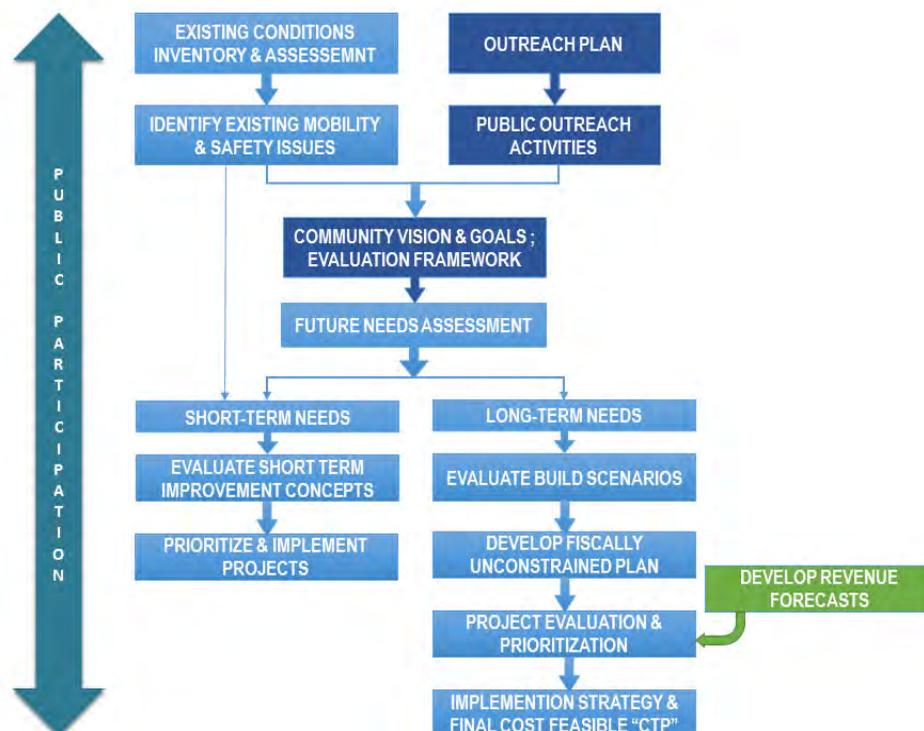
PROJECT UNDERSTANDING

The City of Peachtree Corners Comprehensive Transportation Plan (CTP) will be designed to enable the city to preserve the qualities that make them unique while enhancing economic development potential through a logical vehicular and multi-modal transportation system. The key to a successful plan is building upon the city's assets through an effective public engagement program, economic development strategies and an exceptional transportation planning methodology. The new paradigm in Peachtree Corners is the promotion of high livability standards through connectivity through residential communities, shopping/leisure centers, local service centers and recreation facilities. The city has already begun a re-structuring of their urban fabric with a newly planned Town Center, signature bridge connection from the Town Center to The Forum, trails master plan and redevelopment strategies for existing retail corridors. Our team has worked with the City of Peachtree Corners and we have a good understanding of what is required to complete this vital master planning project.

The culmination of this project will be adoption of the Comprehensive Transportation Plan (CTP) by the City of Peachtree Corners Mayor and Council. The CTP will layout the community's vision and serve as its blueprint for the future transportation network development and strategic transportation investment decisions.

TECHNICAL APPROACH

The flow chart below provides TYLI Team's overall technical approach to deliver a robust Comprehensive Transportation Plan (CTP) for the City of Peachtree Corners.



A detailed description of our team's methodology to execute all the different tasks identified in the City's Scope of Services to address key projects issues and other issues that are important to the project development follows.

TASK 1 - PROJECT INITIATION

At project outset, the TYLI Team will develop the following two key documents - Project Management Plan (PMP) and Community Outreach/Public Involvement Plan (PIP) to guide the development of City of Peachtree Corners' Comprehensive Transportation Plan (CTP).

Project Plan/Project Management Plan (PMP): TYLI's corporate policy and best management practices mandates that project specific PMPs be prepared for each new assignment. The PMP will identify all of the management processes, staff roles, scope, budget, schedule control techniques, stakeholder management plan as well as job specific quality control/quality assurance plan. TYLI Project Manager will update the PMP on an as-needed basis.

Outreach Plan/ Public Involvement Plan (PIP): The Project Team also will facilitate an effective Public Outreach Plan for the Comprehensive Transportation Plan that occurs throughout the project.

Community Participation and Public Outreach Plan Overview

- Survey Distribution & Polling
- Focus Group Meetings and Interviews
- Public Workshops/ Charrette Meetings
- Final Public Presentation of Findings

Public Engagement Strategies and Techniques

A variety of informational materials and methods, such as news media, social media, fliers, surveys, and websites, are useful for reaching out to the public during the planning process. Our team will utilize messages for Twitter and content for sharing on Facebook. Generally, public involvement activities should include methods designed to improve public awareness by presenting information (one-way communication), as well as to solicit input to inform the plan's content (two-way communication).

As with all public outreach materials and activities, ensure equal access and meaningful participation of all individuals with access and functional needs, including individuals from racially and ethnically diverse backgrounds, with and without limited English proficiency, seniors, children, and members of underserved populations.

The examples below show how communities have successfully used different types of outreach methods in mitigation planning:

- Community Events
- Interviews
- News Media
- Presentations to Governing Bodies
- Questionnaires/ Surveys
- Roundtables/ Forums
- Social Media
- Area-specific Meetings
- Website

Methods for Monitoring and Modifying Public Engagement Strategies

The feedback we receive through outreach activities including; completed questionnaires and surveys, comments at meetings, and comments on plan drafts, will be evaluated and incorporated into the planning team's decision making process and the final plan. During the outreach process, our team will communicate clearly to stakeholders

and the public how the planning team will use their feedback to inform the plan. Our team will develop a process for organizing and evaluating the comments received, as well as documenting them in the final plan.

We believe it is critical to base future planning decisions on a solid foundation of informed and rational community support. In fact, the members of the TYLI Team have been facilitating public involvement initiatives for many years and our success is attributed to an emphasis on three factors: process consistency, consultant credibility, and a personal interest in the community we serve. As successful problem solvers, we must first be successful at problem and issue definition. Community issues regarding transportation systems and transit planning including their economic development impacts and requires sound local input at critical decision points in the planning process. We will also consider the economic impacts of the transportation system. The Outreach Plan will allow Peachtree Corners to reach rational decisions regarding transportation systems for vehicular traffic, active shared roadway and passive trail bicycling and pedestrian interfaces to ensure ADA compliance.

Public Workshops/ Charrette Meetings

The TYLI Team will conduct two (2) facilitated public meetings; the first at end of Inventory and Assessment of Existing Conditions and Trends (Task 2) and second during Visioning and Evaluation Framework (Task 3). Each public workshop is formatted as a single evening session that focuses on transportation issues facing the local neighborhoods, business owners and other various stakeholders. Transportation issues will be discussed that are either program-based, design-oriented or have social relevance. The project team will arrive at collaborative solutions developed through consensus building exercises. The end product is a combination of ideas, strategies to guide the development of all manner of transportation systems and issues related to connectivity.

Typically, inventory and analysis drawings, sketches, image photos and maps are prominently displayed to elicit input from the general public in the form of “likes and dislikes” for transportation systems, connectivity, public transportation facilities, tie-ins to recreation trails and other issues relevant to the Transportation Master Plan. Concept diagrams, connectivity plans, and regulatory changes will also be discussed during this process. The workshop also allows the community to comment on the actions and priorities to implement the transportation master plan and facilitate local interest (and excitement) in the process and its outcome. The economic development component will be presented at a “macro” level for ease of comprehension and will be demographically appropriate. Our team will establish that economic development entails a complex array of business, industry, infrastructure, demographics and has a direct relationship to the transportation system and quality of life.

Workshop #1

Asset Mapping and Issues Workshop: The first part of the Workshop #1 will be presentation-oriented to provide an overview of the purpose and scope of the transportation master plan. It is intended to assist the Project Team by identifying issues and concerns related to transportation systems throughout Peachtree Corners. Information gathered during Inventory and Assessment of Existing Conditions and Trends (Task 2) will be displayed to give the public a sense of the project scope and scale. Roadway systems based on Complete Streets facilitating pedestrian-friendly environments, bicycle connectivity and multi-use trail typology criteria will be described in detail. A brief synopsis of the Survey and Polling Analysis will describe perceived needs and desires for improvements to the transportation system, pedestrian/bicycle connectivity and how these will enhance a sustainable Peachtree Corners.

Charrette Meeting: The second part of the workshop will be conducted as a design charrette. The Project Team will facilitate a Strengths, Weaknesses, Opportunities and Constraints (SWOT) exercise to determine where to focus the charrette. It is anticipated that a series of sketches and connectivity plans describing various aspects of roadways, streets and trails will emerge.

Workshop #2

Concepts Validation Workshop: Workshop #2 will build on plans and sketches developed subsequent to Workshop #1. Workshop #2 occurs midway through Visioning and Evaluation Framework (Task 3). Plans will be evaluated and refined in a public forum after a brief presentation by the Project Team as an update on progress. A series of “likes” and “dislikes” will have been evaluated through analysis of Surveys and Polling gathered from the project web site. These

preferences will be used to determine the particular details of the transportation master plan and other design aspects concerning vehicular, bicycle and pedestrian connectivity. The public will be asked to provide input on preliminary design decisions that will enable the City of Peachtree Corners, business leaders and other vital stakeholders to discuss desired transportation system and trail configurations. Preferences will be determined concerning aesthetic elements for roadways and streetscapes and other highly visible public transportation systems.

Public involvement is critical to establish credibility, transparency, and ultimately the overall success of the City's CTP development process. TYLI Team member, Jacobs is aligned with City's established goals and can build on past successes. Jacobs' local staff are longtime Gwinnett County residents who have honed their skills communicating with the diverse communities, groups, and stakeholders in and around Peachtree Corners. We have identified the following goals to guide our team's public engagement activities:

Goal 1: Prepare a network-wide public involvement strategy that will provide opportunities for community input throughout the duration of the plan.

Goal 2: Develop and implement a comprehensive public outreach approach, including: community visioning, workshops, public meetings and print and media communications.

Goal 3: Gather input from communities throughout Peachtree Corners.

Goal 4: Achieve comprehensive public participation for all of Peachtree Corners.

Deliverables:

- Administrative Items (Executed Contract Documents)
- Kick-off Meeting (Agenda, Meeting Materials, Meeting Minutes)
- Project Management Plan
- Public Involvement Plan (PIP)/Community Outreach Plan

TASK 2 – INVENTORY AND ASSESSMENT OF EXISTING CONDITIONS AND TRENDS

The TYLI Team will use the following three-pronged approach that includes 1) Literature/Document Review, 2) Data Review and 3) Stakeholder Analysis (including Stakeholder Interviews and Public Opinion Poll) to inventory and assess existing conditions and trends with the goal of identifying systemwide transportation network deficiencies as well as local mobility, accessibility, and safety hotspots.

Literature/Document Review: The TYLI Team's Subject Matter Experts (SME) will provide an independent review of all the existing transportation plans, programs, and policies from a variety of agencies identified in the City's scope of work as well as draw from other on-going planning efforts. We have identified and secured the following plans, programs, and policies related to motorized and non-motorized transportation modes currently available in the City.

Data Review: TYLI Team's land use and transportation experts will review existing and historical real estate, traffic, and crash data to understand and identify systemwide transportation network deficiencies as well as local mobility, accessibility, and safety hotspots. Review of existing funding programs will provide input during financial analysis and developing revenue forecast in Task 5.

Stakeholder Analysis: Our team will gather and catalogue all the qualitative data received through different public engagement efforts identified in the PIP (Task 1). Quantitative and qualitative data obtained from public opinion polls/market research surveys, one-on-one stakeholder interviews, project website, social media and targeted focus groups will be documented to provide input for conducting the stakeholder analysis. TYLI Team's stakeholder analysis will include identifying commonalities related to transportation issues and emerging trends that may impact the way in which City's residents and visitors will access various amenities and services in future. The TYLI Team will also identify and document issue-based needs and strategic transportation investment projects as well as aspirational goals that are not captured in the data-driven analysis given the limitations of regional travel demand models and/or microsimulation models.

Work products and outputs from Task 2 will serve as key inputs for Task 3 and Task 4. It should be noted that the TYLI Team will develop preliminary CTP goals based on Literature/Document Review that will be incorporated in the PIP in Task 1.

Stakeholder Interviews: The most effective way to discern the critical issues associated with the City of Peachtree Corners Transportation Master Plan is to meet informally with various representative groups early in the process. Through these meetings, the TYLI Team will identify a clear sense of the purpose for the project; the major issues confronting the project; and the social and economic goals for the project. The TYLI Team, in coordination with the GPCID, will bring key stakeholders together for an informal workshop-style meeting to gain valuable insight into the issues affecting the connectivity plan.

Collaboration with all relevant agencies, organizations or special interest groups is essential to the success of the study. The project team will be available to conduct additional meetings as determined appropriate by Peachtree Corners on a time and material basis. We anticipate the need to meet with the following groups at minimum.

- City of Peachtree Corners Staff
- ARC Staff
- Consulting team already under contract with Peachtree Corners for projects related to transportation
- Local Businesses, Chamber of Commerce and other major employers
- Key property owners and real estate developers
- Georgia Department of Transportation (GDOT)
- Gwinnett County (key departments including EMS)
- Elected Officials
- Other special interests if determined by the client

The project team will also attend community events as needed to present various aspects of the Transportation Master Plan. Our team will be prepared to set up displays, presentation materials and answer questions concerning the Master Plan under the oversight of the City of Peachtree corners.

Public Opinion Poll: The project team will provide surveys to the public through a link to the Peachtree Corners web site. Typically an electronic survey method is employed that allows local citizens to fill in blanks, answer specific questions and provide personal insights into improving the transportation system.

A primary function of transportation systems planning is to increase the following; vehicular connectivity for residents and commuters and opportunity to use non-motorized means of transportation for work, shopping and recreational trips. One way to accomplish this within the existing roadway infrastructure is to ensure connectivity, both internal and external. The goal of achieving external connectivity is to promote economic development by providing an efficient transportation system including alternative means of transportation from the private automobile. While internal connectivity is often a vital part of the planning process, external connectivity requires a case-by-case approach and is often defined by the type of connection to be achieved.

Multi-Use trail connections are the most difficult as they require property acquisition and/or right of way easements, and are destination dependent. However, “share the road” connections are a much more simple process and can often be implemented with additional road striping and cooperation with the neighboring jurisdiction. Ensuring external connectivity involves knowing what current and future connections are possible and working with the appropriate planning agencies (state, regional, and local) to discover connective potential as well as the potential funding and planning advantages that cooperation and coordination will bring.

Internal connectivity will be an enhancement of roadway and multi-use trail elements described in Assessment of Existing Conditions and Trends (Task 2). Previous studies also provide useful insights into the nature of the existing transportation system. The TYLI Team will determine demographic characteristics of users in Peachtree Corners and

their propensity for using automobiles, bicycles and walking. Although academic studies provide useful information about use of urban streets, actual on-site analysis will be used to determine differences in patterns of use and preferences of residents. This analysis is essential to determine use factors and perceptions of the roadway system in Peachtree Corners. It also provides additional information that may be used in planning and managing the roadway system. Roadway improvements implemented through Complete Streets strategies, are important factors in calculating determining user preferences and capture rates for trail users.

Task 1 – Public Polling Analysis will include the following:

- Demographic analysis of Peachtree Corners and areas within bicycle and walking distance
- Analysis of new and proposed land development in the area and density patterns
- Destination analysis including; mapping of points of interest, nearby recreational facilities, employment centers and neighborhood commercial nodes
- Sampling plan for estimating levels of use included the choice of measurement objective; the number, length, and duration of observation periods; the definitions of use and user types; and the selection of observation locations
- Pattern of use analysis by; frequency, duration, and time of use

On Site Intercepts are also an effective means of determining user preferences. Our approach is to; ‘Meet them where they are’ and intercept residents in route to schools, work places, recreation facilities and shopping areas.

Example Questions:

- Age and home address (nearest intersection or pick from an area map in the questionnaire)
- Work Location (Atlanta metro Area, Peachtree Corners or elsewhere) and travel mode
- Maximum acceptable driving, bicycling or walking distance by destination type
- What should be done to improve roads and streets for automobiles and traffic?
- What should be done in Peachtree Corners to make it easier and safer for people to walk or ride bikes?
- What should be done, if anything, to improve access to parking in Peachtree Corners?

Deliverables:

- Preliminary CTP Goals
- Existing Conditions Data (files in native format)
- Technical Memorandum #1: Existing Conditions and Trends (Draft and Final)
- Public Outreach Summary

TASK 3 – VISIONING AND EVALUATION FRAMEWORK

Visioning

The TYLI Team has extensive experience in conducting visioning exercises, developing vision statements and establishing corresponding goals and objectives based on public and agency input. Our team has recently developed vision statements, goals and objectives for different modes - Martin County Transportation Development Plan (TDP), Oakland Park Boulevard Transit Alternatives Analysis Study, Martin County Bicycle and Pedestrian Safety Action Plan, and Lakeridge Neighborhood Mobility Masterplan. Following is an example from TYLI’s recently completed Lakeridge Neighborhood Mobility Masterplan project for City of Fort Lauderdale.

VISION STATEMENT

“Enhance the quality of life by providing safe multimodal transportation options that improve mobility and accessibility for all Lake Ridge Neighborhood residents while preserving the neighborhood’s character and increasing its economic vitality.”

Mobility Goal

To create a transportation network within the Lake Ridge neighborhood that makes it easier for all users to connect with their neighbors, nearby destinations and other neighborhoods by whichever modes of transportation they choose to use.

Safety Goal

To design a transportation network within Lake Ridge that focuses on the safety of all users regardless of how they choose to travel.

Quality of Life Goal

To provide a transportation system that allows all Lake Ridge residents to enjoy their homes; enhances property values and fosters improved business opportunities in the area; retains the neighborhood’s character while adapting to changing conditions.

Goals	Objectives
Mobility Goal	Increase bicycle and pedestrian accessibility options between Lake Ridge neighborhood and key activity centers in the vicinity.
	Improve traffic circulation within the neighborhood.
Safety Goal	Increase bicycle and pedestrian safety at intersections and midblock locations both within the Lake Ridge neighborhood and its vicinity.
	Implement traffic calming measures throughout the neighborhood.
	Identify and address parking violation issues that create safety problems in the neighborhood.
Quality of Life Goal	Identify and address roadway geometrics and/or site design issues.
	Address neighborhood parking concerns to lessen the impact of higher density housing on the character and integrity of the Lake Ridge neighborhood.
	Incorporate Complete Streets concepts in all the transportation improvement projects to the extent possible

Our Team will compile and blend findings from the literature/document review, data review and stakeholder analysis completed in Task 2 to develop a Vision Statement. This draft Vision Statement will be consistent with other local, regional, state, and federal plans, programs, and policies. We will develop specific goals and “SMART – Specific Measurable Agreeable Realistic Time bound” objectives corresponding to the Vision Statement. At minimum, goals and objectives related to mobility and accessibility, safety, land use and economic development, and financial competitiveness will included in the CTP.

Evaluation Framework

Recognizing the complex mobility and accessibility issues in the City, and the need for identifying transportation improvement projects that balance various competing and overlapping interests of the community, the TYLI team has developed a unique but proven evaluation framework. This evaluation framework utilizes the following two-step project evaluation and prioritization approach to account for differences in the character and size of projects as well as address qualitative and quantitative performance measures data needs.

Step-1 Quantitate Evaluation: The TYLI team will use a spreadsheet based tool will to perform the quantitative analysis. In this step, we will develop mode specific evaluation criteria and performance measures corresponding to CTP goals and objectives established as part of visioning. The performance measures used in the evaluation process will be consistent with MAP-21 guidelines and GDOT targets as appropriate.

This quantitative evaluation will use a tiered scoring system based on a range on values associated with given performance measure. Performance measures involving qualitative assessment will be converted into assigned points consistent with the tiered scoring system and thereby converted into numeric values. The tiered scoring system will help normalize data since points will be assigned based on distribution of raw data for a given performance measure. Adding up scores for a given project for different performance measures will yield the total score that will used rating projects. The projects that pass through Step-1 will be advanced for prioritization in Step-2.

TYLI Team Advantage

1. Since 2010, developed evaluation framework and performance measures for multimodal projects and TDM strategies for more than 12 projects in southeast United States
2. Solid understanding and extensive experience integrating local evaluation criteria with MAP-21 national goals and targets and state DOT goals
3. Prioritized more than 100 transportation projects requiring more than \$200 million investment in the past five years

Step-2 Qualitative Evaluation: SWOL – Strengths, Weakness, Opportunities, Limitations analysis. Transportation improvements and strategies that pass through Step-1 evaluation process will be prioritized based on a SWOL analysis. Through the prioritization process, projects and strategies will be categorized as short-term (less than five years), mid-term (five to 10 years), or long-term (more than 10 years) solutions. Below is a short description of the sample characteristics that could contribute to a project's strengths, weakness, opportunities, and limitations.

- **Strengths:** Low-cost improvements that do not require right-of-way; improvements that would increase safety for all users of the transportation system; improvements that provide multimodal network connectivity; projects programmed for implementation through the City/County's Capital Improvement Program (CIP), Atlanta Regional Commission (ARC)'s Transportation Improvement Program (TIP), and/or GDOT's Work Program.
- **Weakness:** Projects that lack community and/or political support; improvements that are not cost-effective in addressing transportation issues at hand.
- **Opportunities:** Projects that could be implemented jointly by partner agencies; improvements funded by private developers; potential for implementing the project through public private partnership (PPP); projects that may be eligible for discretionary federal, state, or local grants. In addition to funding, some of these projects could be implemented to meet new state or federal design standards.
- **Limitations:** Projects with high capital costs or unfunded projects; implementing the project requires extensive permitting/environmental clearance and coordination with multiple agencies; project viability is closely linked with financial and/or real estate markets.

TYLI Team Advantage

- An objective, transparent and credible project evaluation framework and prioritization methodology
- Scalable and flexible evaluation tool that can be updated and projects re-prioritized as more data becomes available and/or political, financial, and environmental conditions change in the future

Deliverables:

- Vision Statement, Goals and Objectives (Draft)
- Evaluation Framework (Technical Memorandum: methodology, spreadsheet tool)
- Performance Measures (Full matrix showing performance measures corresponding to goals and objectives)

TASK 4 – ASSESSMENT OF FUTURE NEEDS

The TYLI Team's methodology to assess future short- and long-term needs and corresponding improvements and potential strategies follows.

Short-term Needs Assessment

The TYLI Team will identify short term needs and problem areas for further analysis from Task 2 outputs - data review and stakeholder analysis in conjunction with input received from the City staff. Specifically, the TYLI team will perform the following four steps to better understanding current transportation issues and identify appropriate corresponding solutions:

1. Review planning and traffic reports done in the past five years by the City, County and Atlanta Regional Commission (ARC) that are relevant to Peachtree Corners.
2. Review of available traffic data inventory provided by the client and conduct additional traffic count on an as-needed basis.
3. Analyze all available crash data in the study area and identify crash trends and crash clusters, if any. The analysis will identify locations of high crash rates, determine roadway or traffic contributing factors that may have led to a crash, and identify appropriate improvements to minimize crashes and improve safety.



4. Conduct field visits to observe all the congestion/safety hotspots – intersections and/or corridors.

The TYLI Team will map congestion and safety hotspots to illustrate problem areas.

The short-term needs assessment assumptions include no change in trip origin-destination, traffic distribution and mode shift and application of appropriate growth factors for traffic volume as stated in the Scope of Services. The TYLI Team approach for conducting detailed traffic operational analysis is described below:

1. Traffic counts, including intersection turning movement counts will be obtained from existing and ongoing transportation projects located within the study area (roadway network within the City limits). TYLI will use appropriate available traffic data from TIS studies developed for the proposed developments in the project area. Additionally, TYLI will collect AM and PM peak hour turning movement counts at all additional major intersections that make up the roadway network in the study area. These counts will include passenger cars, trucks, buses, bicycles and pedestrian volumes. Signal timing plans will be obtained from Gwinnett DOT's database.
2. Based on traffic counts, signal timing plans and road network inventory database, TYLI will develop corridor level and intersection level traffic operations model using SYNCHRO 9.0 to represent existing traffic conditions and establish a base year model.
3. TYLI will calibrate Traffic Operations Model using SimTraffic and Synchro to replicate existing traffic conditions and determine the Level of Service (LOS) at each of the intersections.
4. TYLI Team will test short-term improvements concepts using the calibrated and validated SimTraffic and Synchro software on an as-needed basis.

Short-term Improvements: TYLI Team's short-term improvement concepts will aim at reducing traffic congestion, improving safety for motorized and non-motorized modes, and enhancing transit service quality by focusing on existing problem locations within the transportation network. The impacts of these improvements are expected to be local rather than regional. These short-term improvements are expected to be low-cost improvements, which can be implemented in a shorter time frame to address the immediate transportation concerns faced by the roadway users, residents and businesses in the City of Peachtree Corners. The TYLI team will develop short-term improvement alternatives which may include the following:

- Signal timing optimization/coordinated signal timing
- Intersection lane geometry optimization
- Bus lane and bus stop relocation
- Midblock pedestrian crossings
- Reconfiguration of on-street parking.
- Safety improvement alternatives

The TYLI Team has the capable of migrating traffic data from Synchro into VISSIM and Viswalk for analyzing multimodal operational issues such as motorist-transit conflict, a transit-bicycle-pedestrian conflict area, etc. Viswalk is capable of simulating multimodal interactions and take into account the impact of pedestrian street crossing, bike lanes, and bus loading-unloading on overall traffic operations.

Long Term Needs Assessment

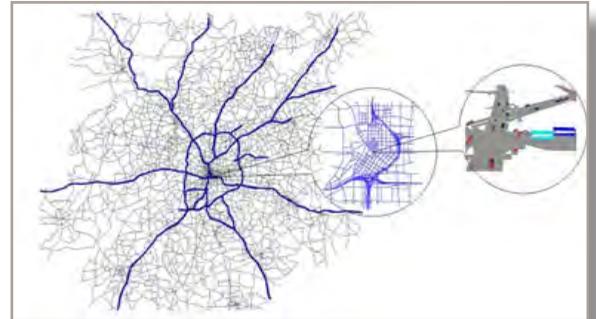
The TYLI Team will assess long-term needs transportation needs based on a two-fold approach – 1) Data-driven Transportation Needs and 2) Issue-based Needs and Strategic Transportation Investment. These long-term needs and corresponding improvements will be analyzed using scenario planning approach described later in this section.

- 1) Data-driven Transportation Needs: Our Team will use ARC's current regional travel demand model to identify system-wide mobility, accessibility, and safety needs. To accomplish this step, we will analyze future year (2040) travel demand using year 2040 socioeconomic and land use data and existing and committed transportation improvements (E+C network) and compare it to base year (2015) conditions. This will be considered the "No

Build” scenario. Results of this analysis in conjunction with goals and objectives will be used to identify multimodal transportation improvements to meet future mobility and accessibility needs.

The TYLI team has a solid understanding of the ARC model structure and has extensive experience applying it for several projects. We also understand that the ARC will replace the current 4-step model with Activity Based Model (ABM) in spring 2016 in order to coincide with ARC’s major plan update adoption. An activity based model more realistically represent the effect of travel conditions on activity and travel choice, and has the ability to incorporate the influence of person and household level attributes, and can produce detailed information across a broader set of performance metrics. The TYLI team is capable of using both versions of ARC models for this project.

2) Issue-based Needs and Strategic Transportation Investment: Outputs from Task 2 (stakeholder analysis) and Task 3 (visioning) will be used to identify issue-based needs and strategic transportation investment. Transportation projects that cannot be identified from data-driven analysis but are policy-driven strategies and improvements needed to accomplish the community’s vision can be systematically identified in this step and documented to provide a transparent and credible planning process.



Scenario Planning

The TYLI Team will use scenario planning to understand system-wide mobility and economic benefits as well as generate outputs that feed into evaluation tools for screening and prioritizing transportation improvement projects. We will create and evaluate two future year (2040) scenarios with different combination of alternative transportation improvements that require varying levels of investment to accomplish the community’s vision. These scenarios will be considered as “Build” scenarios and identified using appropriate nomenclature for clarity and documentation purposes.

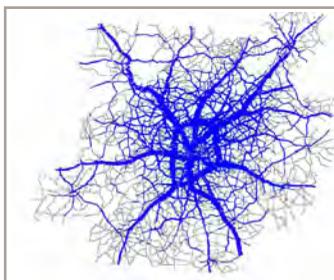
Generally, the TYLI Team’s long-term improvements will focus on corridor-wide and network-side transportation needs. Adding new corridors or widening (lane addition) existing corridors, introduction of rapid transit rail service and enhancement of freight network are all examples of long-term improvement strategies and will have not only local but also regional impacts on mobility, safety, environment and economic growth. Some of these improvements needed at a particular location or corridor may require a phasing, which will be identified in Task 5.

We will evaluate the year 2040 build scenarios comprising of alternative improvements from traffic congestion relief, environmental, and economic impacts standpoint.

Traffic Impacts – Congestion Relief and Travel Time

Evaluation of traffic congestion relief will include the following tasks:

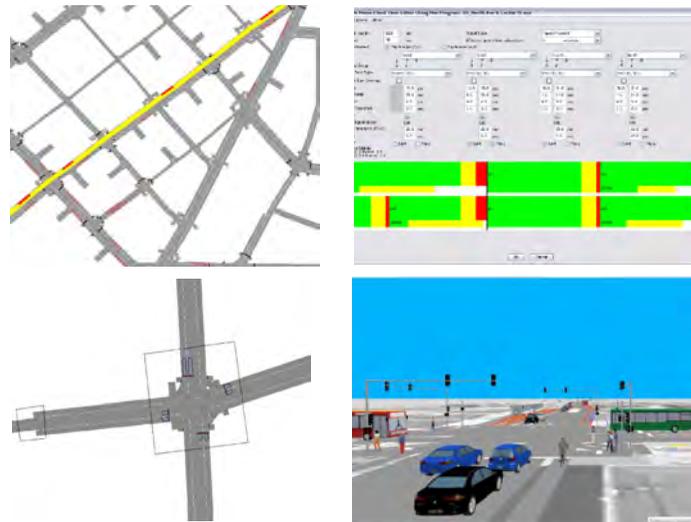
1. Full model run of ARC Travel demand model will provide multi-modal traffic volumes at network/corridor/intersection level, traffic OD data by time of day and by mode, transit ridership at line and stop level boardings/alightings.



ON-CALL PROFESSIONAL ENGINEERING AND DESIGN SERVICES CITY OF PEACHTREE CORNERS

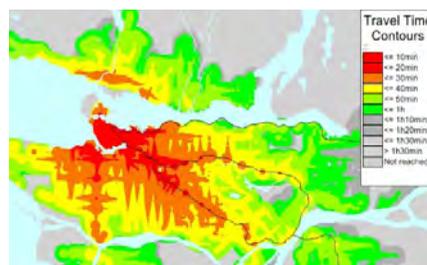
2. **Traffic Operational Analysis** will be performed using traffic OD and turning volumes exported from the ARC model for corridor or intersection level analysis. All relevant statistics will be fed into the evaluation tool.

At least one feedback from traffic operational analysis to the ARC demand model is necessary to update intersection delays, corridor capacities settings in the ARC model and to achieve realistic traffic operational results. TYLI staff has extensive experience in the macro-micro integration methodology and has closely collaborated with ARC staff on developing this approach.



3. **Spatial Analysis** will be critical for understanding the areas impacted by the alternatives and deriving relevant data for evaluation purpose. Information that will be derived from spatial analysis may include:

- Current users of the study corridor/intersections;
- User profile such as Commuting trips, freight traffic
- Origins and destinations of these trips (Peachtree Corners related or through trips?) and socioeconomic characteristics of these origin/destination areas. Select Link Analysis will be used in ARC travel demand model will be performed to identify these areas impacted.



Answers to the above questions will help determine the economic impacts of each alternative at local or regional level. The analysis will be used to form the basis for Economic Impact Assessment.

4. **Network Traffic Model:** A traffic model will be developed in SYNCHRO 9 to depict the roadway network under 2040 traffic conditions. The models will be developed for the no-build scenario as well as other proposed long-term improvements that may have an impact on traffic in the study area. The following procedure will be followed to develop the future traffic models:

- a. The roadway network along with the existing signal timings will be used to develop the future roadway network. Any short term needs identified and implemented along the network will also be incorporated into this model

- b. The traffic volumes from the 2040 model will be incorporated and adjusted as appropriate to simulate 2040 traffic conditions.
- c. Corridor and intersection level LOS will be determined for each of the alternatives to aid in the comparison of the various alternatives from a traffic operations standpoint.

Economic Impact Assessment

The Economic Impact Assessment for the CTP is grounded in a market based community economic development approach which is intended to identify undervalued assets within major transportation corridors and activity centers that offer untapped business and development opportunities. We will implement a TREDIS (Transportation Economic Development Impact System) methodology as a transportation planning tool. We propose the following scope of services for preparation of an Economic Impact Assessment focused upon identifying and dimensioning potentials for commercial, retail, housing and mixed use development in the study area.

- Literature and Data Review
- CTP Area Evaluation & Assessment
- Market Area Performance (City/Local Region)
- Community Input/Assessment
- Submarket Delineations
- Competitive Market Supply Considerations for Commercial, Retail, and Housing
- Market Demand Forecasts for Commercial, Retail, and Housing
- Market Enhancement Recommendations
- Connectivity Benefits of the Multi-modal Transportation System

During the Economic Impact Assessment, both User Benefits and wider economic development benefits will be analyzed:

- User benefits, including impacts on freight transportation and commuting cost savings, based on travel demand forecasting results.
- Wider economic development benefits, including impacts on business productivity, economic development and multiplier effects from input-output analysis. It applies an economic model to estimate impacts on jobs, income, gross regional product and business output, by sector of the economy.

Planning level cost estimate: The TYLI Team will develop order of magnitude cost estimates for various alternative improvement projects to feed into the economic impact assessment of the two build scenarios as well as project evaluation in Task 3.

Environmental Screening

The TYLI Team will conduct a planning level environmental screening for all capacity improvement projects as part of the two-step project evaluation and prioritization process to determine the level of environmental documentation needed in order to comply with the National Environmental Policy Act (NEPA) procedures. This effort will identify possible impacts to drainage, storm water, wetlands, streams, ponds, park areas, cultural resources that may be caused by the implementation of the long-term improvements, and the corresponding NEPA document that may be required for the proposed alternatives.

These evaluation results will then feed into the evaluation tool in order to screen out strategies and focus on the most promising improvement strategies. Economic Impact Assessment will be performed for two future scenarios and the results will feed into the evaluation tool.

Workshop and Information Exchange

The TYLI Team will summarize findings and lessons learned from the comparative evaluation of the two “Build”

scenarios for review and discussion purposes at ½-day workshop.

Long Rang Road Classification Map

TYLI will create the official Long Range Road Classification Map for the City of Peachtree Corners. The recommendations will be based on the preceding visioning exercise and adopted goals and objectives. The objective of this task is to provide to the City a single reference map that is suitable to be adopted by the City Council of Peachtree Corners as the official Long Range Road Classification Map.

GIS Integration

GIS APPLICATION DEVELOPMENT

The TYLI Team has a wealth of experience developing transportation centric applications. Our primary focus has been to develop these applications to support public sector, and more specifically, transportation organizations including Departments of Transportation, Metropolitan Planning Organizations and Regional Councils. Our applications development experience spans the full cycle from needs assessment and business process analysis to requirements gathering/development proceeding into development, testing, deployment, training, support, maintenance, hosting and administration. Our applications utilize the latest ESRI technology including ArcGIS and ArcGIS Server. We have developed applications for internal City use as well as public facing, web-enabled applications. Our experience includes web services, relational databases, SQL Server and Oracle. We have worked on projects of this nature for over 400 cities throughout the U.S.A.

Our team has developed interactive, integrated GIS applications and databases across multiple city departments.



One example is a project development application that displays current year fiscal data as well as stores historical data. The application also allows users to run Project Coordination Reports. The tool allows users to: Filter maps by plan, phase and year; Create a candidate project; Export the data records; Display the data records list; Create, load and manage snapshots; and Create User reports, Department reports and Phase Reports.

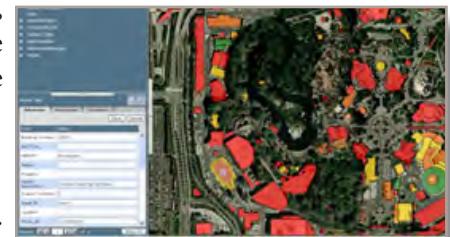


Our team maintains expertise in a wide variety of information technology, relational database, GIS, and CADD platforms in order to develop geospatial solutions that are enterprise in nature and support our clients' business requirements. Our past project experience includes the development of spatial data management, manipulation, discovery, visualization, and decision support tools within the domains of comprehensive spatial planning, land and transportation integrated management, and environmental resource protection.

As an authorized ESRI business partner and beta tester, consultant, and reseller, our subconsultant, DTS, utilizes the full range of ESRI products to include the ArcGIS desktop and nearly all of the desktop extensions, ArcGIS Server, Image Server, ArcSDE, and ESRI's mobile GIS capabilities.

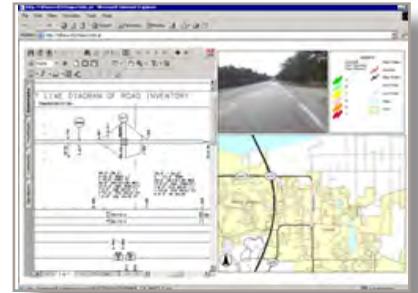
MAPPING/REPORTING/ANALYSIS

Mapping, reporting and analysis are at the heart of what the TYLI team provides. Our team has been providing standard mapping and reporting support to local municipalities and metropolitan planning organizations since its founding. A good example is the Central Florida GIS initiative which we have supported for the past 15 years. As part of this initiative we facilitated meetings with the varied municipalities, counties and agencies throughout the region to establish a GIS data clearing house complete with data standards. The organization stands as a hallmark to shared GIS resources. We have developed many applications that



use the work program. Most notably, DTS developed a GIS enabled **TIP reporting tool** deployed throughout 8 states in the U.S. The tool automates downloads of the DOT's work program data and allows MPOs to incorporate their local project data. All projects are then searchable via an ESRI-based GIS interface.

Further, our team has developed several **pavement management and transportation project visualization and integration tools** to support automation, processing, reporting, and mapping related to transportation statistics.



GIS MANAGEMENT CONSULTING

Our Team has provided GIS management consulting services to both public and private sector clients since our inception and our professionals for decades before that. Our Team is focused on providing geospatial solutions and consulting that centered around our clients' business requirements and desired outcomes. Our Team is full-service and provides end-to-end geospatial solutions that touch on the entire lifecycle of geospatial data collection/creation, management, visualization, analysis, and distribution.

Our Team has developed a core capability in GIS planning, development, and implementation. Our Team routinely provides strategic evaluations, capacity planning, and create platform migration alternatives for our clients. These consulting services require a blend of GIS knowledge with expertise in information system technology. Our development teams have found that most enterprise GIS projects' key issues center on the proper configuration and tuning of database and application servers, proper authentication and security protocols, and clear communication between web servers, ArcGIS Server map services, and connections to the database through ArcSDE.

Our Team boasts a seasoned staff with ESRI-based GIS experience providing needs assessments, GIS design and implementation, application development, system integration, custom programming, data conversion, and data integration. Most of our GIS professionals have more than 15 years of experience providing targeted GIS services to a wide array of private and public sector clients. Our programmers understand the latest with respect to the ESRI geodatabase data model and we have extensive expertise in the design and development of relational and spatial databases for private and public agencies utilizing ESRI software with Oracle and/or MS SQL Server relational database management systems. We specialize in ArcSDE and its integration with ArcGIS Server, and also have extensive experience customizing the ArcGIS desktop. Our Team has and uses all ESRI software products in both a production setting and from our ESRI Business Partner arrangement. We have considerable experience developing customized GIS Intranet and Internet applications using ASP.NET, C#.NET, VB.NET, Visual Basic, JavaScript, Ajax, Active X, and DHTML.

Deliverables:

- Short-Term Needs Assessment Technical Memorandum
- Long-Term Needs Assessment Technical Memorandum (Evaluation of 2040 E+C Scenario)
- Scenario Planning Technical Memorandum
 - ◊ Traffic Impacts Assessment Technical Memorandum (Congestion and Travel Time)
 - ◊ Economic Impact Assessment Technic Technical Memorandum
- Long Range Road Classification Map (Hard Copy and GIS Shapefile)
- Integrated GIS Application

TASK 5 – RECOMMENDATIONS

As part of Task 5, the TYLI Team will follow the five-step process described below to develop an implementation plan.

Step 1: Unconstrained Plan - The TYLI Team will identify strategies, policies, and projects that have merit and package them to develop a fiscally unconstrained plan. Outputs from Task 4 will serve as key inputs for creating the fiscally unconstrained plan. This unconstrained plan will include all the transportation projects needed to solve existing traffic

congestion and safety issues as well as address overall goals and objectives of CTP to help accomplish the community's vision with the assumption that sufficient funds are available to implement all the projects.

Step 2: Revenue Forecasts/Funding Analysis – The TYLI Team will prepare revenue forecast in 5-year increments in current year and year-of-expenditure (YOE) dollars based on trend analysis for all of the local, state, and federal funding sources. TYLI Team has the ability and experience to explore and evaluate funding from innovative or non-traditional sources such as sales tax, vehicle miles traveled (VMT) tax, tax increment financing district (TIFD), and so on.

Step-3: Project Cost Estimates – Mode specific order-of-magnitude planning level capital and operating and maintenance (&M) cost estimates will be developed for all the recommended projects, strategies, and programs. The TYLI Team will use its extensive library of unit costs developed over the past 10 years in conjunction with project cost information available locally from the City, County, and GDOT databases. We will develop capital and O&M cost models in MS Excel spreadsheet to provide scalability and flexibility for sensitivity tests. TYLI Team has prepared planning level cost estimates for more than 12 long range transportation and transit plans throughout southeast United States in the past five years.

Step-4: Rationalize Project Priority Screening vs. Available Funding – In this step, we will segregate projects into different categories such as capacity improvements, TSM&O improvements, maintenance projects, safety projects, bicycle and sidewalk projects, freight projects including aviation, and transit improvements and align them with appropriate funding streams. Based on the input received at the ½ day working session, the TYLI Team will match prioritized projects from fiscally unconstrained plan to available funding identified in Step-2.

Step-5: Implementation Plan – The TYLI Team in Step-5 will program projects in 5-year increments and identify planning, right-of-way, and construction phases for all projects. During this Step, we will identify projects that can be implemented through alternate project delivery methods, public private partnership (PPP), joint development, concessions or undergo accelerated planning/design schedule. Our recommendations will help the City and GDOT to meeting MAP 21 Performance Targets and Asset Management Plans.

As stated in Task 1, the TYLI Team will present the draft recommendations at public meetings including Planning Commission presentation and Mayor and Council presentation. We will incorporate feedback from these public meeting to prepare final recommendations for documentation purposes in Task 6.

Deliverables:

- Fiscally Unconstrained Plan and Preliminary Recommendations
- Internal ½ Working Session (Agenda, Logistics and Materials, Sign-in Sheet, Synopsis)
- Public Meetings (Planning Commission Meeting, Mayor and City Council Meeting)
- Public Workshop
- Public Opinion/Feedback Summary Report

TASK 6 – FINAL RECOMMENDATIONS

Effective and Creative Presentation

The technical reports prepared by TYLI Team subject matter experts will document the planning and design process including the various analyses, findings, and recommendations using plain, easy-to-follow language so that the subject matter can be understood by non-technical audiences. The documents will rely heavily on illustrations, exhibits, and graphics to enhance the reader's comprehension. The authors will also ensure that the key information and technical integrity of the deliverables is maintained in this documentation process. To better explain project recommendations and concepts, the TYLI Team will use 3D sketches, renderings, and simulation software as appropriate. Further, the TYLI Team will produce the technical reports, final report and executive summary including graphics using software that is compatible with the City's information technology (IT) and software applications so that all of the native files can be transferred seamlessly at the end of the project. The table below shows the software/tools the TYLI Team proposes to use for this project.

Project Documentation and Analysis Tools	
Deliverables/Task	Software Application/Tools
Technical Memoranda/Appendices	MS Word and PDF
Draft and Final Plan, Executive Report	InDesign, MS Word, PDF (interactive), ArcGIS
Project Evaluation and Prioritization Tool	MS Excel
Financial Analysis and Forecasts	MS Excel
Planning Level Cost Estimates	MS Excel
2D and 3D Graphics/Display Boards	Sketch-up, Photoshop, InDesign, Illustrator
Demographic, Land Use, and Environmental Analyses	ArcGIS
Economic Impact Assessment	TREDIS
Travel Demand Modeling	ARC Travel Demand Model
Traffic Simulation	Synchro, VISSIM

Deliverables: Final documents as identified in the Scope of Services.

TASK 7 – BICYCLE AND PEDESTRIAN PLAN ELEMENTS

The TYLI Team will develop a bicycle and pedestrian network and circulation plan to address the issues and questions included in the Scope of Services using the approach described below.

Network Deficiency Analysis: This analysis will include preparing an updated inventory of bicycle facilities (on-street and off-street) and sidewalks based on field visits and visual assessment of aerial images. We will conduct walk audits in to identify ADA needs as well as assess the condition of bicycle and pedestrian infrastructure in key corridors. Crash analysis conducted in Task 4 will be further investigated from a bicycle and pedestrian safety standpoint. Combined with sidewalk and bicycle lane gaps, ADA needs, and bicycle/pedestrian crash hotspots, the TYLI Team will map all of the existing network deficiencies.

Bicycle and Pedestrian Demand Assessment: The TYLI Team will identify active transportation demand areas in the City using ArcGIS Spatial Analyst (tool). This analysis will help map specific areas that have a higher propensity or latent demand to use bicycle and pedestrian modes of travel based on a combination of demographic (zero auto households, elderly population, low-income households, millennials, amongst other groups) and land use (mixed use, town centers, central business districts, transit stations/stops) characteristics. In addition, key bicycle and pedestrian trip generators and destinations in the City will also be mapped during this assessment.

Both the above analyses will help identify bicycle and pedestrian needs, opportunities, and demands that will form the basis of a preliminary bicycle and pedestrian network and circulation plan. This preliminary bicycle and pedestrian plan will inform the two subtasks below. It should be noted that this preliminary bicycle and pedestrian network and circulation plan will be adjusted based on the findings resulting from these subtasks.

Subtask 1: Bicycle Suitability Analysis and Network Plan

Several methodologies are used for conducting bicycle suitability analysis and preparing bicycle suitability maps. Bicycle suitability criteria used in these methodologies can be classified into three broad categories: 1) stress levels, 2) roadway condition index/suitability based level of service, and 3) capacity based on level of service. The TYLI Team will prepare a summary of the Level of Traffic Stress (LTS) methodology and other roadway suitability ratings for bicycling. LTS aims to provide an intuitive measure of traffic stress for all roadway users with an emphasis on level of comfort from the perspective of the bicyclist. LTS is a qualitative measure that rates a roadway, corridor, or intersection's level of traffic stress based on a number of factors including roadway width, number of lanes, separation from traffic, and posted speed. We will discuss the pros and cons of the roadway suitability methods and use the most appropriate technique to develop a bicycle suitability rating system that will be acceptable to the City.

Using Complete Streets approach, the TYLI Team will develop a separate context sensitive street typology for achieving and/or improving bicycle compatibility and mobility based on National Complete Streets Coalition guidelines and best practices.

Subtask 2: Pedestrian Mobility Assessments and Identification of Priority Pedestrian Improvements

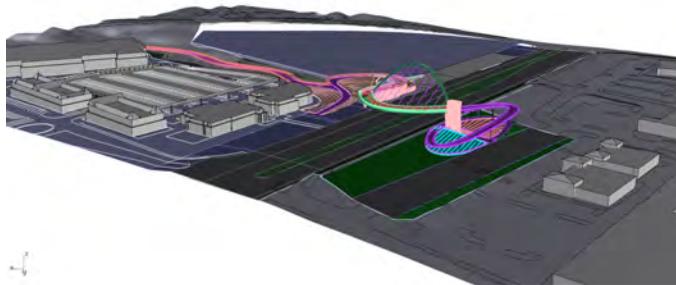
The TYLI Team will complete pedestrian mobility assessment based on the Network Deficiency Analysis and Bicycle and Pedestrian Demand Assessment described above to identify focus areas and pedestrian improvement projects. Active transportation demand analysis (land use, transportation dependent population, journey to work data) that will be conducted to identify geographic areas that need and will benefit significantly from improved multimodal connectivity.

The TYLI Team will use local pedestrian count data to quantify daily and peak hour pedestrian demand using the National Bicycle and Pedestrian Count Demonstration Project adjustment factors. Our Team will prioritize pedestrian improvements based on the several evaluation criteria such as, fill gaps, safety/ADA, “first and last mile” connectivity, accessibility to key destinations, right-of-way, construction cost, and community support/vision.

Deliverables: Final documents as identified in the Scope of Services.

QUALITY ASSURANCE/QUALITY CONTROL PROCESS

Delivering high quality useful products is in the TYLI’s DNA. TYLI’s corporate policy mandates that a customized Quality Assurance/Quality Control (QA/QC) Plan be prepared for each assignment as part of the PMP. The QC procedures are continuously implemented by the Project Team. Assigning experienced team members who understand the scope and the City’s procedures and preferences is critical to delivering a quality product. We have identified all the deliverables anticipated for this effort, primary authors and staff responsible for QA/QC.



The following individuals are responsible at various levels of the QA/QC process for this contract:

Chuck Deeb, PE, LEED® AP, (TYLI) will oversee the QA/QC program for this contract and will be responsible for ensuring that the quality control procedures are followed, monitor adherence to QA/QC policies and procedures, and implement corrective measures if necessary.

David Gjerston, AICP, RLA, (TYLI), as Project Manager, will be responsible for all aspects of project initiation, coordination, and field activities. He will ensure there are adequate and experienced resources available to complete the project on time, and in accordance with quality specifications and applicable regulations. He will be responsible for conducting and overseeing verification and validation procedures for data collection and project reporting.

No document will be submitted to the City without being properly reviewed for technical accuracy, clarity, references, and that the findings respond to the scope of work. Documentation verifying the quality control process will be kept in the project files and will be available for City review at any time.

TYLI’s Five-Step Quality Control Process:

1. The Originator provides a check print (any document– technical report, calculations, maps, etc.) to the checker.
2. The Checker reviews the document against project scope and requirements, and provides comments on items that

are not agreeable.

3. The Originator then reviews the revisions sought by the Checker. If the Originator disagrees with the Checker's comments, the Project Manager will determine the necessity of the revision so that the final product conforms to the MPO's expectations.
4. The Originator then makes the revisions as per the comments agreed upon in the previous step.
5. The Originator then back-checks the revised document and verifies that the revisions were addressed correctly.

These five steps are repeated until the quality control procedures are satisfied and will be repeated if the quality assurance process finds irregularities. While the process is simple, it does require the commitment of the team to ensure that it is adhered to and that no shortcuts are taken for any reason.

BUDGET AND SCHEDULE CONTROL

Successful adherence to the project schedule and budget, and satisfactory completion of the project depend on the establishment of clear lines of communication between the consultant staff and the City of Peachtree Corners. Schedule and costs are also maintained by a conscious effort to prevent "scope creep". The work scope is clearly defined at the initial project stage and there is no deviation unless both Client and Consultant agree to the schedule and budget consequences.

Our project manager, David Gjertson, will coordinate with the Project Team to schedule staff and resources. As the project progresses, the PM will continue coordinating with the City's project manager providing monthly updates to the overall schedule. In addition, David will closely monitor the project and maintain a schedule recovery plan in the event that scheduled activities deviate from a particular individual task, but maintain the overall goal of adhering to the project schedule.

As the project progresses, David will coordinate with the City's project manager providing bi-weekly updates and a "look-ahead" of the planned schedule. In addition, he will closely monitor the project and maintain a schedule recovery plan in the event that scheduled activities deviate from a particular task.

TYLI will control the schedule at 2 levels:

1. The firm's overall project schedule including required staff for on-going projects.
2. The firm's specific project level including required staff for a given assignment.

To insure the accuracy of tasks contained in TYLI's project schedule, the following will be investigated:

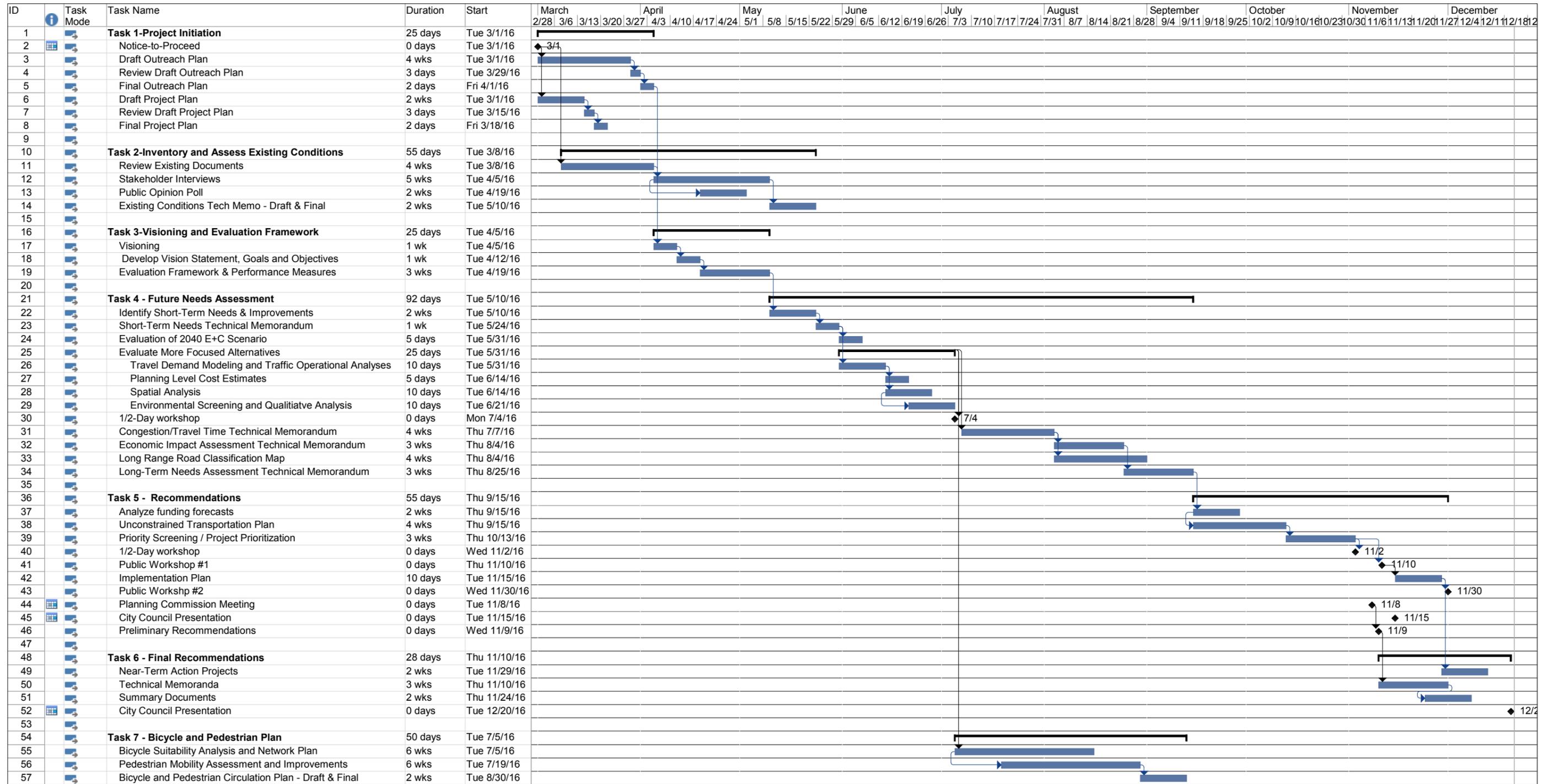
1. Critical Path — actual required staff availability vs. performed work
2. Resources/Utilization — actual expended staff hours vs. anticipated
3. Milestones — deliverable dates
4. Schedule Feedback — collectively evaluated by discipline leaders
5. Potential Delays — identify them and assess additional staff requirements
6. Evaluate Completion — percentile figure based on staff-hours to complete

TYLI will maintain control of the project schedule from the NTP to final deliverables and will conduct bi-weekly meetings with all personnel involved in the project to assure adherence to the project schedule. In the event that any delay should jeopardize the critical path, additional resources will be added to the project to accelerate production and avoid delays.

BUDGET CONTROL

Our goal is to keep projects within budget, while ensuring that safety and City goals are not compromised. Properly documenting decisions, along with reviews involving City staff, will achieve scope consensus. The construction budget

PROPOSED SCHEDULE – COMPREHENSIVE TRANSPORTATION PLAN | RFP PEACHTREE CORNERS 15.14



Project: CTP Schedule.mpp
Date: Fri 1/8/16

Task	[Blue Bar]	Summary	[Black Bar]	Inactive Milestone	[Grey Bar]	Duration-only	[Light Blue Bar]	Start-only	[C-Shape]	External Milestone	[Grey Diamond]	Manual Progress	[Blue Line]
Split	[Dotted Bar]	Project Summary	[Black Bar]	Inactive Summary	[Light Blue Bar]	Manual Summary Rollup	[Light Blue Bar]	Finish-only	[J-Shape]	Deadline	[Green Arrow]		
Milestone	[Black Diamond]	Inactive Task	[White Bar]	Manual Task	[Blue Bar]	Manual Summary	[Black Bar]	External Tasks	[Grey Bar]	Progress	[Blue Line]		