



**NOTICE OF A WORK SESSION WITH STAFF,
AND A REGULAR MEETING OF
THE VINEYARD TOWN COUNCIL
January 14, 2015 at 7:00 pm**

Public Notice is hereby given that the Vineyard Town Council will hold a Work Session with Staff starting at 6:00 pm (Council is not required to attend), with the Regular Meeting starting at 7:00 pm, on Wednesday, January 14, 2015, in the Vineyard Town Hall; 240 East Gammon Road, Vineyard, Utah. The agenda will consist of the following:

AGENDA

6:00 PM WORK SESSION WITH STAFF

7:00 PM REGULAR SESSION

1. CALL TO ORDER/PRAYER

2. CONSENT ITEMS:

- a) Approval of minutes for September 24, 2014
- b) Approval of minutes for October 8, 2014
- c) Approval of minutes for October 22, 2014
- d) Approval of minutes for November 12, 2014
- e) Approval the Mayor to sign the addendum to the Recycling Contract

3. PLANNING COMMISSION UPDATE AND RECOMMENDATIONS TO THE COUNCIL: Planning Commission Chair Wayne Holdaway

4. STAFF REPORT

- Planner – Nathan Crane
- Public Works Director /Engineer– Don Overson
- Attorney – David Church
- Utah County Sheriff Department – Collin Gordon
- Treasurer – Jacob McHargue
- Town Clerk/Recorder – Pamela Spencer

5. COUNCILMEMBER’S REPORTS

Sean Fernandez – Mayor Pro-tem January - March

Nate Riley – Mayor Pro-tem April – June

Dale Goodman – Mayor Pro-tem July – September

Julie Fullmer – Mayor Pro-tem October - December

6. MAYOR’S REPORT

- North Pointe Solid Waste Special Service District - Board Member
- Mountainland Association of Governments
- Council of Governments

- Utah Lake Commission
- Economic Development Corporation Utah
- Meetings with Orem

7. **OPEN SESSION:** *Citizen's Comments (Please see note below)* (15 minutes)

8. **BUSINESS ITEMS:**

8.1 **DISCUSSION AND ACTION – Quit Claim Deed for Pod 10 of the Homesteads** (10 minutes)

Town Engineer Don Overson will explain the boundary adjustments needed for Pod 10 of the Homesteads. The Town Council will approve (deny) Resolution 2015-01 giving the Mayor approval to sign the Quit Claim Deed

8.2 **DISCUSSION AND ACTION – Interview and selection of Firms for the Transit Center and Lake Oriented Mixed Use Design Standard.** (1 ½ hours)

Nathan Crane will present the applicants Interplan, CRSA, and Civil Solution Group to be interviewed by The Mayor and Town Council. The Mayor and Town Council will take appropriate action.

9. **ITEMS REQUESTED FOR NEXT AGENDA**

10. **ADJOURNMENT**

This meeting may be held electronically to allow a councilmember to participate by teleconference.

Next regularly scheduled meeting is January 28, 2015

NOTE: “**Open Session**” is defined as time set aside for citizens to express their views. Each speaker is limited to three minutes. Because of the need for proper public notice, immediate action will **not** be taken in the Council Meeting. If action is necessary, the item will be listed on a future agenda, however, the Council may elect to discuss the item if it is an immediate matter of concern.

The Town Council may vote to go into Executive Session pursuant to Utah Code 52-4-205.

The Public is invited to participate in all Town Council meetings. In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify the Town Clerk at least 24 hours prior to the meeting by calling (801) 226-1929.

I the undersigned duly appointed Recorder for the Town of Vineyard, hereby certify that the foregoing notice and agenda was emailed to the Daily Herald, posted at the Vineyard Town Hall, the Vineyard Town website, the Utah Public Notice website, delivered electronically to Town staff and to each member of the Governing Body.

AGENDA NOTICING COMPLETED ON: January 13, 2015 at 4:30 PM

CERTIFIED (NOTICED) BY: /s/ Pamela Spencer
P. SPENCER, TOWN CLERK/RECORDER

Proposal For Transit Center and Lake Oriented Mixed-Use Design Guidelines and Standards

Attention: Nathan Crane, City Planner
Vineyard Town Hall
240 East Gammon Road
Vineyard, Utah 84058
November 13, 2014

Dear Mr. Crane:

Civil Solutions Group is a team of city planning consultants that have done work for many municipalities in Utah. Three members of our team have leadership experience as municipal planning directors. Together we have many years of planning and design experience that includes: **design guidelines**, general plans, **specific area plans**, economic development strategies, ordinance updates including **Form Based Codes**, **transit oriented development**, design ordinances, public meeting management, private mixed-use development, GIS, and visioning. We are well respected in our field and dedicated to helping with Vineyard's need to **create design guidelines and standards in the Transit Center and Lake Oriented Mixed-Use districts**. We have a reputation for providing practical, usable documents that can meet the needs of the community as well as the development community.

Consultant Team Background

We would like you to consider our unique approach to obtain quality design guidelines and standards. Jake Young, Steve Pastorik, Aric Jensen, and John Janson, would act as your consulting planners. Our team has extensive experience in adding design components to ordinances in West Valley City, Bountiful, Pleasant View City, Kaysville City, North Logan, North Ogden City, Salt Lake County, and South Salt Lake. Recently John managed the process of creating the Form-Based Code Template/manual for the Wasatch Front and applied the template in three locations. South Salt Lake, in their East Streetcar Neighborhood, is the first community to adopt a Form Based Code using the template/manual in Utah. The new Form Based Code in South Salt Lake was drafted in a 6 week period and adopted a month later..

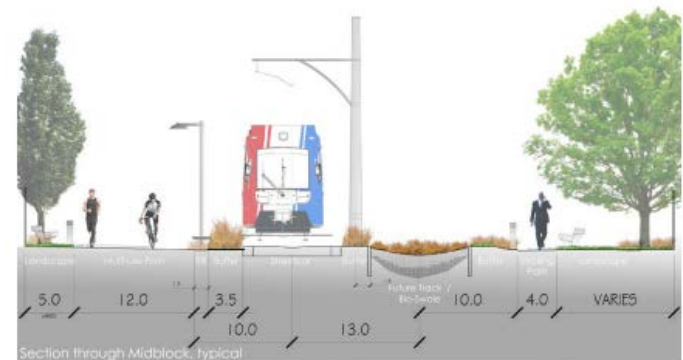


Figure 2.8 (1). S-Line Corridor Cross Section.

Image from South Salt Lake - S-Line FBC

Each of our team members has particular expertise relating to many different components of planning, design and development;

- Jake Young – Form Based Codes, specific plans, town-center planning, visioning, landscape architecture, design guidelines, graphics and planning
- John Janson – Visioning techniques, public involvement techniques, General Plan processes and implementation, town center studies, transit, design ordinances, form based codes
- Aric Jensen – general plans, zoning, Main street redevelopment, private sector development
- Steve Pastorik - Data analysis, GIS, ordinance development, research, graphics, economic development

Our rates are highly competitive and we believe in providing each city with the highest level of service and quality projects no matter the size of the project. Each professional on our team has various specialized planning expertise, which will be synthesized in our process to give you the experience and design guidelines that exceed your expectations.

- John and other team members have been involved with the development of the Wasatch Choice for 2040 tools and resources that apply to this project.
- Together our team has over 90 years of experience including work as planning directors as well as experience writing and administering ordinances.
- Our team is comprised of local Utahans with intimate knowledge of local and regional planning across the Wasatch Front.
- All team members hold advanced degrees.
- Our team works quickly and efficiently.

Our team would like to partner with you, and your staff to accomplish the goals of this project. We believe in collaborating with cities to achieve well developed and sound planning deliverables and experience. Our working relationships will assure a positive outcome and a better end product.

Thank you for carefully reviewing our proposal. I believe you'll find our work to be diverse, on point and of excellent quality to meet your needs. Please see our attached proposal, the required sections from the RFP, and our resumes.

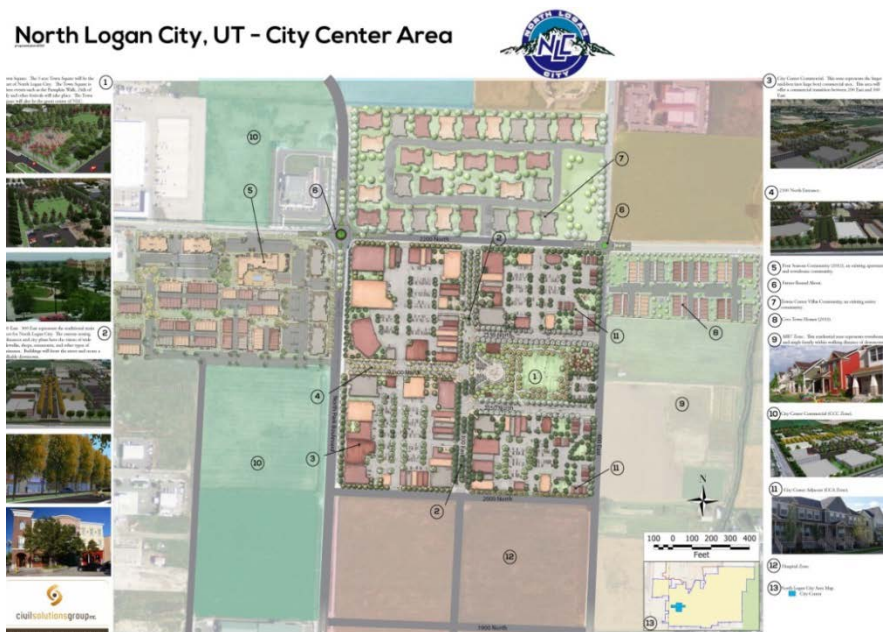
Sincerely,

John M. Janson AICP
Civil Solutions Group
2643 East 3120 South
Salt Lake City, UT 84109
801-232-3778 cell
j_janson@comcast.net

Applicable Experience North Logan – City Center and Form Based Code-

CSG was retained by North Logan City to assist with the development of a future city center. The work included planning for the area, developing standards and design driven ordinances (Form-based Code) for the city center and working with a citizen committee, Planning Commission and City Council. The goal was to create a city center that is walkable, economically sustainable, and a destination for people to gather and entertain. CSG conducted an online city survey for public

input into the planning and ordinances. The city center planning included biking planning, street grid planning, town square land planning, buildings, and open space planning. Services included: City Center Master Planning, Community Workshops Leadership, **design graphics to convey the code**, Form-based Code/City Ordinances, Land-use Zoning Planning, Transportation Planning, Town Square Planning, Trails Planning and 3D Modeling.



NLC - City Center Plan - by CSG

Bountiful Main Street – Aric Jensen

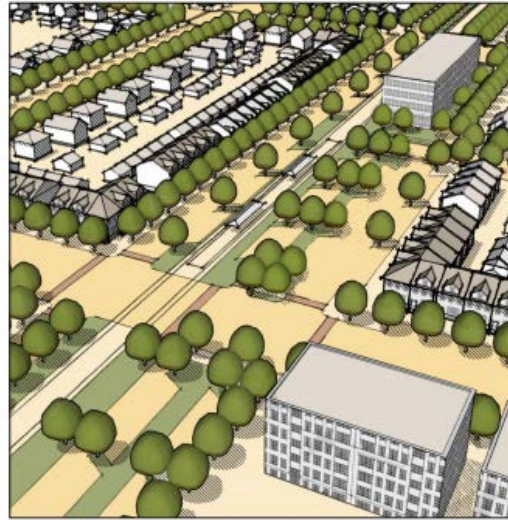
Mr. Jensen had the unique experience of both preparing and implementing the regulatory framework that led to the renovation of Bountiful's **Historic Main Street**. Mr. Jensen served as the Bountiful City Director of Planning and Redevelopment from 2004 through early 2014, during which time he drafted the Downtown Zone, the Historic Downtown Master Plan, and administered several million dollars in low interest development loans. In February of 2014, Mr. Jensen left the City and joined Knowlton General, **which has a history of developing mixed-use town center projects**. In his current position as Chief Operating Officer he manages project design and entitlement for Knowlton General, including the recently approved Knighton mixed-use development at 45 West 300 South, Bountiful, Utah, scheduled for construction in December 2014. In addition, Mr. Jensen is in the process of designing and entitling two transit oriented developments in the 9th Central District of Salt Lake City, as well as several multi-family and industrial developments along the Wasatch Front.



Bountiful Mixed-use Downtown

Form Based Code Template -

John was the project manager for the development of the Utah Form Based Code (FBC) Template/Manual through the Wasatch Choice for 2040 Consortium and represented the Utah Chapter of the American Planning Association. As an active member of the Consortium, John assumed the role of project manager in the production of the FBC template/manual. The Template was tested in Salt Lake County in Magna and Millcreek. The Template is a guide for all communities interested in Form Based Codes to step through a self-guided process to develop their own local Form Based Code. It includes a manual that describes the many potential decisions and perspectives needed to calibrate the sample Code to their community. It is a process and not a cookie cutter ordinance. It has received Utah APA's highest award.



Utah Form Based Code Template

Permitted Street Types
Open Space Requirements
Permitted Open Space Types

South Salt Lake East Streetcar Neighborhood Form Based Code - John facilitated the development of a Form Based Code for the East Streetcar Neighborhood. With particularly good visioning in place before the project was begun, it was possible to code to that vision in a relatively short period of time. Many issues were addressed and resolved in the document. These included promoting connections to the S-line corridor, creating corner plazas near the intersections with the S-Line, addressing height and transition issues with adjacent single family dwellings, parking reductions, and open spaces adjacent to the corridor. This ordinance was adopted by the South Salt Lake City Council on September 17th, 2014, and is the first adopted Form Based Code that originated from the Template. **The process of creating design standards and guidelines is very similar to creating Form Based Codes.**



Permitted Awnings: Metal



Permitted Awnings: Canvas

South Salt Lake - Form Based Code

West Valley City Center Zone and Design Standards for Commercial, Multi-Family, and Single Family Dwellings

Mr. Pastorik was the primary author of several ordinances that have had a dramatic effect on the built environment in West Valley City. The City Center Zone was developed for West Valley's emerging downtown known as Fairbourne Station. The Zone is form based and was crafted to promote redevelopment that would lead to transit oriented development. As the City's Planning

Director, Mr. Pastorik has overseen the Embassy Suites and the Residences at Fairbourne Station which were built in the Zone and has authored revisions to the Zone.

Mr. Pastorik also **drafted West Valley's design standards for commercial, multi-family residential, and single family residential development.** These standards were put in place to raise the bar on the level of quality of new developments. Instead of dictating a certain style, these standards offer developers flexibility while ensuring that developments include buildings with relief, variety and interest instead of flat, featureless boxes. Thousands of housing units and numerous commercial buildings have been built under the standards which have made a noticeable difference in development quality in the City. In addition to his experience preparing and administering design standards, Mr. Pastorik also has extensive experience with development agreements to ensure quality development.

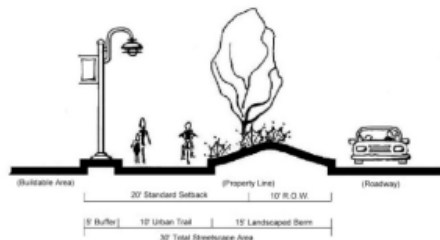


Figure A – Cross-Section with Streetscape Lighting A

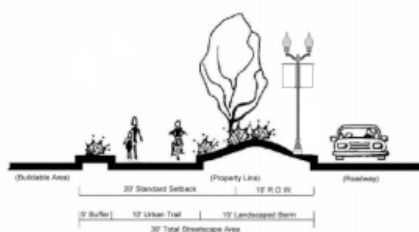
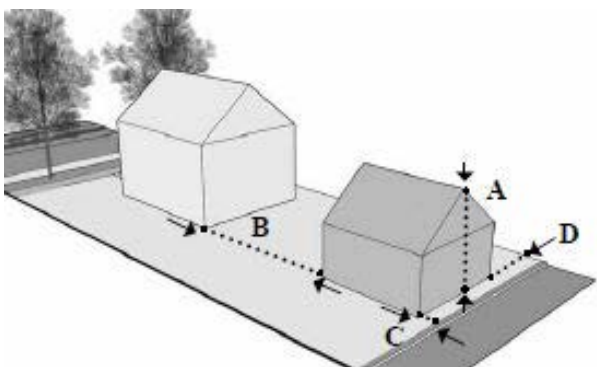


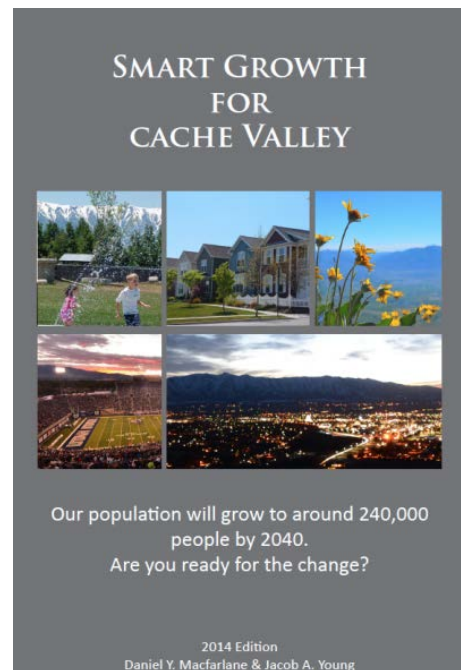
Figure B – Cross-Section with Streetscape Lighting B

Development Design Guidelines

Jake also provides experience in creating design guidelines for large developments. These include the Horse Station at Cache Valley, McComic Ranch Design Guidelines and Smart Growth for Cache Valley.



North Logan City - Form Based Code



Project Staffing

John Janson, AICP – Senior Project Planner. John's extensive career spans over 40 years and he has worked with Davis County, West Valley City, and Pleasant View City as a staff member in various leadership capacities. He has also worked within the private sector on his own and with Millard Consultants and the Planning Center.



Over the past 3 years, John has overseen the development of the **Wasatch Choice 2040 Utah Form Based Code (FBC) Template/Manual** and its' application to three communities. In addition to becoming the first to oversee the actual use of the template/manual, John has a reputation of creating action oriented plans and applying innovative zoning techniques. He promotes practical strategies and approaches to fit local community needs. John's undergraduate degree was from the University of Utah and he holds a Master of City and Regional Planning degree from The Ohio State University. **John was recently awarded Utah APA's highest award for consistent and long term contributions to planning in Utah.**

Jake Young, PLA, APA – Project Designer. Jake is passionate about designing healthy communities and walkable cities. His experience includes: **North Logan City – City Center Plan** (Project Manager), **North Logan – Form Based Code** (Project Manager), **Heber City – Form Based Code** (Supporting Land Planner), **USU Recreation and Open Space Master Plan** (Project Manager), **Powder Mountain Master Plan** (Technician and Supporting Planner), **Tremonton Commercial town center**, **Smart Growth for Cache Valley**, **McComie Ranch Design Guidelines** and Jake is currently the lead project manager and designer on the **North Ogden – Downtown Plan**.



Jake has designed a number of mixed-used developments, and can bring developers and cities together to create balance and achieve the city's goals. Jake has a BA from USU in Spanish and a **Master in Landscape Architect from Kansas State University**. Jake is currently working on the **GIS ET+ Scenario Planning Certificate** from the U of U. Jake has been with CSG for nearly 3.5 years.

Steve Pastorik, AICP – Project Planner and Analyst.

Steve Pastorik, AICP has been employed with West Valley City Planning and Zoning for over 17 years and assumed the Planning Director position in June of 2010. Steve began his career in planning as an intern for West Valley and worked his way through the ranks. He has been heavily involved in the creation and implementation of West Valley's past and current General Plan and is currently managing the latest update. In addition to his General Plan experience with West Valley, Steve also coauthored a new General Plan for Loa Town and prepared a moderate income housing report for Riverton City. Steve received a bachelor's degree in urban planning and a master's degree in business administration from the University of Utah. **Steve is currently overseeing the construction and execution of West Valley's downtown plan.**



Aric Jensen, – Project Planner

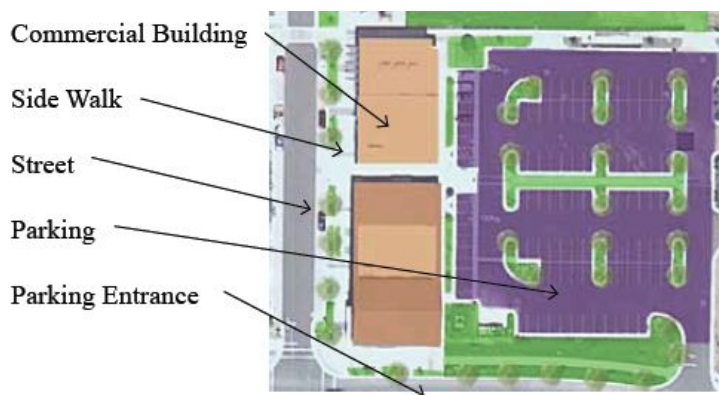
Mr. Jensen graduated with honors from the University of Utah with a Bachelor's Degree in Real Estate Development, a Professional Certificate in Urban Planning, and a Masters of Public Administration. During his career he has served in various leadership capacities including as Chairman of the WFRC Regional Open Space Committee, as a member of the Advisory Board for the College of Architecture and Planning at the University of Utah, and for 10 years as the Director of Planning and Economic Development for Bountiful City. He currently serves as the Past President of the Utah Chapter of the American Planning Association.



Vineyard Scope and Work Process:

1. **Kick-off meeting with Technical Advisory Committee (TAC)** - Consisting of the Town Planner, Town Engineer, a Town Council Member and a Town Planning Commission member. The CSG Team will conduct a site field trip with the TAC. **We will review the opportunities and restraints of the site and goals of Vineyard.** We will also review the current ordinance and scope of design guidelines. This meeting will include a discussion to consider similar model projects. The model projects may be local or national, but have characteristics that best represent the goals of Vineyard and the potential design guidelines/standards. These existing projects would help to visualize the future development and could be superimposed on the two zones to see how they fit in and what the future development would look like.
2. **Design Guidelines/Standards Document Outline and Format** – The CSG Team will develop the outline and format for the document. This basic outline will include all the topics and items to be discussed in the workshops. **According to the RFP the design standards will cover: buildings, Trax Station, storefronts, streetscapes, landscapes, site plans, site development, subdivisions, mixture of uses and signage.**
3. **TAC workshop** – This will be a 3-4 hour meeting. In this workshop we will first discuss and make decisions about the more significant issues. The group will review a visual preference survey to define the vision of the overall project and look at superimposed projects as selected from the previous discussion. This meeting also includes discussion of ordinance approaches, such as specific requirements, guidelines versus standards, and developer incentives.
4. **Development of First Draft** – The CSG Team will develop the first draft of the design guidelines/standards based on the TAC workshop.
5. **TAC Work Session** – This meeting with the TAC is to review the draft design guidelines/standards manual, review findings, and discuss the direction of document.

6. **Development of Second Draft** – The CSG Team will develop the second draft of the design guidelines/standards based on the TAC workshop. It is anticipated that the second draft will be more detail oriented: whereas the first draft will cover the bigger picture items.
7. **TAC Work Session** – In this meeting with the TAC we will review the second draft of the design guidelines/standards manual. This meeting will also focus on the text and specific requirements of the design guidelines/standards manual. Also in this meeting the TAC and CSG Team will finalize the approach and process for the developer input, possibly including a survey of their major concerns. We will invite specific developers to the next meeting.
8. **Developer Workshop** - Lunch with developers (Vineyards provides lunch) including: presentation of design guidelines/standards, question and answer period. **This is an important step of the process to obtain specific feedback from developers and understand their willingness to build to the standards and collaborate with Vineyard.**
9. **TAC Final Workshop** – In this the final workshop the TAC and CSG Team will review the feedback from developers and make changes on the final design guidelines/standards manual.
10. **Development of Final Document** – The CSG Team will make changes and updates from the prior TAC Final Workshop. The CSG Team will prepare the final document and ready it for public hearings. The CSG Team will also prepare language for ordinance adoption.
11. **Public hearing before the Planning Commission** – This includes presentation of the design guidelines/standards by the CSG Team.
12. **Public hearing before the Town Council** – The CSG Team will update the design guidelines/standards as requested from the Planning Commission public hearing. The CSG Team will also present at the public hearing for the Town Council.
13. **Final Ordinance Generation** – The CSG will incorporate final revisions from the TAC, Planning Commission and Town Council and present to the Town Council.



The following table shows the proposed hours and who will specifically be working on the task. Our project approach is to provide the best value by assigning tasks with best leadership and design skills appropriate for the task. The tasks in the table directly correlate with the Scope and Process listed above.

Scope Item	Description	John	Jake	Steve	Aric	CSG Staff
1	Kick Off Meeting	6	5	5	5	0
2	DG Outline/Format Doc	2	3	2	1	3
3	TAC Workshop	7	5	4	1	0
4	Develop First DG Draft	6	6	6	1	14
5	TAC Work Session	6	6	0	0	0
6	Develop Second DG Draft	5	8	6	3	12
7	TAC Work Session	6	6	1	5	0
8	Developer Meeting	8	2	2	8	0
9	TAC Final Workshop	6	5	1	5	0
10	Development of Final Draft	8	7	7	3	12
11	Public Hearing PC	5	1	1	5	0
12	Public Hearing CC	5	1	4	5	0
13	Final Ordinance & Document	12	10	8	5	12
	Total Hours	82	65	47	47	53

Vineyard Design Guidelines/Standards Deliverable:

The main deliverable for this project includes developing and providing Vineyard with a **Design Guidelines/Standards Manual** for the Transit Center and Lake Oriented Mixed-use. The specific items to be included in the Manual are mentioned in this proposal and match the RFP. The Design Guidelines/Standards will be communicated in four specific methods in the Manual. The deliverable will be multiple printed/bound copies and a pdf with links for the Town's website.

- Each design standard will have a **basic diagram or sketch which clearly demonstrates the desired result**. This will be a simple straight forward graphic to communicate the requirement.



- An accompanying **text will communicate the specifics requirement in written form**. CSG Team's experience with codes, ordinances and city design standards will ensure that it meets the requirements to be adopted by the city and guide the developers as they design their project.

3. The document will also have one or more **pictures clearly demonstrating the spirit of the requirement.** The images will provide built examples of the requirement and help developers understand Vineyards vision and goals.



4. Lastly as part of the Manual **photographs showing what is not acceptable** will be included. The not acceptable photos help deter the boldly wrong approach and what the Town absolutely does not want.

These methods for the Manual will be simple and straightforward providing clear direction for developers and the Town of Vineyard.

The CSG Team will also assist in the creation of the **adoption ordinance** and help Vineyard adopt the ordinance/design guidelines. It is essential to the long-term process to adopt the design guidelines so that they provide solid requirements for future growth and development and not just a wish list for the Town.



Proposed Vineyard Timeline												
Task	1/5	1/16	1/30	2/19	3/20	4/16	4/30	5/4	5/29	6/1	6/26	7/21
Kick off meeting and follow up												
TAC workshop												
First Draft												
TAC work session												
Second draft												
TAC draft work session												
Developer feedback workshop												
TAC workshop draft refinement												
Planning Commission meeting												
Town Council Meeting												
Final Ordinances for code												
Assumes contract is awarded by January 2												

Assumes contract is awarded by January 2

References:

Frank Lilly, AICP (reference for John Janson)
South Salt Lake
flilly@southsaltlakecity.com
801-201-0712

Rob Scott (reference for John Janson and Jake Young)
North Ogden
rscott@northogden.org
1-541-840-6609

Nicole Cottle (reference for John Janson and Steve Pastorik)
West Valley City
nicole.cottle@wvc-ut.gov
801-963-3327

Tom Hardy (reference for Aric Jensen)
Former Bountiful City Manager
801- 597-1068

Greg Bell (reference for Aric Jensen)
President/CEO Utah Hospital Association
Former Utah Lieutenant Governor
2180 South 1300 East, Suite 440
Salt Lake City, UT 84106
801-486-9915

Cordell Batt (reference for Jake Young)
North Logan City Planner
435-881-3822
clbatt@yahoo.com

Resumes:

John M. Janson AICP

Education

University of Utah, Bachelor of Science in Geography - 1975
The Ohio State University, Master of City and Regional Planning, 1977

Employment

Millard Consultants, vice president, 1977 -1978
Master planning for various small communities
Davis County Planning, planner, 1978 -1980
Responsible for the planning needs of Kaysville and Fruit Heights,
Hillside Ordinance, Community Design Handbook, Kaysville RDA
West Valley City, CED Assistant Director/Planning Director, 1980-2010
Long Range Planning emphasis, grants, CDBG, ordinance development,
co-author of the Transfer of Development Rights, Sign, Mixed Use, City Center, and
numerous other ordinances, City General Plan 1984, Vision 2020 Plan, Strategic Planning,
and City Center Vision Plan. Project review, SID project manager, and UTA LRT project
liaison
Pleasant View City, City Planner, 1996 - 2005
Responsible for the planning needs of this semi-rural Weber County community, General
Plan update, preservation alternatives, ordinance enhancements, project review
Consulting planning work, "Planning Solutions", with Steve Pastorik AICP
Davis County, Foothill Study, fall 2002
Managed the public involvement portion of the Plan
Kaysville City, 2003 - 2008. Various ordinances and project
review, downtown priorities plan, historic preservation zone
Plain City, consulting planner, 2005 – 2006. Co-authored Plain City's first
Planned Unit Development ordinance, application review
Loa Town, 2008-2009, General Plan and complete Zoning Ordinance
Utah Form Based Code Template/Manual, Project Manager 2010-2013
The Planning Center, Special Projects Manager, 2010-2012
Jordan River Commission, Best Practices, Contributing author, 2012-2013

Associations

Utah American Planning Association – President for 3 terms, Professional
Development Officer for 5 years, Vice President for 2 terms
Past President of ASSIST - a non-profit community design coalition
Past Board member Provo-Jordan River Parkway Authority
Millcreek Township Planning Commission – Chair
Wasatch Choice for 2040 Consortium member

ARIC JENSEN

Education

Master of Public Administration; University of Utah

BUS Real Estate Development; University of Utah

Certificate in Urban Planning; University of Utah

Sales Agent; Wardley School Of Real Estate

Professional Leadership

President; Utah Chapter American Planning Association 2010 to 2014

Member WFRC 2040 Technical Committee

Chairman; Bountiful City Administrative Committee

Chairman; WFRC Open Space Plan Committee

Member; University of Utah College of Architecture and Planning Advisory Board

Experience

Operations and Entitlements Director, Knowlton General, February 2014 to Present

965 South Transit Oriented Development,

Washington Street Transit Oriented Development,

Knighton Mixed-Use Development,

PVAII Residential Multi-family Development,

Riverbend Residential Development

Planning and Redevelopment Director; Bountiful City, Utah; March 2004 to February 2014

2009 Bountiful City Historic Downtown Master Plan,

Main Street/Historic Downtown revitalization,

Village on Main Transit Oriented Development,

Orchard Pines Mixed-Use Development,

South Davis Transit Study

Community Development Director; Centerville City, Utah; March 2003 to February 2004

Centerville City Zoning Ordinance comprehensive revision,

Northwest Neighborhood General Plan revision

Community Development Planner; Davis County, Utah; May 2000 to February 2003

Davis County Hillside Master Plan,

Davis County Moderate Income Housing Plan,

Davis County General Plan comprehensive revision,

Davis County Shorelands Master Plan

Long Range Planner; West Valley City, Utah; September 1998 to April 2000

2020 General Plan,

3500 South Streetscape Plan and Ordinance,

Mixed-Use Zone Ordinance

Real Estate Development Assistant; PMJ Group; Midvale, Utah; January 1995 to December 1997

Stephen L. Pastorik, AICP

EXPERIENCE

West Valley City, UT – Assistant CED Director/Planning Director (01/97 – Present)

- Facilitated workshops on strategic planning, downtown visioning, LRT station land use and the City's General Plan
- Drafted new ordinances on a form based TOD district, commercial development design, residential development design, shared parking and TDR
- Supervised planning office of seven staff members
- Managed the City's 2008 General Plan update
- Helped applicants through the zoning and site plan approval process

Farr West City and Pleasant View City, UT – Planning Consultant (05/12 – 06/13)

- Facilitated a workshop with stakeholders on the potential for coordinated commercial development with supporting residential uses

Riverton City, UT – Planning Consultant (01/12 – 05/12)

- Prepared a report that addressed moderate income housing plan requirements

Loa Town, UT – Planning Consultant (09/08 – 07/11)

- Facilitated several community meetings to solicit input for the town's General Plan, which was adopted in January 2009
- Drafted a new zoning ordinance and zoning map, which were adopted in August 2009

University of Utah – Adjunct Professor (01/08 – 05/08)

- Team taught Community Planning Workshop

Plain City, UT – Planning Consultant (08/05 – 03/08)

- Updated the City's planned residential unit development (PRUD) ordinance
- Advised the Planning Commission on four PRUD proposals

Kaysville City, UT – Planning Consultant (10/03 – 10/06)

- Advised City staff on commercial building design, parking, cluster subdivision and neighborhood commercial ordinances
- Reviewed development agreement for a 144 acre residential development

EDUCATION

Master of Business Administration, May 2001

University of Utah, Salt Lake City, UT

Bachelor of Science in Urban Planning, June 1997

University of Utah, Salt Lake City, UT

G.P.A.: 3.89 - Graduated Magna Cum Laude

Jake Young

Jake believes in the ability to change and improve communities one project at a time, this change first begins with a strong general plan vision, ordinances that require good development and bringing all stakeholders to the table. Jake has experience in bringing developers and cities together to create sustainable projects for both sides. Jake has been an early adopter and advocate for form-based codes, complete streets, and green infrastructure. Jake has experience in leading consultant groups and organizing successful projects.

Comprehensive planning

- Lead consultant on planner on North Logan City – City Center Master Plan. A new town center featuring mixed-use, grid street networks, and designed for a walkable community.
- Lead planner for Utah State University Recreation and Open Space Master Plan. This was plan developed to meet the current and future needs of USU, including maximum build out.
- Powder Mountain Ski Resort Master Plan.
- Lead planner and designer in working with developers to design over 10 mixed-use residential developments.
- North Ogden General Plan and Downtown Plan
- South Salt Lake FBC (contributing planner)

Ordinance writing

- While employed at IBI Group Jake Young was contributing team member to the Heber City form-based code. Responsibilities included ordinance writing, graphics for code and attending public

meetings.

- Drafted new form based code for North Logan City – City Center area. Including zoning for residential, commercial and mixed-use. Guided city through plan

Public participation

- Conducted a workshop with stakeholders on the potential for coordinated commercial development with supporting residential uses in Farr West City and Pleasant View City
- Facilitated the public involvement portion of a foothill study for Davis County
- Facilitated West Valley City workshops on strategic planning, downtown visioning, LRT station land use and the City's General Plan

Envision Tomorrow Plus/GIS

- Attended Wasatch 2040 Choice general workshop.
- Proficient in GIS using ArcMap with over 10 years of GIS experience

Implementing Centers

- Lead designer for NLC – City Center 40 acre mixed-use walkable development.
- Lead designer on mixed-use commercial center in Tremonton.

Green Infrastructure

- Experience in designing green infrastructure at the site scale and area scale.

Complete Streets

- Experience in writing a complete street ordinance in a FBC and designing complete streets.

Education

Bachelor of Arts Spanish & Minor Horticulture, Utah State University
Master of Landscape Architecture, Kansas State University

Certification

Landscape Architect in the State of Utah (7456911-5301)

RESPONSE TO REQUEST FOR PROPOSAL
TOWN OF VINEYARD
TRANSIT CENTER AND LAKE ORIENTED
MIXED USE DESIGN STANDARDS



ARCHITECTURE • PLANNING • INTERIORS

649 E SOUTH TEMPLE • SLC, UT 84102 • 801.355.5915 • www.crsa-us.com

November 13, 2014

Nathan Crane
Town Planner
Town of Vineyard
240 East Gammon Road
Vineyard, UT 84058

Re: RFP Response, Transit Center and Lake Oriented Mixed Use Design Standards

Dear Mr. Crane and Selection Committee,

It has been exciting to watch as changes have come to the Town of Vineyard over the past few years. With the departure of Geneva Steel and the availability of land for a new set of land uses, opportunity for redevelopment is robust. We are especially excited to see the mix of potential uses that may develop around a future transportation system. Housing, Commercial, and even a new University Campus may be oriented around future Commuter Rail and Light Rail Transit, with easy access to the Vineyard Connector roadway project. Rounded out with recreational opportunities along the Utah Lake shore, there is a strong vision for the redevelopment of the Anderson Geneva Site.

CRSA is a multidisciplinary design and planning firm with experience collaborating with dozens of communities along the Wasatch Front and across the Intermountain West. Our professional staff of Urban Planners, Urban Designers, Landscape Architects and Architects have specific relevant experience that will provide the planning expertise required to meet Vineyard's needs. Our team is actively working with communities to develop planning implementation strategies and looks forward to collaborating with Town of Vineyard. We are currently working with communities such as Logan City, Taylorsville City and Elko City, each with its own set of unique planning circumstances. We specialize in customizing planning strategies to match each community we work in.

CRSA will initiate an existing conditions analysis as the first step in the planning process. Our initial goal is to develop an understanding of any criteria that may help the development of character districts in the Town of Vineyard. Character districts may be based on the history of Vineyard (physical and cultural history), natural conditions, or other factors such as expected future development. These are factors that may become the basis of the design guidelines. We will coordinate directly with the Town of Vineyard and the TAC Committee to define these districts and then develop draft guidelines to support their implementation. We are committed to a full and open public process and will host open houses to allow review and input prior to drafting documents for official public hearings.

We look forward to discussing our vision for this planning process in more detail. We welcome your questions and comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Kelly Gillman".

J. Kelly Gillman, ASLA, AICP
Senior Principal/Senior Planner
kelly@crsa-us.com
801-355-5915



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RESPONSE TO REQUEST FOR PROPOSAL
TOWN OF VINEYARD
TRANSIT CENTER AND LAKE ORIENTED
MIXED USE DESIGN STANDARDS



C O N T E N T S

FIRM AND PROJECT EXPERIENCE . . .01

TEAM EXPERIENCE02

SCOPE OF WORK AND SCHEDULE . . .03

REFERENCES04

1. FIRM AND PROJECT EXPERIENCE

CRSA

The Vineyard Design Guidelines project will be a forward-looking, visionary, and bold plan that will result in documents to guide the development of key areas within the Town of Vineyard. Both the Transit Center District (TC) and the Lake Oriented Mixed Use Zone (LMU) will be based on unique criteria meant to describe the emergence of character districts within the Town of Vineyard. Each member of CRSA's multi-disciplinary team brings the planning, design, and technical skills necessary to collaborate with the Town of Vineyard and implement the vision for each district. In the past few years, the CRSA team has completed approximately 20 general plans and dozens of small area, downtown revitalization, and campus master plans. Many of these have included the development of design guidelines.

In our experience, the development of design guidelines cannot be accomplished without careful coordination with existing adopted documentation and careful public outreach. We have reviewed existing adopted materials and understand the general vision for each district. Our initial step will be to develop a more detailed framework for how the vision will be implemented in each zone. **For example, we recently developed design guidelines to support character districts in the Sugar House Business District in Salt Lake City, and for the Farmington City TOD Zone.** In addition to practical experience, our team stays knowledgeable in cutting edge practices of land use planning. CRSA participates in local, regional, and national workshops to ensure we offer the best expertise to our clients. With degrees in Urban Planning, Urban Design, Landscape Architecture, Architecture, and Geography, Public Administration and Business, our team has depth and breadth.

Susie Petheram, with a PhD pending in Municipal Planning, will be the project manager for our team. Working with **Kelly Gillman**, Senior Principal and Planner, Susie has tremendous experience collaborating with municipalities to develop implementation tools based on sound technical data. Susie will work closely with our technical staff members including **Ryan Wallace, Donald Buaku, and Bryce Ward** to meet the needs of the Town of Vineyard. It is our experience that no set of design guidelines can succeed without first gathering the necessary data to guide the process. It is for this reason that the first step in our planning process, subsequent to scoping, is to begin stepping through our Asset Based Community Design Approach.

FIRM INFORMATION

CRSA is a C Corporation, founded in 1975, with 17 licensed Architects as well as licensed Planners, Landscape Architects, and Interior Designers across 12 states.

FIRM OFFICE LOCATIONS:

649 E South Temple
Salt Lake City, UT 84102
Phone: (801) 355-5915
Fax: (801) 355-9885

151 N Ridge Avenue, Suite 113
Idaho Falls, ID 83402
Phone: (208) 524-4621
Fax: (208) 523-3681

20 N Main Street, Suite 104
St. George, UT 84770
Phone: (435) 673-7362
Fax: (435) 673-7392

FIRM COMPOSITION:

- 17 Licensed Architects
- 3 Licensed Landscape Architects
- 9 Intern Architects & Project Managers
- 3 Licensed Planners
- 6 Interior Designers
- 17 CAD Technicians
- 7 Administrative Office Staff
- 1 Graphic Designer

63 Total Employees

LEED® Accredited Professionals and

Green Associates: 13

LEED® Certified

Projects: 13



ASSET BASED COMMUNITY DEVELOPMENT (ABCD)

Asset Based Community Development is an approach to planning that considers local assets as the primary focus of the planning effort. It also relies on building relationships between local existing associations and institutions to develop support for the planning effort. We will utilize this approach to guide our planning process, including guiding public outreach if deemed appropriate by the Town of Vineyard.

Our approach to planning is comprehensive and can be summed up by the following three concepts, which fall under the Asset Based Community Development process:

1. Design Guidelines should be asset-based, with the implementation of the vision building on the existing strengths of the community. For example; pioneer heritage.
2. Design Guidelines should be community-driven, with stakeholder (TAC) input guiding the development of the project vision, as well as goals and objectives.
3. Design Guidelines should be implementation focused, and include clear steps for achieving the vision.

A detailed discussion of our planning approach, including specifically how ABCD is implemented, is found in our proposal.

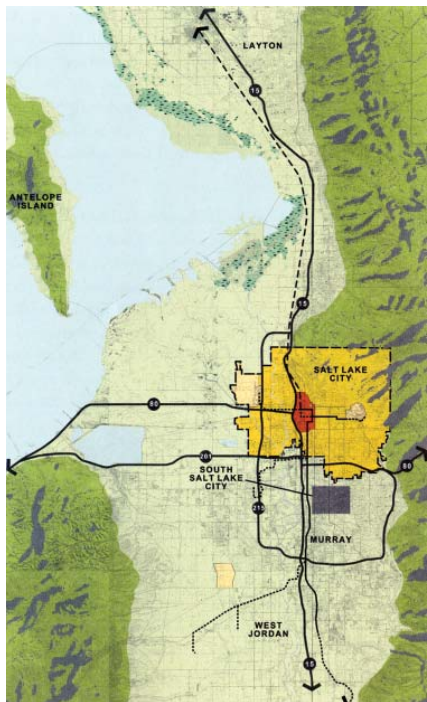
Wasatch Front Transit Oriented Development Guidelines

Salt Lake and Davis Counties, Utah

Client: Envision Utah

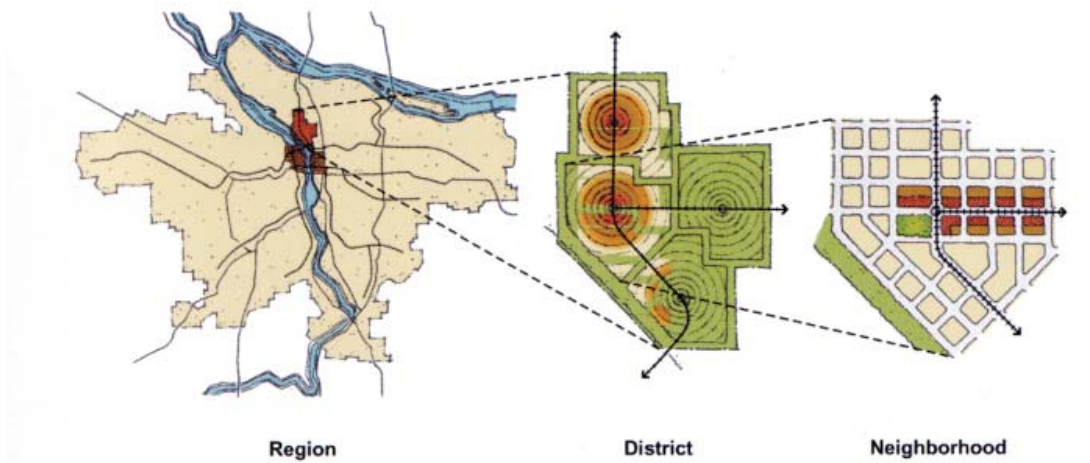
Station Area Plans:

- Layton Downtown Station Area Plan
- Murray North/Fireclay Station Area Plan
- South Salt Lake Central Pointe Station Area Plan and Design Guidelines
- West Jordan Downtown TOD Illustrative Plan



CRSA worked with several cities, with facilitation by Envision Utah, to illustrate how Wasatch Front communities can promote transit-oriented development on existing and proposed transit corridors. Salt Lake City, South Salt Lake City, West Valley City, West Jordan, Murray, and Layton participated in demonstration projects that varied widely in terms of context, development patterns, transit system access, and site opportunities and constraints in developing Transit Oriented Development Guidelines for the Wasatch Front.

Public agency partners included the Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT). The team prepared illustrative plans and a guidelines document with zoning ordinances, inter-local agreements, recommendations for design standards, and a summary of economic benefits and public/private partnering strategies.



Farmington Downtown Master Plan Revision and Transit Oriented Development Ordinance

Farmington, Utah

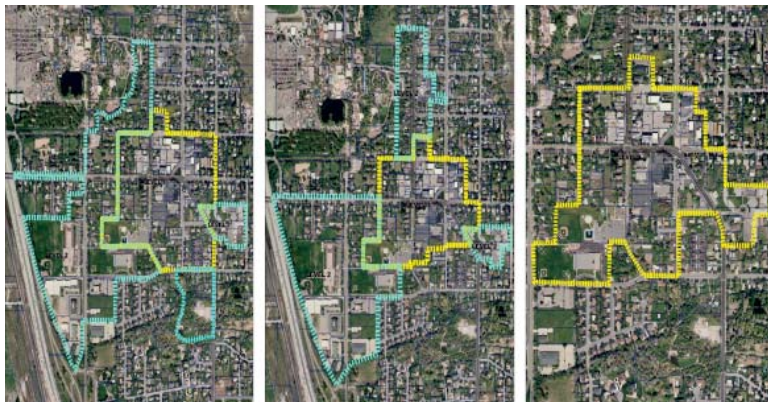
Client: City of Farmington

Contact: David Petersen
Community Development Director
(801) 939-9211

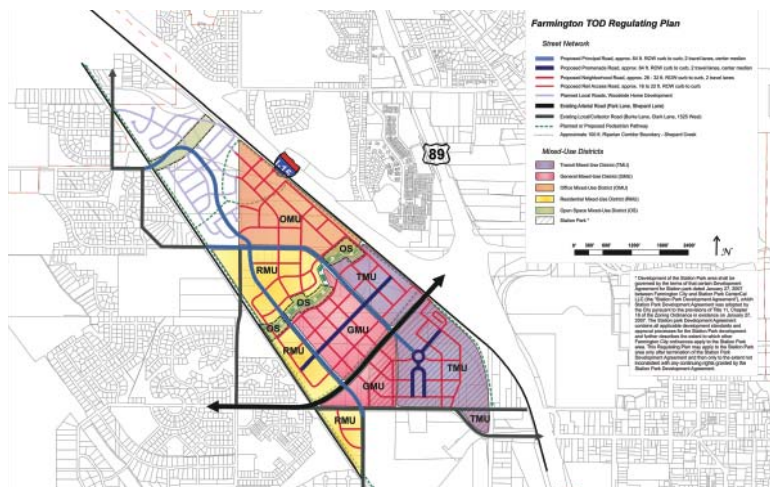
Scope of Services: Visioning, Public Process, Mobility Studies, Regulating Plan, Ordinance Creation

Completion Date: 2010

CRSA collaborated with Farmington City to update their Downtown Master Plan and their Transit Oriented Development Ordinance. Farmington City's civic downtown is comprised of three different anchors—the City, Davis County, and Davis School District. Working with a steering committee comprised of citizens, property owners, and representatives from these agencies, CRSA developed solutions to integrate the three civic anchors through the use of common elements and design solutions to enhance the overall experience of being downtown. Mobility into, out of, and through downtown was addressed, especially for pedestrians. The economic goals for downtown were re-established to reflect changing aspects of the area. The overall character and identity of downtown was focused on creating a gathering place.



Farmington Boundary Maps



Farmington TOD Regulating Plan

When Farmington's commuter rail station was constructed, the majority of land adjacent to it was undeveloped. Farmington, which is mostly lower density single-family residential, developed their first TOD ordinance to encourage a mixture of uses in the station area, including higher density residential as well as retail and office uses.

CRSA proposed three components for updating the TOD ordinance. The first was the design of a regulating plan consisting of a street network of major and minor collectors, local roads, and pedestrian pathways. The second was the creation of sub-districts within the TOD zone for a broad range of uses. The third was the development of building form and site envelope standards to provide more predictability for future development projects. The restructure of the ordinance has given Farmington a more concise set of tools for directing the design of future development in their TOD area, and allowing dense and diverse uses to support the commuter rail station area.

Daybreak Neighborhood/Town Center Design Guidelines

South Jordan, Utah

Client: Kennecott Land

Contact: Stephen James, Manager
Planning and Development
(801) 743-4315

Scope of Services: Community Planning, Architectural Design Guidelines

Completion Date: 2004

CRSA provided planning and design guidance for the development of one of the largest and most innovative master planned communities in the United States. Daybreak is a 4,100-acre community in South Jordan, located in the southeastern quadrant of Salt Lake Valley, on the eastern slope foothills of the Oquirrh Mountain range. As part of the pre-development efforts, CRSA provided architectural and urban design guidelines for commercial, institutional, civic, and multi-family developments in the planned neighborhood, village, and town center locations. The Town Center will be served by two stations on the future Mid-Jordan TRAX Extension.



The design guidelines focus on planning issues related to creating vibrant, pedestrian-oriented community centers, and architectural issues related to sustainable design and construction practices. Innovative aspects of the guidelines feature LEED® Certification for commercial and institutional structures, transit-oriented development and mixed-use development strategies, and shared parking facilities.

CRSA was also involved with the development of the Mid-Jordan TRAX extension, including the design for two light rail stations constructed in the Daybreak Town Center.



Provo Downtown Strategic Plan

Provo, Utah

Client: Provo Redevelopment Agency

Contact: Paul Glauser, Director
(801) 852-6167

Scope of Services: Strategic Planning, Community Vision, Comprehensive Planning, Zoning Ordinances

Completion Date: 2009

CRSA led a collaborative effort with Design Workshop to develop the Provo Downtown Strategic Plan. This planning initiative included the development of a community vision for revitalization, project implementation, and strategic actions to improve the economic, environmental, and social development of the Provo Central Business District.

The plan included four stakeholder workshops that focused on community asset and relationship mapping. An initial community vision focuses on four key elements of the downtown: Civic Beauty, Community Connections, Downtown Variety, and Cultural Identity. A strategic action plan includes key projects, initiatives, and best practices that when implemented will help increase vibrancy and vitality in the downtown area.

Key elements of the project focus on enhancing mixed-use development patterns, expanding walkability and transit connections to expand mobility options, capitalizing on community arts facilities and events, and building greater connections to Brigham Young University and Utah Valley University with their large student populations.



Utah State University Brigham City Campus Master Plan and Design Guidelines

Brigham City, Utah

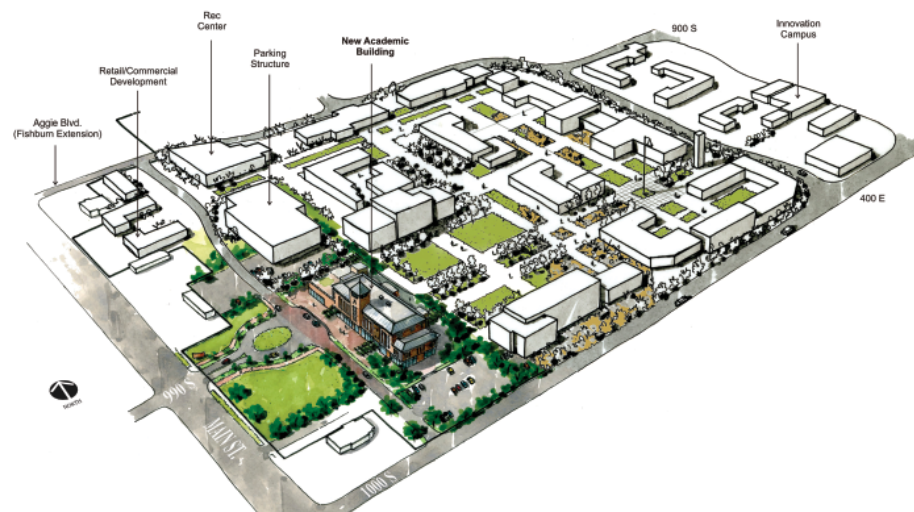
Client: Utah State University

Contact: Jordy Guth, Project Manager
USU Facilities
(435) 797-0941

Scope of Services: Master Planning, Site Analysis,
Sustainability Guidelines, Architectural
Design Guidelines, Enrollment
Projections

Completion Date: 2010

CRSA provided campus master planning services to develop a completely new campus master plan, taking into account the planned development of the campus over the next 100 years. The study included considerations of re-use of existing site facilities and amenities, future enrollment growth, phased campus development, public/private partnerships, and long-term development of a new iconography for the nascent campus. The concept plan includes recommendations and graphic portrayal of future building siting, suggested open space requirements, refining campus parking, and circulation goals. The resulting plan document included a new master plan drawing, proposed phasing plans, and supporting background images and text.



Utah State University Quad District Plan and Design Guidelines

Logan, Utah

Client: Utah State University

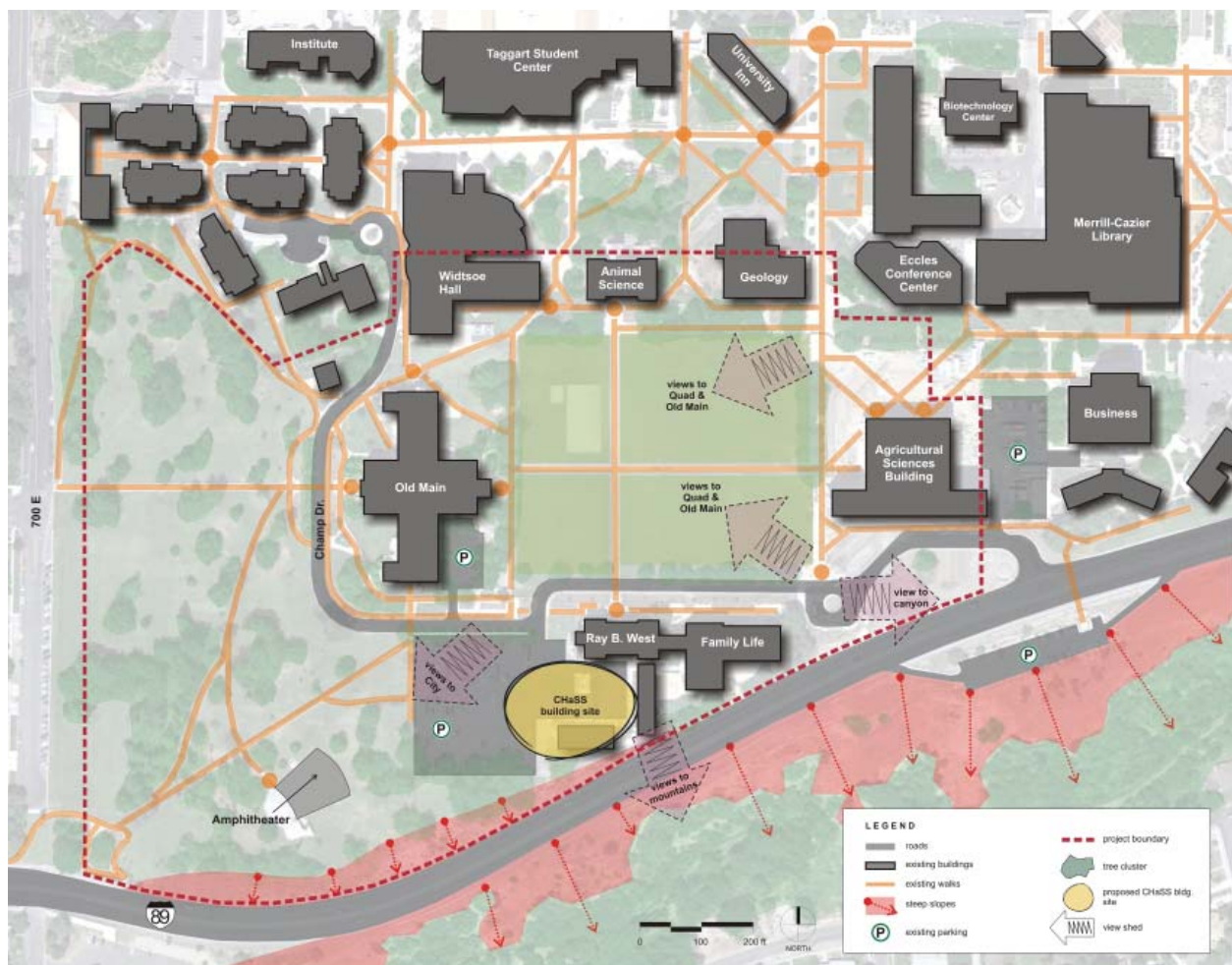
Contact: Jordy Guth, Project Manager
Facilities Planning, Design & Construction
(435) 797-0941

Scope of Services: Master Planning, Site Analysis, Preliminary Design/Planning, Sustainability/Efficiency Guidelines

Completion Date: December 2013

Contract Amount: \$56,000

The USU Quad District Plan will provide a detailed analysis of the area of the Logan campus from Highway 89 north to Animal Science and Geology, and from Old Main Hill east to the new College of Agriculture Building. The plan is needed to bring together varied and complex needs and demands for space and growth within this particular zone.



American Fork Main Street Vision

American Fork, Utah

Client:	Mountainland Association of Governments
Contact:	Shawn Seager Project Manager (801) 229-3837
Scope of Services:	Visioning, Public Involvement, Land Use Planning, Facilitation, Strategic Planning, Urban Design
Completion Date:	2010
Project Fee:	\$40,000
Completion Date:	2010
Duration:	6 Months

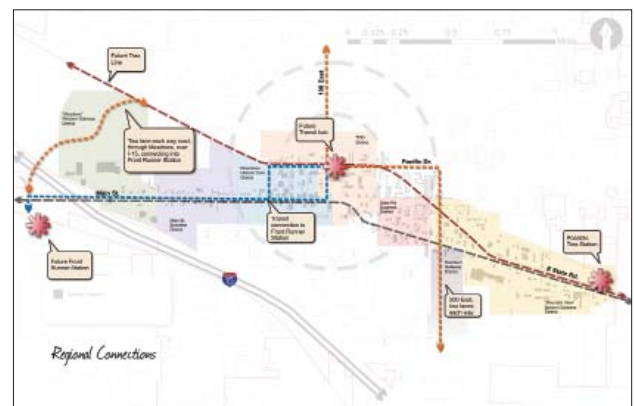
CRSA worked with a group of local stakeholders and community leaders during monthly meetings and a three-day design charrette to find a common future vision for Main Street in American Fork.

American Fork's Main Street has been the economic center of northern Utah County for the past 100 years. Today billions of dollars are being spent in major transportation investment projects being built around the city's historic Main Street (U.S. 189), which is competing with the development of other retail and commercial developments in surrounding communities.

The purpose of this study was to give American Fork

City officials recommendations for economic opportunities, possible design themes, future land use types/densities, and transportation opportunities for the City to use to encourage future development while retaining Main Streets' unique historic character. The goal is to maintain a sense of identity and vibrancy in the 100-year-old corridor of commerce and residential use, and to provide guidance for long-range transportation planning.

The City has experienced challenges in the past when trying to build consensus among the general public and city officials for future transportation and land use decisions. In this case, the process by which the vision was developed was just as important as the end product.



West Lake Vision Long Range Plan

Western Utah County, Utah

Client: Mountainland Association of Governments

Contact: Bob Allen (801) 765-1658

Scope of Services: Public Outreach, Comprehensive Planning, GIS, Visioning

Completion Date: 2009

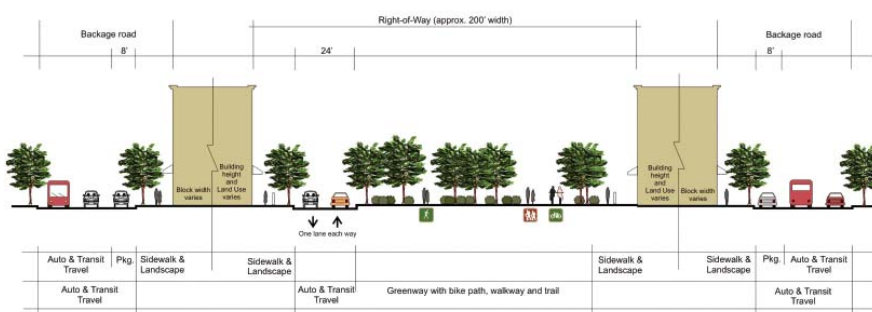
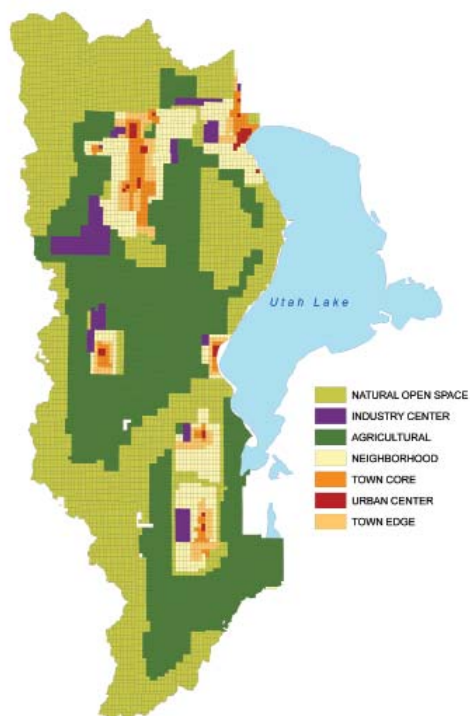
Project Duration: 8 Months

Project Fee: \$90,000

Recognizing the potential for tremendous growth in the 300,000-acre area West of Utah Lake, the Mountainland Association of Governments hired CRSA to develop a long-range vision for development of the area. Growth in Utah County continues to push westward, and this area has the potential to become a new metropolitan center for the State. The West Lake Vision project is intended to identify a coordinated approach and overall vision for the future development of the region.

Planning for between 500,000 and 1.5 million future residents by the next century, the West Lake Vision includes the identification of specific mobility corridors for preservation, the desired location of future urban centers, and the preservation of critical agricultural and open space lands.

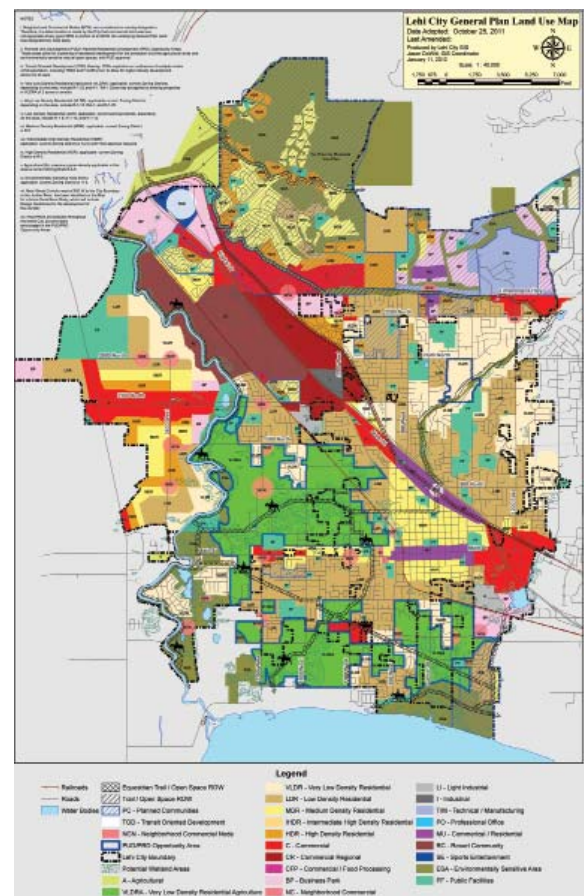
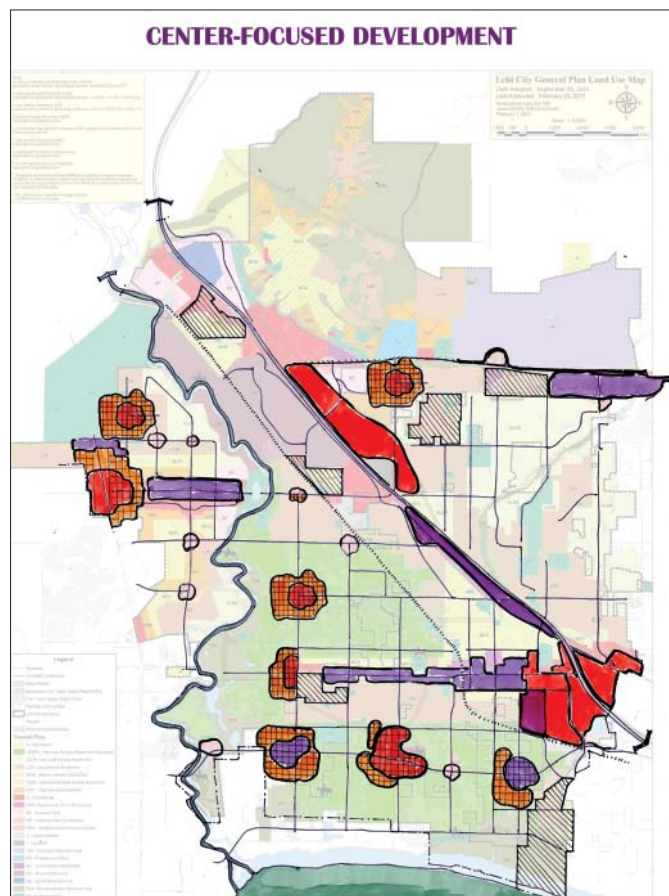
The visioning process included extensive public outreach and facilitation. A series of public workshops, a four-day design charrette, and key stakeholder interviews ensured community buy-in.



Lehi, Utah

For Lehi's Downtown Revitalization Plan, CRSA was retained to assess the economic development potential of Lehi City—including redevelopment and downtown revitalization marketing; market analysis including a business park plan and rodeo grounds site selection; and implementation strategies for the urban design/streetscape, and marketing and promotion.

For the City Land Use Plan Update, CRSA was retained to develop an update to the City's land use component of their general plan. CRSA updated the city vision, developed updated goals and objectives as well as new implementation strategies. An updated land use map was developed using geographic information systems software.



Millcreek, Kearns, and Magna Townships General Plan and Best Practices – Salt Lake County

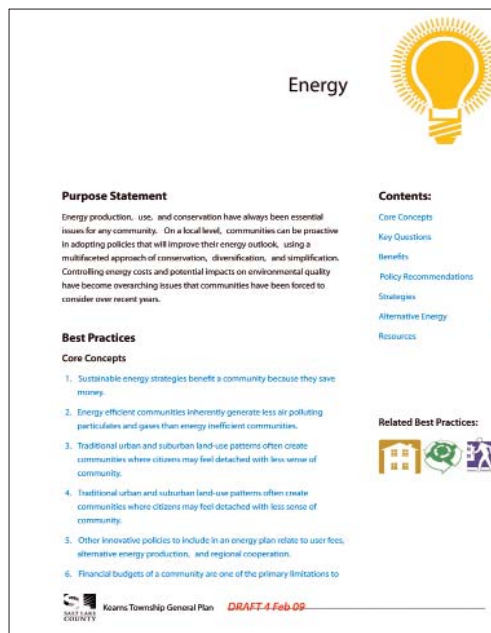
Salt Lake County, Utah

Client: Salt Lake County

Contact: David White
Project Director
(801) 468-2072

Scope of Services: Public Involvement, Community Visioning, General Plan Development, Future Project Impact Matrix, Project Development

Completion Date: 2009



Salt Lake County Energy Best Practice



Magna Downtown

With the goal of setting a new national standard for cutting-edge planning, Salt Lake County contracted with CRSA to develop a new template for County planning documents. CRSA worked closely with the County to update the General Plans for Kearns, Magna, and Millcreek Townships, and to develop a framework for all future County Plans.

A key component of the planning process was an extensive public outreach process. Each plan is a record of projects identified by the public for their community. Future projects were prioritized by the community, involving a diverse array of planning, including transit-oriented development districts, new park planning, town center development, transportation improvements, open space planning, and many others.

With the potential to revolutionize comprehensive planning, the plans are easily updated, highly accessible and easy to use, and create the opportunity for future expansion. Most importantly, they require County planning staff and officials, and the general public to think about planning decisions in new way.

Rather than being a dense, lengthy document, the General Plan is clearly structured with three component parts: Context, Best Practices, and Projects. The context section outlines the community's goals and objectives, provides a snapshot of the township in time, and starts a conversation about the community. The Best Practices section is an A to Z, infinitely expandable encyclopedia of planning topics. Each Best Practice outlines a series of Core Concepts that become County planning standards, and a series of Key Questions for decision-makers to consider when evaluating a proposal. The Projects section, is an alphabetical inventory of specific projects, tasks, studies, or recommendations generated by the community. The community and planning commissions prioritize these projects for consideration and funding during the County Council budget cycle.

Cooperative County Plan

Salt Lake City, Utah

Client:	Salt Lake County Planning and Development Services
Contact:	Max Johnson, AICP Planning Manager (385)468-3337
Scope of Services:	Regional Planning, Cross-Jurisdictional Coordination/Facilitation, Visioning, GIS Mapping Best Practices/Plan Development
Completion Date:	2013
Project Fee:	\$50,000

CRSA is working with Salt Lake County and its member jurisdictions on a document guiding the Cooperative County Plan. As part of the process, the mission and goals of the CCP have been clarified and a new Advisory Committee was proposed for oversight of the CCP. Extensive stakeholder outreach was involved to identify top planning issues and to analyze regional priorities. The CRSA team developed a series of projects for the CCP to consider for future implementation and to identify best practice topics.



Lindon City Design Guidelines

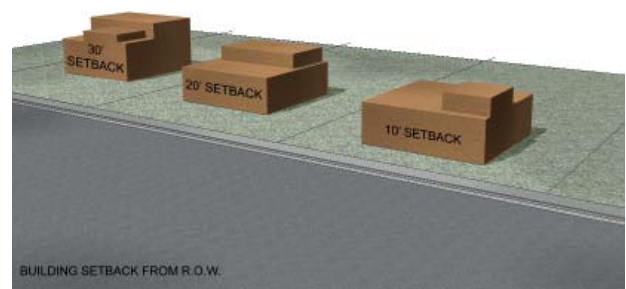
Lindon City, Utah

Client:	Lindon City
Contact:	Adam Cowie Planning and Zoning Director (801) 785-5043
Scope of Services:	Visual Preference Survey, Design Workshops, Public Facilitation, Document Preparation
Completion Date:	2005

CRSA worked with Lindon City to develop design guidelines for future development along the City's primary artery, State Street. Public involvement efforts helped identify design standards for streetscapes, architecture, signage, and parking. Because of differing development situations, the draft design guidelines document was divided into two sections designed to meet the unique circumstances of each street corridor separately.



Lot Usage



Building Setbacks

Centerville Main Street Master Plan and Design Guidelines

Centerville, Utah

Client: Centerville City, Utah

Contact: Cory Snyder, Planning Director
(801) 292-8232

Scope of Services: Public Involvement, Community Visioning, Site Analysis, Master Planning, Ordinance Development, Facilitation, Form-Based Regulations, Adoption Support

Completion Date: 2007



CRSA was retained to review current land uses and development patterns along Main Street and to make recommendations regarding future land use and the overall Main Street environment. Public input and participation in the planning process were essential. A series of public meetings was held to solicit ideas from the public—including a multi-day design charrette, a public workshop, a visual preference survey, an open house, and presentations to the business community.

The planning team analyzed Main Street's assets and challenges and linked opportunities to them for enhancing Main Street. Main Street is comprised of several areas with diverse characters and land uses, and each district has its own guidelines and recommendations in regard to character and design.

In implementing the recommendations of the Master Plan, CRSA developed a new Main Street zoning ordinance. This new zone utilizes a form-based approach, regulating building form and orientation rather than focusing on land uses. The Master Plan and the new zone's accompanying regulating plan identifies five distinct districts—each with their own character and look. A series of Lot Types were developed, specifying specific formal requirements for building height, permeability, setbacks, and orientation.

The efforts of Centerville and CRSA on Main Street were recognized in 2009 with an award from the Governor's Quality Growth Commission & Envision Utah.



Utah Transit Authority Commuter Rail South Station Planning

Salt Lake County to Utah County, Utah

Owner: Utah Transit Authority

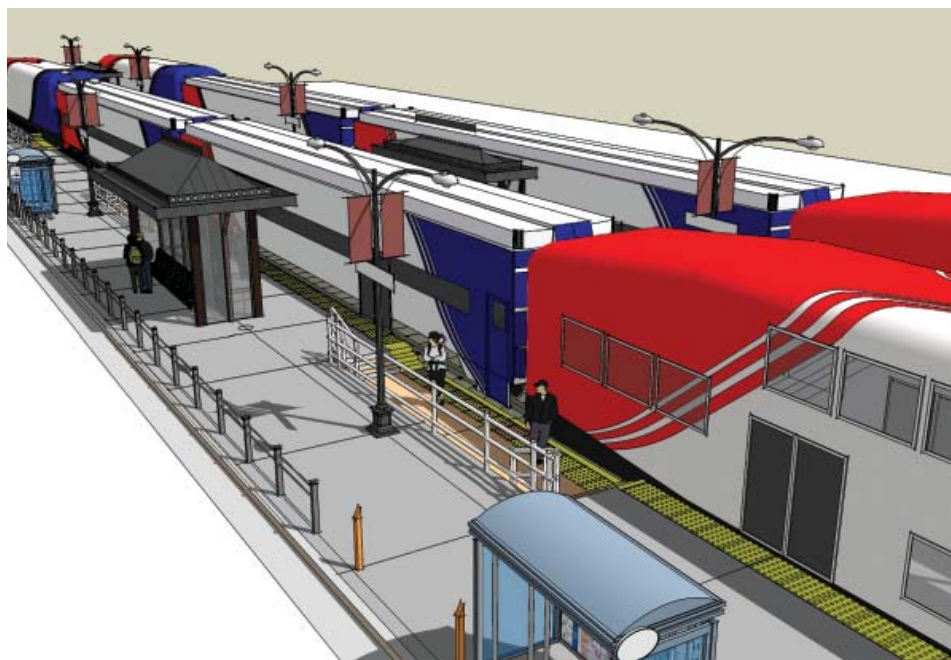
Client: Parsons Transportation Group

Owner Contact: Steven Meyer, Project Manager
Utah Transit Authority
(801) 236-4700

Scope of Services: Station Planning, Landscape Design,
Municipal Land Use Approvals,
Architectural Design, Visualizations

Completion Date: 2012

CRSA, as a consultant to Parsons Transportation Group, provided design and planning services for the Utah Transit Authority Commuter Rail South project. CRSA is completing station layouts for seven stations on the proposed corridor. The work includes development of park-and-ride facilities, station platforms, and passenger amenities for rail stations. CRSA facilitated the municipal land use approval processes through construction administration.



Marmalade District Design Guidelines

Salt Lake City, Utah

Clients:	Redevelopment Agency of Salt Lake City and MIG
Contact:	Ben Davis, Project Coordinator Salt Lake City RDA (801) 535-7242 Benjamin.Davis@slcgov.com
Scope of Services:	Urban Design, Landscape Design Guidelines, Public Space Design, LEED Consulting, Public Involvement, Construction Management
Completion Date:	2013 (estimated)
Design Fee:	\$ 43,140
Construction Cost:	\$ 1,850,000

CRSA, as a subconsultant, has worked closely to the Redevelopment Agency of Salt Lake City to develop a comprehensive development plan for the Marmalade Block in Salt Lake City. CRSA, as the local representative, has designed for construction the public amenities that the RDA of SLC will install on the block. These amenities include two public plazas and a park open space. Upgraded streetscape for 300 West and 500 North are also included. With a construction value of \$1.8 Million, these amenities will be an important part of the project as private development occurs adjacent. CRSA has also authored key components of updated design guidelines that support the development as it is woven into the historical context of the neighborhood. CRSA's planning, design, and urban design staff has provided local coordination with stakeholder groups, city officials, and RDA Staff as part of the permitting and approvals process.



Rendering my MIG

Elko Downtown RDA Design Guidelines

Elko, Nevada

Client: City of Elko

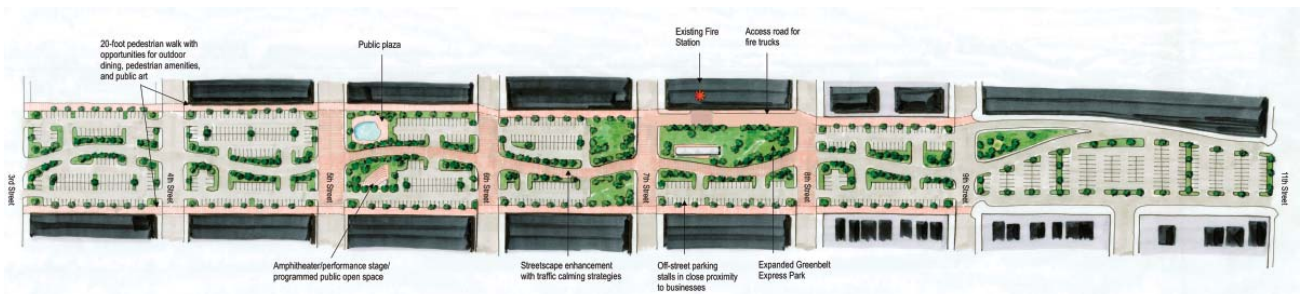
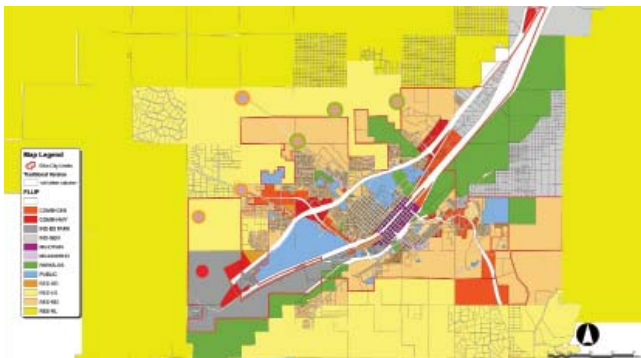
Contact: Delmo Andreozzi
Assistant City Manager
(775) 777-7210
dandreozzi@ci.elko.nv.us

Scope of Services: Visioning, Public Involvement, Master Planning, Facilitation, Strategic Planning, GIS

Completion Date: 2011

Elko, Nevada's downtown area has undergone dramatic changes in the last quarter century, and the City and local residents are visioning about its future. In 1983, Project Lifesaver, relocated several Union Pacific railroad tracks from the center of the downtown core to its periphery. The vacated railroad corridor has since been used for public parking and several festivals within the downtown area, but is poorly maintained and desperately needs beautification. Surrounding the vacated rail corridor are dozens of historic commercial structures, which have high occupancy rates but are in need of updating.

The City established a redevelopment area encompassing its downtown core, and hired CRSA to facilitate a visioning process and to develop a master plan for the RDA. The process will include extensive public involvement, an on-site design charrette, and development of strategies and projects to implement a new vision for downtown. Plan features include parking opportunities for downtown businesses, curvilinear street design for traffic calming, and large pedestrian walks/mall for unimpeded activity.



Sugar House Design Guidelines

Salt Lake City, Utah

Client: Salt Lake City Redevelopment Agency

Contact: Ben Davis
Project Coordinator
RDA of Salt Lake City
(801) 535-7242

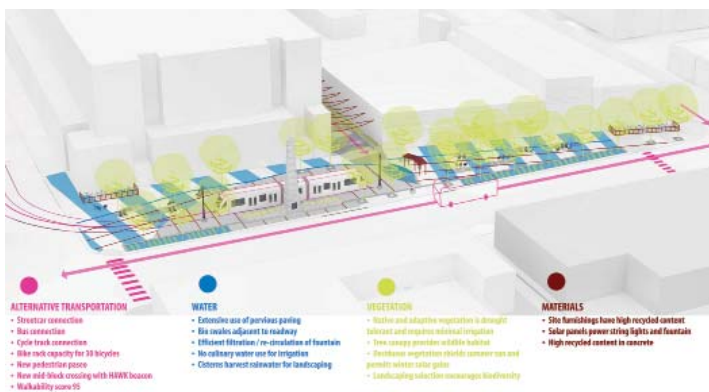
Scope of Services: Urban Design, Public Involvement
Facilitation, Historic Research and
Preservation, Landscape Architectural
Design and Construction Services

Completion Date: 2014

Construction Cost: \$1,900,000

CRSA has been retained by the Salt Lake City Redevelopment Agency to provide redesign of the monument plaza in the Sugar House Business District. The plaza will take the place of an existing automobile right turn lane and provide a community gathering space for informal and formal use. The new plaza will offer opportunities for dining, seating, a farmer's market, and relaxation. It will be designed to meet the Sugar House Business District design guidelines written by CRSA and Fehr & Peers.

A number of new developments are under way in the area directly adjacent to the Plaza. CRSA is coordinating with the developers of these projects to choose a design that will complement their projects. To ensure the business district has a cohesive feel, CRSA is also designing the streetscape on adjacent Highland Drive and McClelland Street. The McClelland Street corridor will link the plaza with the Streetcar Greenway, also under design by CRSA.



Taylorsville 5400 South and Redwood Specific Area Plan

Taylorsville, UT

Client: Taylorsville City and Salt Lake County

Contact: Patricia Kimbrough
(801) 963-5400

Scope of Services: Vision Documents and Master Planning

Completion Date: June 2014



CRSA provided vision documents and master planning to prepare an application to Salt Lake County for a proposed regional cultural arts facility, and surrounding mixed use development. The City of Taylorsville seeks to bring this area, at 5400 South and Redwood Road, back to its once prominent, vibrant regional commercial position by creating a progressive redevelopment strategy. CRSA provided two strategies, one that centers on a performing arts center, and another that the City can utilize for revitalization if the arts center is awarded to another community.

Services included land use planning for the performing arts, architectural design standards, real estate development, real estate market analysis and pro forma analysis. Civil engineering included storm water management and infrastructure design.



Salt Lake Community College Juniper Canyon Campus Master Plan

Herriman, Utah

Client: Salt Lake Community College

Contact: Malin Francis
Campus Planner
(801) 957-5177

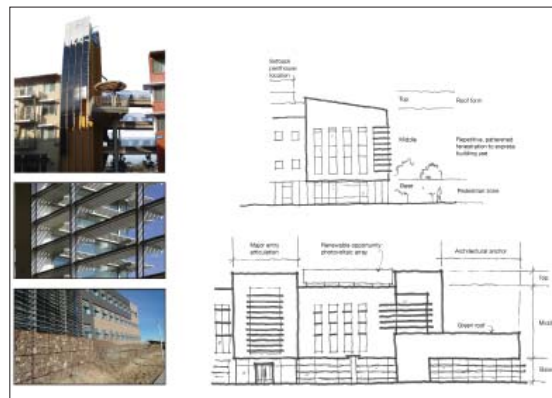
Scope of Services: Master Planning, GIS Analysis, Sustainable Design/Planning, Enrollment Projections, Architectural Design Guidelines

Completion Date: 2012

To handle student growth in the southwest corner of Salt Lake County, Salt Lake Community College purchased 90 acres of land in the City of Herriman. SLCC determined that this campus will house its energy and sustainability programs, so sustainability was a key focus of the planning effort. CRSA provided master planning services for this campus. Beyond spatial site planning (GIS based) that focuses on site feasibility studies and consideration of natural site features, design services included landscape design guidelines as well as sustainability guidelines. The site will be organized to optimize solar gain, on-site stormwater retention, and natural open spaces. Landscape guidelines will support the sustainability effort and be integrated with stormwater handling and the cooling of facilities and outdoor spaces.



Campus Master Plan



Sustainable Architectural Guidelines





J. KELLY GILLMAN, ASLA, AICP
SENIOR PRINCIPAL AND PLANNER
CRSA

Kelly Gillman is a Senior Planner and Landscape Architect with CRSA. He is a comprehensive master planner and thinker, adept at taking a body of information, analyzing its parts and pieces, and constructing a system that works well in synthesis as a whole. In this way, he is especially skilled with gathering input from a community and visioning how to create one plan that fits the needs of many. Kelly has received several awards from the ASLA, Envision Utah, and the APA Utah Chapter for his innovative work.

Education

Master of Business Administration,
 Gore School of Business,
 Westminster College, 2007
 Bachelor of Liberal Arts, Department
 of Landscape Architecture and
 Environmental Planning, Utah State
 University, 1999

Licenses and Certifications

Landscape Architect: Utah, 2001
 Landscape Architect: Wyoming, 2005
 Landscape Architect: Idaho, 2009
 Landscape Architect: Colorado, 2013
 CLARB Certification, 2003
 American Institute of Certified Planners,
 2006
 Bureau of Land Management National
 Training Center, Visual Resource
 Management, 2008

Professional Affiliations

American Society of Landscape
 Architects, Utah Chapter Trustee
 American Planning Association
 Advisory Board Member, Department
 of Landscape Architecture and
 Environmental Planning, Utah State
 University

Experience

- Utah Transit Authority (UTA) Commuter Rail North Preliminary and Final Station Design, Salt Lake, Davis, and Weber Counties, UT
- UTA Commuter Rail South Preliminary & Final Station Design, Salt Lake and Utah Counties, UT
- UTA Mid-Jordan Environmental Impact Statement and Station Planning
- UTA Mid-Jordan/Draper Light Rail Preliminary and Final Station Design
- UTA Provo/Orem BRT Final Design (PENDING), Utah County, Utah.
- Logan-Cache Airport Master Plan, Logan UT
- ITD Dubois/Gateway Rest Area and Visitors Center, Dubois, ID
- Kimball Junction Transit Center Preliminary Design, Summit County, Utah
- UTA Sugar House Streetcar (9-Line) Final Station Design
- Salt Lake City Greenway (9-Line) Final Design – RDA of SLC, Salt Lake City/South Salt Lake City, UT
- 9 Line Corridor Master Plan, Salt Lake City, UT
- Sugar House Monument Plaza Design – RDA of SLC, Salt Lake City, UT
- Sugar House Business District Master Plan, RDA of SLC, Salt Lake City, UT
- Marmalade Public Plaza, RDA of SLC, Salt Lake City, UT
- Brigham City Civic Center and Dance Academy Study, Brigham City, UT
- Brigham Young University–Idaho Agriscience Building, Rexburg, ID



SUSAN PETHERAM, AICP
PROJECT MANAGER AND SENIOR PLANNER
CRSA

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Susie Petheram has been with CRSA since 2002, and focuses on the analysis, planning, and design of areas ranging from downtown commercial districts to historic neighborhoods and university campuses. Her work is targeted toward helping communities implement context-sensitive planning policies and standards that promote sustainable development patterns. Susie has excellent writing and organizational skills along with a strong civic involvement background. Susie is currently pursuing her doctoral degree in Metropolitan Planning, Policy, and Design at the University of Utah. Her dissertation research analyzes the effect of the light rail system on the surrounding housing market. Her findings will offer new perspectives on transit station impacts and extending planning policies beyond the station area to consider a broader transit-supportive neighborhood.

Education

Ph.D. Candidate in Metropolitan Planning, Policy, and Design, University of Utah
Master of City and Metropolitan Planning, University of Utah
Graduate Certificate in Historic Preservation, University of Utah
Bachelor of Arts, Mathematics, Grinnell College

Licenses and Certifications

American Institute of Certified Planners, 2010

Professional Affiliations/Boards

American Planning Association
Utah APA Programs Committee
National Trust for Historic Preservation
University of Utah, President's Sustainability Advisory Board
Sugar House Community Council, Vice Chair, 2002–2005

Awards

George Smeath Outstanding Student Award, 2001, Utah APA

Selected Presentations/Publications

Old Urbanism: Sustainability and the Existing Urban Form – Salt Lake Sustainable Building Conference, 2010
TOD Around Commuter Rail: Putting the Right Tools in Place – Rail-Volution Conference, Oct. 2009, Boston, MA
The Sugar House Business District: Heart of a Walkable Community – Utah State Historical Society

Experience

- Cottonwood Heights General Plan, Cottonwood Heights, UT
- Nephi City General Plan Update, Nephi, UT
- Farmington Downtown Master Plan Revision, Farmington, UT
- Centerville Main Street Master Plan and Ordinance, Centerville, UT
- Memorial House Sustainability Plan, Salt Lake City, UT
- Davis County Civic Master Plan, Farmington, UT
- West Valley City Downtown Illustrative Plan, West Valley City, UT
- South Salt Lake City Strategic Plan, South Salt Lake, UT
- Sugar House Business District Design Guidelines and Small Area Plan, Salt Lake City, UT
- Sugar House Historic Walking Tour, Salt Lake City, UT
- Sugar House Greenway Design, Salt Lake City, UT
- Sugar House Streetscape Amenities, Salt Lake City, UT
- Sugar House Monument Plaza Redesign, Salt Lake City, UT
- Lindon City Commercial Design Guidelines, Lindon, UT
- Daybreak Commercial Design Guidelines, South Jordan, UT
- Envision Utah Wasatch Front Transit Oriented Development Design Guidelines
- Farmington Transit Oriented Development Ordinance, Farmington, UT
- Central Pointe Station Transit Oriented Development Design Guidelines, South Salt Lake City, UT
- Alpine Gateway Historic District Design Guidelines, Alpine, UT
- Park City Historic Building Evaluations, Park City, UT
- Holy Cross Chapel HSR, Salt Lake City, UT
- Fisher Mansion HSR, Salt Lake City, UT
- University of Utah Park Building Historic Structures Report



W. BRYCE WARD

PROJECT MANAGER AND PLANNER

CRSA

Bryce Ward is a landscape designer and environmental planner for CRSA. He excels at graphic communication, and enjoys designing with an eye for environmental sensitivity. His professional experience includes designing and planning for transit stations and centers, greenways, and “Complete Streets” that improves and enhances the environment and user sensitivity. His design and planning skills have been refined through several projects along the Wasatch Front and Back. Bryce’s most recent design experience includes site and landscape designs for Salt Lake City Greenway and Streetcar, and Park City’s Kimball Junction Transit Center. Bryce traveled extensively to Europe, Australia, Central and North America to study the history of land use and design other cultures.

Education

Masters of Public Administration,
University of Utah
Bachelor of Landscape Architecture
and Environmental Planning, Utah
State University

Professional Affiliations

American Society of Landscape
Architects – Utah Chapter

Employment History

CRSA, Landscape Designer/Urban
Designer
Robert Marshall Architects, Salt Lake
City, Utah, Landscape Architect Intern
Utah State University and National Parks
Conservation Association, Support
Staff and Author, Logan, Utah
City of Lindsay, California, Urban Design
Intern

Experience

- Kimball Junction Transit Center, Park City, UT
- Sugar House Streetcar Greenway, Salt Lake City, UT
- Sugar House Business District Amenities Plan, Salt Lake City, UT
- Utah Transit Authority Sugar House Streetcar, Salt Lake City, UT
- Salt Lake Community College Herriman Campus Master Plan, Herriman, UT
- Canyonlands Research Center – The Nature Conservancy, San Juan County, UT
- Priesthood Restoration Site, Susquehanna, PA
- Springville City Library Landscape Design, Springville City, UT
- Casper College Gateway Building Landscape Design, Casper, WY
- Logan Airport Master Plan, Logan, UT
- Center Street Overpass Landscape Design, Clearfield City, UT
- Davis County Senior Center Landscape Design, Davis County, UT
- Utah Transit Authority Commuter Rail South Station Design, Utah and Salt Lake Counties, UT
- Utah Transit Authority Mid-Jordan Light Rail Station Design, Salt Lake County, UT
- Semiahmoo Resort Master Plan and Site Design, Blaine, WA
- West Valley City International Marketplace Master Plan, West Valley City, UT
- Lindsay City Downtown District Plan and Design, Lindsay, CA
- Logan City Civic Spaces Charrette, Logan, UT
- San Pete County Design Charrette, San Pete County, UT
- State of the Parks – Evaluation of Capitol Reef National Park, UT
- Foxboro LDS Ward Meeting House, North Salt Lake City, UT



J. RYAN WALLACE, LEED® GA
DESIGNER/ PLANNER
CRSA

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Ryan Wallace is a project manager and planner with CRSA. His innate curiosity to question the way we develop our places has driven his desire to develop holistically sustainable communities - ecologically, economically and culturally. For this reason, he has pursued degrees in architecture and urban planning – to be able to work at multiple scales simultaneously. His interests range from city and campus design to the details of Architectural.

Ryan developed the program and coordinated the consulting team most recently for the \$17 million, 93,000 SF BYU-Idaho David O. McKay Library. His in-depth understanding of programming processes and systems, as well as a dedication to applying a thorough site planning exploration, ensures quality architectural design.

Education

Master of Architecture, North Carolina
State University, 2011
Bachelor of Science, Urban Planning,
University of Utah, 2007

Certification

LEED Green Associate, 2012

Professional Affiliations

Associate – American Institute of
Architects
American Planning Association
AIA Utah Young Architects Forum

Employment History

CRSA, Project Planner, 2011–Present
Fentress Architects, 2011
Vincent Whitehurst Architect PA,
2010–2011
Center for Universal Design, North
Carolina State University College of
Design, 2009
Utah Transit Authority, 2007–2008
City of North Salt Lake, 2006–2007

Experience

- Utah State University, Quad Study and Historic Buildings Survey, Logan, UT
- Utah State University College of Humanities and Social Sciences Teaching and Learning Center Feasibility Study, Logan, UT
- Salt Lake City RDA 9-Line Corridor Transportation Study, Salt Lake City, UT
- University of Utah Campus Bookstore Feasibility Study, Salt Lake City, UT
- Unified Lab Module 2, Salt Lake City, UT
- David O. McKay Library Program – Brigham Young University–Idaho, Rexburg, ID
- BYU–Idaho Agriscience Building Program, Rexburg, ID
- Colorado Mesa University New Academic Classroom Building II, Grand Junction, CO
- Salt Lake Community College Juniper Canyon Campus Master Plan, Herriman, UT
- University of Idaho McCall Field Station Master Plan, McCall, ID
- Sugar House Streetcar Corridor Study – Salt Lake City RDA, Salt Lake City, UT
- Sugar House Monument Plaza Design – Salt Lake City RDA, Salt Lake City, UT
- Utah Transit Authority Commuter Rail South Preliminary and Final Station Design, Salt Lake and Utah Counties, UT
- Colorado Mesa University New Academic Classroom Building II



DONALD BUAKU, AICP ILLUSTRATOR AND PLANNER CRSA

Donald Buaku joined CRSA in 2008 as a Community Planner and urban Designer. He has since played a critical role in the development of plans ranging from campus and downtown revitalization plans to community and county-wide comprehensive plans. He is a skilled designer and artist and his sketches and paintings breath life into his projects.

Donald is a graduate from the University of Michigan, Ann Arbor, and holds a dual masters degree in Urban Design and Urban Planning as well as a graduate certificate in Museum Studies. Donald is also a trained architect from Ghana, and earned a bachelor's degree and a post graduate diploma in architecture from Kwame Nkrumah University of Science and Technology in Ghana in 2004. He graduated top of his undergraduate class in 2002 in the first class honors division. In 2007 he was named the merit based Charles Moore scholar for the 2007/2008 academic year at the Taubman College of Architecture and Urban Planning at the University of Michigan.

Education

Master of Urban Planning, Master of Urban Design, and Graduate Certificate in Museum Studies,
University of Michigan, Ann Arbor
Post Graduate Diploma in Architecture,
KNUST, Kumasi, Ghana
Bachelor of Science in Architecture,
KNUST, Kumasi, Ghana

Certification

American Institute of Certified Planners,
2011

Professional Affiliations

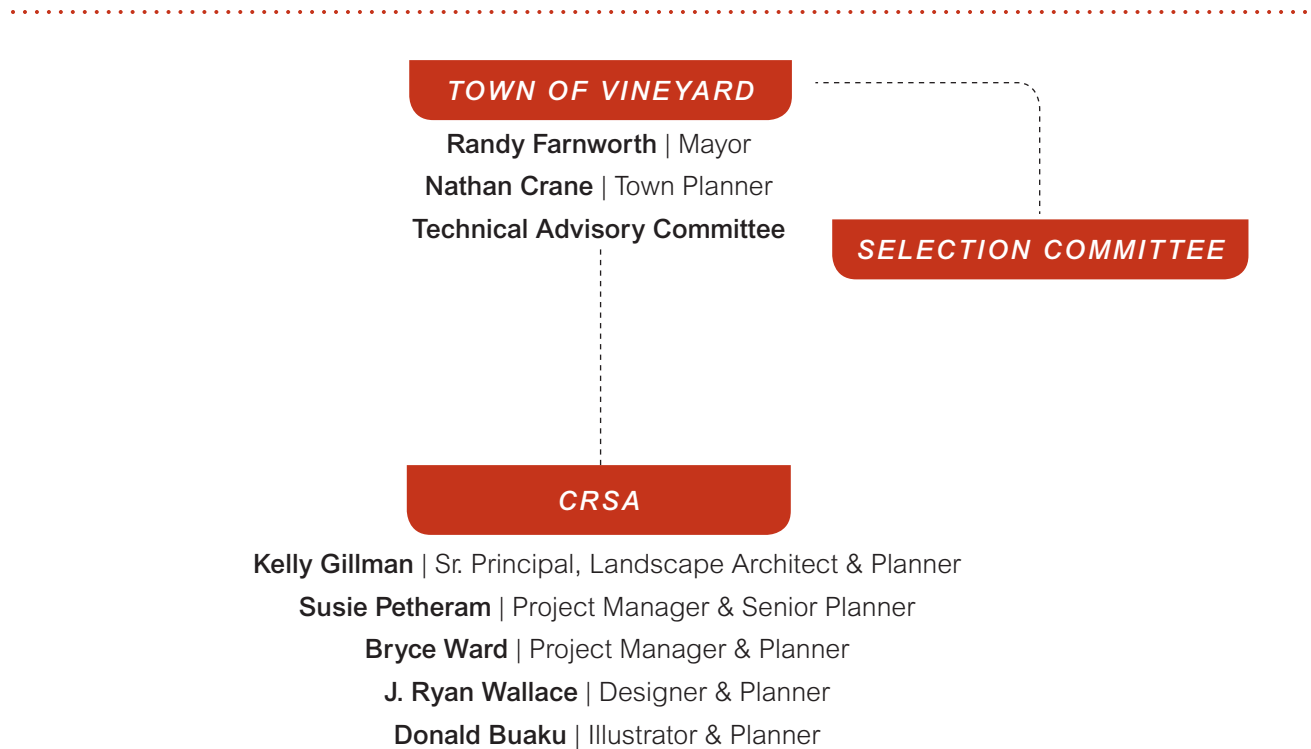
American Planning Association
Ghana Institute of Architects

Experience

- American Fork Main Street Vision, American Fork, UT
- 9 Line Corridor Master Plan, Salt Lake City, UT
- Elko Master Plan Update and Downtown Redevelopment, Elko, NV
- Pleasant Grove Bicycle Master Plan, Pleasant Grove, UT
- Madison Co. Unified Development Code Update, Madison County, ID
- Kuna Comprehensive Plan, Kuna, ID
- Logan-Cache Airport Master Plan, Logan, UT
- West Lake Vision Long-Range Plan, Western Utah County, UT
- Provo Downtown Strategic Plan, Provo, UT
- Tooele Economic Development Plan, Tooele, UT
- Salt Lake City Redevelopment Agency Projects, Salt Lake City, UT
- Salt Lake City RDA Downtown Streetcar Study, Salt Lake City, UT
- Sugar House Streetcar Corridor Study – Salt Lake City RDA, UT
- Salt Lake Community College Herriman Campus Master Plan, Herriman, UT
- Glendale Library Programming and Community Engagement, Salt Lake City, UT
- Utah State Fairpark Conceptual Drawings, Salt Lake City, UT
- Utah State University Brigham City Campus Master Plan, Brigham City, UT
- Murray Cottonwood Street Extension Environmental Assessment, Salt Lake County, UT

3: SCOPE OF WORK AND SCHEDULE

CRSA



SCHEDULE AND MEETINGS OUTLINE

We anticipate the following project schedule, with associated milestone meetings.

- Kickoff Meeting (1) Week: Jan 12th , 2014
- TAC Meetings (Approx. 4) January through June 2015
 - Additional Focus Groups
- Team Work Sessions/Conference Calls Monthly through August 2015
- Public Workshop (1) Week: April 13th, 2015
- Planning Commission (2) Weeks: April 20th/June 22nd 2015*
- City Council (1) Week: July 13th, 2015*

**Meetings to be scheduled to match standard City meeting schedule*

[illegible]

SCOPE OF WORK:

The scope of work to complete the Design Guidelines for the TC and LOMU zones in the Town of Vineyard is organized under the following phases and tasks. In some cases, certain phases are not necessarily required to complete the scope as requested, however they are phases that we believe may be beneficial.

PHASE ONE: WORK PLAN AND PROJECT MANAGEMENT

Key Outcomes:

- Kickoff Meeting
 - Fully define scope of work
 - Approve Schedule and milestone deliverables
 - Identify TAC Committee and Focus Groups
- Data Gathering
- TAC Meeting #1
- Regular Work Session Meetings

The first task in this phase will be a kickoff meeting between the CRSA team and the Town of Vineyard to finalize the scope of work, adjust the schedule, and develop deliverable deadlines. This first meeting will also be an opportunity for our team to develop relationships with your project team, and to discuss other stakeholders that may be involved. We agree with your plan for the planning to collaborate with a Technical Advisory Committee (TAC) regularly. We will also schedule regular working meetings with the Town of Vineyard Staff for project management purposes, if possible in close proximity to each other on the calendar. To ensure broad community support we will also schedule additional focus groups to ensure participation by local stakeholders that may not sit on the TAC. **We recommend pre-scheduling public TAC Meetings, focus group meetings, public outreach events (as deemed beneficial), and other deliverable milestones to ensure all parties can work towards a mutually agreed schedule.** We will track this schedule monthly in our project reports.

Our team will also be prepared to request data to start the planning process, including base mapping, GIS Data, current adopted plans, demographic data, etc. We will use this data to begin Phase Two. We will also use this opportunity to discuss the project vision and learn what the Town of Vineyard hopes the two land use areas will someday become, directed by the Design Guidelines. What are the assets that may define the character of the two districts? **Is it views of the Mt. Timpanogos, is it access to Utah Lake, is it the cultural heritage of the predominant industry of the area? Or, is it something completely different that the design guidelines will seek to inform?**

PHASE TWO: EXISTING CONDITIONS REVIEW

Key Outcomes:

- Policy, Regulatory, and Plan review
- Develop Framework Plan

The foundation for the planning will be an accurate understanding of current and expected conditions. Beginning with the current adopted master plans the CRSA team will compile, tabulate, and analyze data to prepare relevant maps, charts, and matrices. Subdivision and other ordinances will also be reviewed. **The result will be identification of Framework Plans that will outline the opportunity and constraints for the study area for various technical disciplines.** We anticipate the Framework Plan will include a review of land use plans, infrastructure plans, transportation plans, and market demographics as a guide to the design guidelines development. This is an important set of documents that will be reviewed in detail with the City TAC as a starting point for the scenario planning exercises.

PHASE THREE: VISIONING/ GOALS AND OBJECTIVES

Task A: Public Visioning

Key Outcomes (Optional Phase):

- Community preference survey
- Public Workshop/Asset Identification

Task B: City Visioning:

- Vision/Goals & Objectives
- TAC Meeting #2
 - Focus Groups
- Planning Commission Work Session #1

Cities belong to the people who live there. While public outreach isn't necessarily required by the project RFP, we believe this will be an important role in the development of the Design Guidelines. The CRSA Team recognizes that community participation is a vital element of a successful plan. Our outreach process is included as part of the Asset Based Community Development Process we have suggested. *We will develop a public outreach strategy that utilizes multiple techniques to engage Stakeholders and Community Members to review and provide input on the framework plan, and to further identify the Town of Vineyard's Community Assets.* This may take the form of a community preference survey to determine resident's attitudes, opinions, and desires to form the design guidelines.

Community participation will also take the form of a public workshop at the beginning of the planning process. The CRSA Team is well seasoned in preparing charrettes, open houses and other interactive events. Our workshop effort will be based around Asset Identification. *Our goal for the outreach process will be to generate the vision that these Character Districts, the TC and LMU Districts will be based on.* We anticipate existing community assets, such as Pioneer Heritage, will be the assets identified by the community to guide this effort.

The results of this phase will be presented to the Stakeholder Committee and Town of Vineyard Planning Commission.

TASK C: AREA GOALS & OBJECTIVES

Key Outcomes:

- Prepare Project Vision
- Prepare Area Goals and Objectives
- TAC Meeting #3

The analysis, mapping, evaluations, and community participation of the previous three phases will be synergistically combined to prepare the vision for the TC and LMU Districts. *The CRSA team will work closely with the Town of Vineyard to prepare supporting goals and objectives, ensuring these guidelines match the criteria already found in the Town of Vineyard General Plan.* These goals and objectives will serve as the extended criteria upon which the Design Guidelines will be screened (or judged) for success. This step is required since the baseline criteria found in the general plan does not specifically discuss detailed components such as aesthetics, materials, colors and textures, etc.

TC Criteria (From Town of Vineyard General Plan)

- Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design; and

- Encourage a safe, attractive and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities.

LMU Criteria (from the Town of Vineyard General Plan)

- Protects constrained and sensitive lands adjacent to Utah Lake; Conserves open space land near to and adjacent to Utah Lake, including those areas containing unique or natural features by setting them aside from development;
- Provides greater design flexibility and efficiency in the siting of services and infrastructure, including the opportunity to reduce length of roads, utility runs, and the amount of paving required for development;
- Provides incentives for the creation of greenway systems and open space within the Town for the benefit of present and future residents;
- Provides incentives and design alternatives for landowners to minimize impacts on views and access to Utah Lake;
- Conserves scenic views and elements of the Town's rural and scenic character and minimizes perceived density by minimizing views of new development from existing or planned roads.

PHASE FOUR: PRELIMINARY DESIGN GUIDELINES

Key Outcomes:

- Preliminary Design Guidelines
- Form Based Code Consideration
- TAC Meeting #4

With the project vision in place, the CRSA team will prepare a preliminary set of design guidelines for the TC and LMU districts. We will coordinate closely with the TAC and the Stakeholder committee to review and revise the guidelines.

Following this section is a sample outline for typical district design guidelines, including a discussion of regulating maps, and project master plans. We will collaborate with the Town of Vineyard to modify the outline to fit specific needs, including adding or removing sections as needed.

Our review of the existing City Code reveals a traditional zoning ordinance governing land use within the Town of Vineyard. The outlines we have provided are generally applicable to standard design guidelines. However, CRSA also recommends that the Town of Vineyard consider replacing the traditional code for the two districts in consideration with a form based code, perhaps as a hybrid zone approach. Much like design guidelines, the form based code offers an alternative path to implementation. As defined by the Form Based Codes Institute: "A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation."

CRSA recommends a hybrid form based code. For the Town of Vineyard the traditional code would remain in place. However, an alternative form based code **could** be adopted for the TC and LMU districts in the form of an overlay. In either circumstance, CRSA will prepare representative graphics to illustrate key planning concepts.

PHASE FIVE: DRAFT DESIGN GUIDELINES

Key Outcomes:

- Draft Design Guidelines
- Regulating Plan
- Planning Committee Meeting #2

The CRSA team will prepare Draft Design Guidelines for the TC and LMU districts for presentation to the Town Planning Commission, including the regulating plan and project master plan components. We will coordinate closely with the Planning Commission and TAC to review and revise the guidelines. We will ensure the guidelines are cross referenced to existing, adopted Town ordinances and plans this ensuring a smooth implementation. A key element that will be introduced is the District Regulating Plan. This is described in more detail in the sample design guidelines outline, but includes a street network map that identifies the location of existing streets and the layout and proposed location of future streets.

The project Master Plan and Master Development Guidelines concepts will also be introduced in this phase, and included as a requirement for development in the districts if deemed applicable by the Town of Vineyard. The intent of the project master plan (PMP) is to establish a framework for the development of large or phased projects. Again, this component is described in more detail in the sample design guidelines outline.

PHASE SIX: IMPLEMENTATION AND ADOPTION

Key Outcomes:

- Adopted Design Guidelines
- City Council Presentation #1

The CRSA team will revise Draft Design Guidelines for the TC and LMU districts for presentation to the Town City Council. We will coordinate closely with the City Council and TAC to review and revise the guidelines. Upon final acceptance and adoption we will assist the Town with publication of the final design guidelines for the two character districts.

CRSA utilizes images, drawings, and graphics in some instances to represent key concepts in the design guidelines. These will be introduced in early drafts of the guidelines but completed in this phase once all characteristics are fully vetted and understood. Donald Buaku, CRSA's skilled illustrator, will lead this effort.

SAMPLE DESIGN GUIDELINES OUTLINE:

The following outline represents design guidelines that have been considered and adopted by Farmington City for the Mixed Use Districts in their Transit Oriented Development area. Three key sections are highlighted to reference our scope of work. The numbering system would be modified to the specific chapter reference in the Town of Vineyard code.

11-18-101 Purpose

11-18-102 Conflicts

11-18-103 Definitions

11-18-104 Regulating Plan

The Regulating Plan for the mixed-use districts consists of the street network map that identifies the location of existing streets and the layout and proposed location of future streets. The regulating plan will provide the framework for establishing the mixed-use districts described in this chapter. Uses and intensity of development, including transitions to surrounding residential areas, will be based on the mixed-use district and the street types within each district.

11-18-105 Uses

11-18-106 Building Form & Site Envelope Standards

11-18-107 Development Plan Review

11-18-108 Project Master Plan

The intent of the project master plan (PMP) is to establish a framework for the development of large or phased projects. The issues that relate to the following areas shall be identified and a conceptual plan that addresses them provided as part of the PMP so that these issues are completely addressed as the development proceeds:

1. Transportation, Mobility, and Connectivity
2. Stormwater management, drainage and grading
3. Water quality systems
4. Major utilities
5. Open space and wetlands
6. Land use and the mixture of residential and non-residential uses

An approved PMP constitutes an approved master plan for guiding all future development within the area defined by the PMP.

11-18-109 Signs

11-18-110 Off-Street Parking Space Standards

11-18-111 Landscaping and Street Furniture Standards

11-18-112 Master Development Guidelines

The developer of each area of land that is designated and mapped on Zoning Map as a TOD Mixed-Use Districts shall prepare and submit Master Development Guidelines (MDG) to be recorded against the property. MDG shall define the standards for design within the district for architectural controls, open space, buildings, structures, landscaping, lighting, signs and similar external improvements. It is specifically contemplated that development throughout the entire TOD Mixed-Use Districts will meet certain Development Standards that are determined and adopted by the City to assure compatible, high quality development within the TOD Mixed-Use Districts, especially in regard to streetscape and landscaping elements, and that such Development Standards will be incorporated into the Master Development Guidelines for each project.

11-18-113 Common Area Management Plan

11-18-114 Alternative Approval Process; Development Agreements

PROJECT FEES

The budget (submitted under separate envelope) outlines the fees required for the CRSA team to complete the project as proposed in our management plan. We have provided an overall fee summary, as well as a breakdown of the budget by phase. Certain phases in the process are not required to complete the scope of work as outlined, and have been noted as such. We are happy to negotiate with the Town of Vineyard to provide only the services that are required. Direct expenses (non-labor) are also included as additive to the phase budgets.

4: REFERENCES

REFERENCES

1. David Peterson

Community Development Director
Farmington City
(801) 451-2383

Project: Farmington Downtown Master Plan

2. Cory Snyder

Planning Director
Centerville City
(801) 292-8232

Project: Centerville Main Street Plan

3. Jordy Guth

Project Manager
Utah State University
(435) 797-0941
jordy.guth@usu.edu

Projects: USU, Brigham City Master Plan
Vernal USU Master Plan, 2010
CHASS and Quad Studies, 2013

4. Rick Magness

City Planner
Elko City
(775) 777-7160
rmagness@ci.elko.nv.us

Project: City of Elko Urban Design overlay

CLIENT: Town of Vineyard
CRSA Project #: MA14-129
Project Name: District Design Guidelines
Client PM: Nathan Crane
CRSA PM: Susie Petheram/Bryce Ward

PHASE NO	TASKS DESCRIPTION	NAME AND LABOR CATEGORY					TOTAL	
		Kelly Gillman Managing Principal	Susie Petheram Project Manager	Ryan Wallace Project Planner	Donald Buaku Project Planner/III ustrator	Bryce Ward Project Planner	HOURS	BILL RATE DOLLARS
1	Work Plan and Project Management	4	10	20	0	0	34	\$ 4,230.00
	Kickoff Meeting	2	2	2			6	\$ 850.00
	Data Gathering			8			8	\$ 920.00
	TAC Meeting #1		2	4			6	\$ 690.00
	Regular Work Session Meetings (6)	2	6	6			14	\$ 1,770.00
2	Existing Conditions Review	0	8	16	4	4	32	\$ 3,680.00
	Policy, Regulatory, and Plan Review		4	8			12	\$ 1,380.00
	Develop Framework Plan		4	8	4	4	20	\$ 2,300.00
							0	\$ -
3A	Task A: Public Visioning (Optional)	4	12	12	0	4	32	\$ 4,000.00
	Community Preference Survey		4	4			8	\$ 920.00
	Public Workshop/Asset	4	8	8		4	24	\$ 3,080.00
3B	Visioning/Goals & Objectives, Task B: City Visioning	2	7	8	8	4	29	\$ 3,495.00
	TAC Meeting #2/Focus Groups		3	8	4		15	\$ 1,725.00
	Planning Commission Worksession	2	4		4	4	14	\$ 1,770.00
3C	Visioning/Goals & Objectives, Task C:	0	6	12	0	0	18	\$ 2,070.00
	Prepare Project Vision/Goals & Objectives		2	4			6	\$ 690.00
	Prepare Area Goals and Objectives		2	4			6	\$ 690.00
	TAC Meeting #3		2	4			6	\$ 690.00
4	Preliminary Design Guidelines	0	22	16	4	4	46	\$ 5,290.00
	Preliminary Design Guidelines		16	8	4	4	32	\$ 3,680.00
	Form Based Code Consideration		4	4			8	\$ 920.00
	TAC Meeting #4		2	4			6	\$ 690.00
5	Draft Design Guidelines	0	20	12	6	0	38	\$ 4,370.00
	Draft Design Guidelines		16	8	4		28	\$ 3,220.00
	Regulating Plan			4			4	\$ 460.00
	Planning Commission Meeting #2		4		2		6	\$ 690.00
6	Implementation and Adoption	0	8	2	2	0	12	\$ 1,380.00
	Adopted Design Guidelines		4	2			6	\$ 690.00
	City Council Presentation #1		4		2		6	\$ 690.00
	Direct Labor Total Hours	10	93	98	24	16		
	Per Cent Per Person	4.1%	38.6%	40.7%	10.0%	6.6%	241	\$ 28,515.00

Including/Optional Phase ^^

PROJECT SUMMARY DATA:

CLIENT: Town of Vineyard
CRSA Project #: MA14-129
Project Name: District Design Guidelines
Client PM: Nathan Crane
CRSA PM: Susie Petheram/Bryce Ward

CRSA FEE SUMMARY SHEET**LABOR (ALL PHASES)**

Name	Firm Name	Position	Hours	Bill Rate Total	Bill Rate
Kelly Gillman	CRSA	Managing Principal	10	\$ 1,950.00	\$ 195.00
Susie Petheram	CRSA	Project Manager	93	\$ 10,695.00	\$ 115.00
Ryan Wallace	CRSA	Project Planner	98	\$ 11,270.00	\$ 115.00
Donald Buaku	CRSA	Project Planner/Illustrator	24	\$ 2,760.00	\$ 115.00
Bryce Ward	CRSA	Project Planner	16	\$ 1,840.00	\$ 115.00

Baseline Services

\$ 24,515.00

Optional Phase (Public Outreach)

\$ 4,000.00

CRSA REIMBURSABLE EXPENSES

Miscellaneous	Postage, Freight, Supplies	\$ 250.28
Travel	Mileage, Auto, Misc	\$ 440.00
Mapping/Photos/Survey	Maps, Film, Photography, Processing	\$ -
Printing/Xerox	Copies, Printing, Plots	\$ -
Reproductions	Reproductions	\$ 184.50
Computer	Technology Charge, Software	\$ -

Travel & Misc

\$ 874.78

Baseline Services

\$ 24,515.00

Optional Phase (Public Outreach)

\$ 4,000.00



CRSA

ARCHITECTURE
PLANNING
INTERIORS

649 E SOUTH TEMPLE
SALT LAKE CITY, UT 84102
801.355.5915
www.crsa-us.com



Town of Vineyard
Transit Center & Lake Oriented
Mixed-use Design Standards



Fee Proposal

Transit Center and Lake Oriented Mixed-Use Design Guidelines and Standards

Attention: Nathan Crane, City Planner
Vineyard Town Hall
240 East Gammon Road
Vineyard, Utah 84058
November 13, 2014

Dear Mr. Crane:

Civil Solutions Group is excited to offer the Town of Vineyard a fixed fee proposal for the Transit Center and Lake Oriented Mixed-Use Design Guidelines and Standards. Our proposal fee is fixed and will not increase even if we go over on planned hours, expenses and etc. **The proposed fee for the complete project is twenty seven thousand and eight hundred and fifteen dollars (\$27,815.00).** The CSG Team will complete all the work as outlined in our proposal and the RFP.

Sincerely,

John M. Janson AICP
Civil Solutions Group
2643 East 3120 South
Salt Lake City, UT 84109
801-232-3778 cell
j_janson@comcast.net



**Town of Vineyard
Transit Center & Lake Oriented
Mixed-use Design Standards**



Scope Item	Description	John	Jake	Steve	Aric	CSG Staff
1	Kick Off Meeting	6	5	5	5	0
2	DG Outline/Format Doc	2	3	2	1	3
3	TAC Workshop	7	5	4	1	0
4	Develop First DG Draft	6	6	6	1	14
5	TAC Work Session	6	6	0	0	0
6	Develop Second DG Draft	5	8	6	3	12
7	TAC Work Session	6	6	1	5	0
8	Developer Meeting	8	2	2	8	0
9	TAC Final Workshop	6	5	1	5	0
10	Development of Final Draft	8	7	7	3	12
11	Public Hearing PC	5	1	1	5	0
12	Public Hearing CC	5	1	4	5	0
13	Final Ordinance & Document	12	10	8	5	12
	Total Hours	82	65	47	47	53
	Total Dollars	\$8,200.00	\$6,500.00	\$4,700.00	\$4,700.00	\$ 2,915.00
	Consulting Total Amount					\$27,015.00
	Printing Document Copies/Presentation Boards					\$ 800.00
	Grand Toal					\$27,815.00

PROJECT SUMMARY DATA:

CLIENT: Town of Vineyard
CRSA Project #: MA14-129
Project Name: District Design Guidelines
Client PM: Nathan Crane
CRSA PM: Susie Petheram/Bryce Ward

CRSA FEE SUMMARY SHEET**LABOR (ALL PHASES)**

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Bryce Ward	CRSA	Project Planner	16	\$ 1,840.00	\$ 115.00

Baseline Services

\$ 24,515.00

Optional Phase (Public Outreach)

\$ 4,000.00

CRSA REIMBURSABLE EXPENSES

Miscellaneous	Postage, Freight, Supplies	\$ 250.28
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Reproductions	Reproductions	\$ 184.50
Computer	Technology Charge, Software	\$ -
Travel & Misc		\$ 874.78

Baseline Services

\$ 24,515.00

Optional Phase (Public Outreach)

\$ 4,000.00

CLIENT:
CRSA Project #:
Project Name:
Client PM:
CRSA PM:

Town of Vineyard
MA14-129
District Design Guidelines
Nathan Crane
Susie Petheram/Bryce Ward

PHASE NO	TASKS DESCRIPTION	NAME AND LABOR CATEGORY					TOTAL	
		Kelly Gillman Managing Principal	Susie Petheram Project Manager	Ryan Wallace Project Planner	Donald Buaku Project Planner/III ustrator	Bryce Ward Project Planner	HOURS	BILL RATE DOLLARS
1	Work Plan and Project Management	4	10	20	0	0	34	\$ 4,230.00
	Kickoff Meeting	2	2	2			6	\$ 850.00
	Data Gathering			8			8	\$ 920.00
	TAC Meeting #1		2	4			6	\$ 690.00
	Regular Work Session Meetings (6)	2	6	6			14	\$ 1,770.00
2	Existing Conditions Review	0	8	16	4	4	32	\$ 3,680.00
	Policy, Regulatory, and Plan Review		4	8			12	\$ 1,380.00
	Develop Framework Plan		4	8	4	4	20	\$ 2,300.00
							0	\$ -
3A	Task A: Public Visioning (Optional)	4	12	12	0	4	32	\$ 4,000.00
	Community Preference Survey		4	4			8	\$ 920.00
	Public Workshop/Asset	4	8	8		4	24	\$ 3,080.00
3B	Visioning/Goals & Objectives, Task B: City Visioning	2	7	8	8	4	29	\$ 3,495.00
	TAC Meeting #2/Focus Groups		3	8	4		15	\$ 1,725.00
	Planning Commission Worksession	2	4		4	4	14	\$ 1,770.00
3C	Visioning/Goals & Objectives, Task C:	0	6	12	0	0	18	\$ 2,070.00
	Prepare Project Vision/Goals & Objectives		2	4			6	\$ 690.00
	Prepare Area Goals and Objectives		2	4			6	\$ 690.00
	TAC Meeting #3		2	4			6	\$ 690.00
4	Preliminary Design Guidelines	0	22	16	4	4	46	\$ 5,290.00
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	Form Based Code Consideration		4	4			8	\$ 920.00
	TAC Meeting #4		2	4			6	\$ 690.00
5	Draft Design Guidelines	0	20	12	6	0	38	\$ 4,370.00
	Draft Design Guidelines		16	8	4		28	\$ 3,220.00
	Regulating Plan			4			4	\$ 460.00
	Planning Commission Meeting #2		4		2		6	\$ 690.00
6	Implementation and Adoption	0	8	2	2	0	12	\$ 1,380.00
	Adopted Design Guidelines		4	2			6	\$ 690.00
	City Council Presentation #1		4		2		6	\$ 690.00
	Direct Labor Total Hours	10	93	98	24	16		
	Per Cent Per Person	4.1%	38.6%	40.7%	10.0%	6.6%	241	\$ 28,515.00

Including/Optional Phase ^^

Price proposal

We propose the following price for the Town of Vineyard Transit Center and Lake-Oriented Mixed Use Design Standards. Please note that this fee is built on an approach that emphasizes a thorough understanding of the project site's context and potential as well as the development of unique design standards that most appropriately respond to this context and potential. While the Not to Exceed fee proposed here is \$124,323, we could take a more basic approach without Tasks 3 and 4 and a reduced Task 2 for under \$100,000. However we do not recommend this approach.

TASK	Hourly Rates	TOTAL BUDGET	InterPlan								Logan Simpson Design							Kimey Horn Associates							
			Tim Sullivan	Andrea Olson	Charles Allen	Michael Baker	Admin. Staff	Labor Subtotal	Exp.	InterPlan Budget	Jim Carter	Buck Swaney	Megan Moore	Libby Kaiser	Labor Subtotal	Exp.	LSD Budget	CAD Personnel	Project Manager	Sr. Project Mgr.	QC Manager	Labor Subtotal	Exp.	KHA Budget	
			\$105	\$135	\$105	\$60	\$65				\$140	\$132	\$114	\$72				\$95	\$135	\$180	\$160				
			Hours								Hours							Hours							
Task 1: Project Management		\$ 23,719	48	4	4	38	2	\$ 8,410	\$ -	\$ 8,410	12	46	22	22	\$ 11,844	\$ -	\$ 11,844	0	11	11	0	\$ 3,465	\$ -	\$ 3,465	
Project kickoff		\$ 5,143	8	0	0	8	2	\$ 1,450	\$ -	\$ 1,450	6	6	6	6	\$ 2,748	\$ -	\$ 2,748	0	3	3	0	\$ 945	\$ -	\$ 945	
Team meetings		\$ 18,576	40	4	4	30	0	\$ 6,960	\$ -	\$ 6,960	6	40	16	16	\$ 9,096	\$ -	\$ 9,096	0	8	8	0	\$ 2,520	\$ -	\$ 2,520	
Task 2: Existing Conditions Analysis		\$ 26,970	46	2	4	64	2	\$ 9,490	\$ -	\$ 9,490	8	40	20	40	\$ 11,560	\$ -	\$ 11,560	20	12	8	6	\$ 5,920	\$ -	\$ 5,920	
Base mapping and data collection		\$ 5,806	4	0	0	12	2	\$ 1,270	\$ -	\$ 1,270	0	0	0	8	\$ 576	\$ -	\$ 576	16	8	4	4	\$ 3,960	\$ -	\$ 3,960	
Existing policy review		\$ 1,668	4	0	0	12	0	\$ 1,140	\$ -	\$ 1,140	0	4	0	0	\$ 528	\$ -	\$ 528	0	0	0	0	\$ -	\$ -	\$ -	
Market analysis		\$ 3,483	3	0	0	0	0	\$ 315	\$ -	\$ 315	0	24	0	0	\$ 3,168	\$ -	\$ 3,168	0	0	0	0	\$ -	\$ -	\$ -	
Transportation analysis		\$ 2,430	10	0	4	16	0	\$ 2,430	\$ -	\$ 2,430	0	0	0	0	\$ -	\$ -	\$ -	0	0	0	0	\$ -	\$ -	\$ -	
Land Use and urban form analysis		\$ 4,490	10	0	0	0	0	\$ 1,050	\$ -	\$ 1,050	4	8	16	0	\$ 3,440	\$ -	\$ 3,440	0	0	0	0	\$ -	\$ -	\$ -	
Environmental analysis		\$ 2,043	3	0	0	0	0	\$ 315	\$ -	\$ 315	0	0	0	24	\$ 1,728	\$ -	\$ 1,728	0	0	0	0	\$ -	\$ -	\$ -	
Existing conditions report		\$ 7,050	12	2	0	24	0	\$ 2,970	\$ -	\$ 2,970	4	4	4	8	\$ 2,120	\$ -	\$ 2,120	4	4	4	2	\$ 1,960	\$ -	\$ 1,960	
Task 3: TOD precedents		\$ 9,822	36	0	0	40	2	\$ 6,310	\$ -	\$ 6,310	4	8	4	20	\$ 3,512	\$ -	\$ 3,512	0	0	0	0	\$ -	\$ -	\$ -	
Research applicable transit-oriented zoning precedents		\$ 4,690	16	0	0	20	2	\$ 3,010	\$ -	\$ 3,010	0	4	0	16	\$ 1,680	\$ -	\$ 1,680	0	0	0	0	\$ -	\$ -	\$ -	
TAC Local TOD tour		\$ 5,132	20	0	0	20	0	\$ 3,300	\$ -	\$ 3,300	4	4	4	4	\$ 1,832	\$ -	\$ 1,832	0	0	0	0	\$ -	\$ -	\$ -	
Task 4: Design Standards Objectives		\$ 4,410	12	0	0	0	0	\$ 1,260	\$ -	\$ 1,260	0	8	4	4	\$ 1,800	\$ -	\$ 1,800	0	10	0	0	\$ 1,350	\$ -	\$ 1,350	
Develop objectives		\$ 4,410	12	0	0	0	0	\$ 1,260	\$ -	\$ 1,260	0	8	4	4	\$ 1,800	\$ -	\$ 1,800	0	10	0	0	\$ 1,350	\$ -	\$ 1,350	
Task 5: Development of Design Standards		\$ 37,912	132	0	10	100	2	\$ 21,040	0	\$ 21,040	0	20	28	80	\$ 11,592	0	\$ 11,592	0	16	12	6	\$ 5,280	0	\$ 5,280	
Development standards		\$ 20,352	80	0	4	60	2	\$ 12,550	\$ -	\$ 12,550	0	12	20	24	\$ 5,592	\$ -	\$ 5,592	0	6	6	2	\$ 2,210	\$ -	\$ 2,210	
Street standards		\$ 12,080	40	0	6	40	0	\$ 7,230	\$ -	\$ 7,230	0	0	8	24	\$ 2,640	\$ -	\$ 2,640	0	6	6	2	\$ 2,210	\$ -	\$ 2,210	
Open space standards		\$ 5,480	12	0	0	0	0	\$ 1,260	\$ -	\$ 1,260	0	8	0	32	\$ 3,360	\$ -	\$ 3,360	0	4	0	2	\$ 860	\$ -	\$ 860	
Task 6: Design Manual		\$ 21,490	100	4	0	110	2	\$ 17,770	\$ -	\$ 17,770	0	20	0	0	\$ 2,640	\$ -	\$ 2,640	0	0	6	0	\$ 1,080	\$ -	\$ 1,080	
Draft Manual		\$ 11,986	60	4	0	60	2	\$ 10,570	\$ -	\$ 10,570	0	8	0	0	\$ 1,056	\$ -	\$ 1,056	0	0	2	0	\$ 360	\$ -	\$ 360	
Public Hearing		\$ 4,188	20	0	0	20	0	\$ 3,300	\$ -	\$ 3,300	0	4	0	0	\$ 528	\$ -	\$ 528	0	0	2	0	\$ 360	\$ -	\$ 360	
Final Manual		\$ 5,316	20	0	0	30	0	\$ 3,900	\$ -	\$ 3,900	0	8	0	0	\$ 1,056	\$ -	\$ 1,056	0	0	2	0	\$ 360	\$ -	\$ 360	
TOTAL ALL TASKS NOT TO EXCEED		\$124,323	374	10	18	352	10	\$64,280	\$0	\$64,280	24	142	78	166	\$42,948	\$0	\$42,948	20	49	37	12	\$17,095	\$0	\$17,095	



Using & Articulation

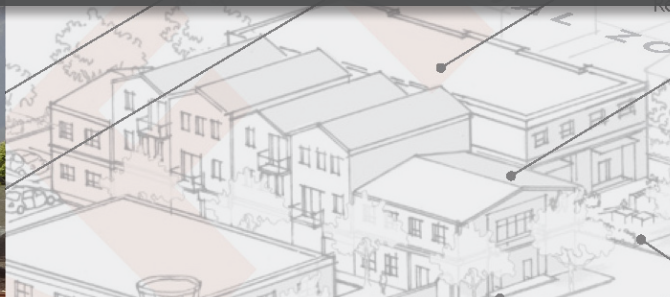
15' 14'

Major Streets

11'

Town of Vineyard

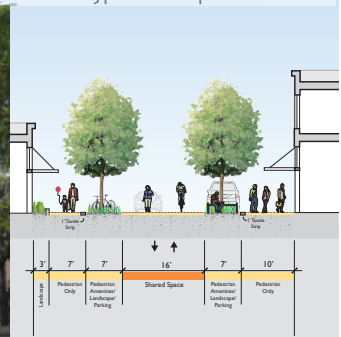
Transit Center and Lake-Oriented Mixed Use Design Standards



20' height limit on non-major street with 12' minimum setback.

22' Perimeter Yard at boundary with Residential zone.

Park/Plaza Frontage Type with a pocket



PREPARED FOR:

Town of Vineyard, November 13, 2014

SUBMITTED BY:



LOGAN SIMPSON DESIGN INC.

InterPlan



Transportation Planning

Kimley»Horn



November 13, 2014

Nathan Crane
Town Planner
Town of Vineyard
240 East Gammon Road, Vineyard Utah 84058

Subject: Proposal for the Town of Vineyard Transit Center and Lake-Oriented Mixed Use Design Standards

Dear Nathan and members of the selection committee:

The **InterPlan Team** is pleased to submit this proposal for the **Town of Vineyard Transit Center and Lake-Oriented Mixed Use Design Standards**. The creation of vital transit-oriented and lake-oriented districts in the heart of Vineyard is a rare and valuable opportunity and we commend the Town for the planning process that has begun with the General Plan designations of Transit Center and Lake Oriented zones and now continues with this design standards work.

InterPlan has assembled the ideal team to capitalize on this opportunity. Our team consists of **InterPlan, Logan Simpson Design, and Kimley Horn**. InterPlan has selected our partner firms based on their skills and experience that combine to create a complete team and skill set for this project. I am excited to introduce the InterPlan/Logan Simpson Team to the Town of Vineyard and feel that we bring the following strengths to the Transit Center and Lake Oriented Mixed Use Design Standards:

- A balance of the leadership of an accessible local Utah firm with national and international TOD expertise and experience;
- Logan Simpson Design's experience with and knowledge of the Town of Vineyard;
- Experience with and pioneering of graphic-rich design manuals;
- Relationships with important partners such as Wasatch Front Regional Council, UTA, and UDOT;
- Understanding of pedestrian-oriented urban design that will be the driver of a successful Vineyard TOD and Lake-oriented district;
- An innovative approach that will allow us to build design standards off of an understanding of Vineyard as well as the successes and challenges of previous TODs; and
- The experience and ability to look at the big picture in terms of Town-wide land uses, regional transportation patterns, and the regional market, but also understand the design and construction details that can make or break a pedestrian experience and TOD.



We are excited to continue the selection process. Please feel free to contact me if you have any questions or need any additional information:

andrea@interplanco.com

801-307-3400

7719 S. Main Street Midvale, Utah, 84047

Sincerely,

Andrea Olson
President

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Project Team

InterPlan and Logan Simpson Design (LSD) have assembled a compact team of firms and professionals to complete the Town of Vineyard Transit Center and Lake Oriented Mixed Use Design Standards.

InterPlan will be the lead firm and will provide:

- Project management
- Transit Oriented Development expertise
- Development standards
- Street design standards

Logan Simpson Design will provide major support on this project, co-leading several aspects:

- Development standards
- Architectural standards
- Environmental planning
- Graphic support

Kimley Horn Associates will provide:

- Infrastructure support

Unique strengths of our team include:

- We are led by InterPlan, a Utah-based firm whose project manager and staff are all **local** but has **national-level TOD and pedestrian planning and design experience** as well as the regional and national resources of LSD and Kimley Horn;
- A **comprehensive** understanding and approach to **TOD design and planning** that allows the project team to set the right kind of development standards, so all private development and public facilities will work in concert to create a

vibrant active walkable, transit-supportive community;

- **Urban waterfront planning** that is sensitive to the landscape and ecosystems while also creating vibrant mixed-use and public places;
- **Understanding of Vineyard.** Our team includes LSD, the firm that developed many of the Town's current planning instruments, including the transit area, lake oriented, and mixed use districts;
- **Experience creating graphic, easy-to-understand design manuals** that will both legislate standards and educate the community about the character the Town wants to see;
- The ability to develop **design standards** tailored to **balance** both **community values** and **cutting-edge transit-oriented** design and planning. This ability is supported by an AIA architect/urban designer and a staff of placemaking landscape architects;
- A commitment to **innovative solutions** to transportation and land use challenges;
- The ability to develop design standards **specifically for Vineyard** that embody the area's uniquenesses – setting Vineyard above other cookie-cutter TODs.

InterPlan

Since its founding in 2001, InterPlan has been involved in over 350 planning and engineering projects throughout Utah and the Intermountain West. InterPlan maintains a diverse staff of 10 planners, transportation engineers, GIS technicians and support personnel. We have been involved in a wide range of transportation planning projects and are widely regarded as one of the preeminent planning and engineering firms in Utah.

Recently, InterPlan has developed a specialty in transit-oriented and pedestrian planning and design, with the addition of Tim Sullivan, formerly of Community Design + Architecture in Oakland California. Tim brings expertise in transit and pedestrian-oriented planning and design and development standards – his unique skill set combines both an understanding of big-picture planning issues and design details necessary to implement walkable, transit-oriented projects and communities. Tim's expertise adds to InterPlan's wealth of experience and knowledge in Utah and Utah County in particular on transit and other planning issues. As a testament to our experience, expertise, and high regard in Utah, InterPlan was selected again in 2013 by the UDOT Consultant Services Division as the top-ranked transportation planning consultant in Utah, a position that we have held since 2010.



InterPlan has maintained a stable and reliable staff in its downtown Midvale office for over 13 years.

Logan Simpson Design

Founded in 1990, Logan Simpson Design Inc. (Logan Simpson) is a firm with more than 100 staff members and offices in Salt Lake City, Fort Collins, Colorado; Las Vegas, Nevada; and Tempe and Tucson, Arizona. Logan Simpson has seven principals, many of whom previously worked for some of the top planning firms in the country. They are not solely a “planning” firm; they are a multidisciplinary, broad, integrated practice that is exceptionally well-suited for large scale corridor visioning and modeling plans. Additionally, their efficient, in-house team is versed in CommunityViz; 3D Modeling; photosimulation; fly-throughs; GIS land use scenario modeling and analysis; Envision Tomorrow+; and a host of other public and proprietary programs related to land use, growth, leisure, design, economic development, sustainability, education, infrastructure, transportation, and community amenities. Logan Simpson's experience allows them to develop practical, politically supportable, and implementable plans and strategies in response to each client's unique situation. In both planning and design, Logan Simpson strives to understand the relationships between the elements that create a sense of place and the social fabric that creates a sense of community. They have developed downtown plans; transit-oriented developments (TODs); and functional placemaking opportunities for communities throughout Utah; Wyoming; Colorado; Arizona; and Osceola County, Florida—which uses the Envision Tomorrow planning tool. They use proven tools and methods to ensure they know who will use a space, how they will use it, what infrastructure and amenities are essential to accommodate that use, and how much it will cost to build.

Logan Simpson recently provided planning support to the Town of Vineyard, Utah, and also updated the Town's general plan in preparation for a 2,000-acre brownfield redevelopment project.

Kimley Horn Associates

With over 47 years of transit-oriented development (TOD) experience, Kimley-Horn combines integrated transit, land development, and strategic implementation expertise to create vibrant station areas and neighborhood centers that serve as local and regional mobility hubs. Their comprehensive strategies and designs result in development that supports both transit ridership and the surrounding neighborhoods. Kimley-Horn has guided TODs from concept to construction through zoning and mixed-use development guidelines, comprehensive transportation plans, and context-sensitive street design standards for urban and suburban stations.

Experience

The InterPlan/Logan Simpson Team views client satisfaction as the single most important measure of every project that we perform. The InterPlan/Logan Simpson Team has completed dozens of transit- pedestrian-focused and mixed use planning projects that provide them with a mix of local experience as well as national-caliber expertise in TOD best practices. The following are projects completed by Team members that exemplify the types of challenges faced by the Vineyard Transit Center and Lake Oriented Mixed Use Design Standards Manual.



GRANT ROAD IMPROVEMENT PLAN FORM-BASED CODE

(InterPlan staff, with Kimley Horn)

Timeframe: 2007-2014

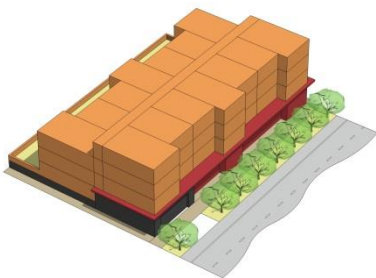
Client: City of Tucson, Arizona

While with a previous firm, InterPlan's Tim Sullivan took a lead role in planning and designing a major arterial street corridor in Tucson, Arizona. Tim led the development of a form-based zoning code for the Grant Road corridor that emphasized mixing of uses and pedestrian orientation, as well as the support of future transit improvements. The code complemented the multi-modal street improvements.

Grant Road is a five-mile-long street where the project team developed innovative approaches to addressing mobility and access for all modes. Tim and the team worked with a citizens task force to design a draft alignment that was approved by the Tucson Mayor and City Council.

The form-based code developed by Tim incorporated modern interpretations of Tucson historic urban design while adhering to the latest best practices such as transparency of facades, building articulation, mixing of uses, and the creation of active urban public space.

The following pages provide an excerpt from the form-based code development standards.



Encourage Viable and Compatible Land Uses



The Plan guides development toward land uses that are economically viable and compatible with the future vision for Grant Road's Centers and Segments, as well as with the adjacent mainly single family neighborhoods. Current policy allows a wide range of land uses in most parts of the Grant Road project area, but lacks sufficient direction on how best to relate these different land uses to one another and to create the types of places desired by the public. The Plan guides how clustering complementary land uses and buffering between dissimilar land uses can help to create better places along Grant Road and support neighborhood goals for residential quality of life.

Create Context-Appropriate Building Heights and Massing



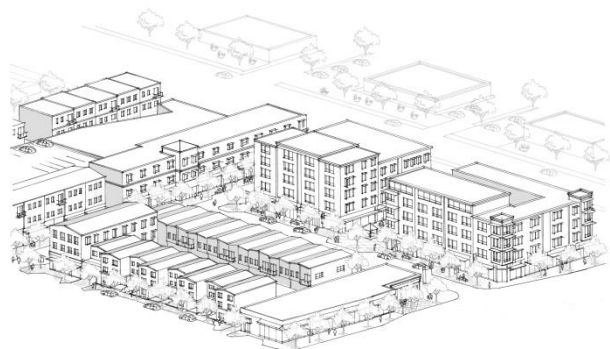
Development in Grant Road's centers and segments must balance between respecting the larger historic downtown business and historic character of the area. Taller buildings can accommodate the intensity needed to support vibrant street activity along Grant Road and the downtown area. To encourage a mix of uses, the Plan also encourages the use of taller buildings. Public input from the Grant Road project area expressed both concern about the impacts of taller buildings and the acknowledgment of the benefits of taller buildings along Grant Road. The Plan guides how building height, massing, and setbacks can be used to create a more vibrant street environment along Grant Road that is consistent with the community and historic architectural styles and promotes a more vibrant street environment.

Support Small and Independent Businesses



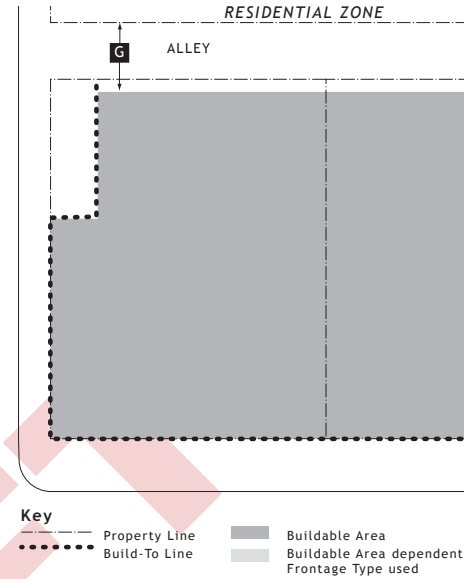
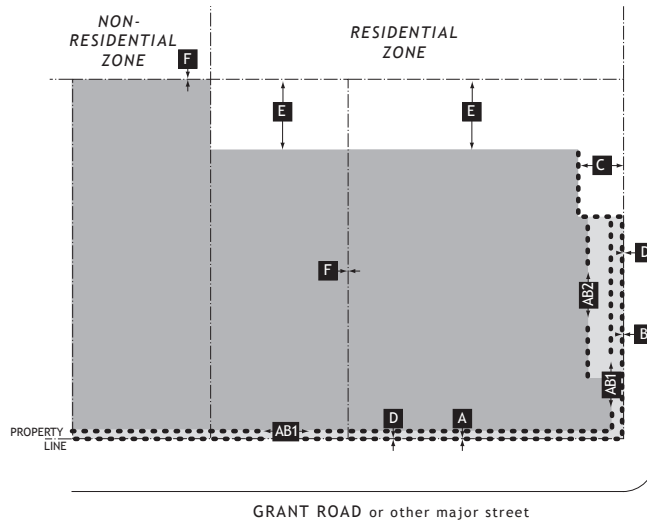
Much of Grant Road's current character is defined by the small, independent businesses along it. The public has indicated that it values these businesses, which include restaurants, building materials stores, antique shops, among many others. However, the widening of Grant Road and future revitalization along the street pose challenges for these small businesses, many of which rely on visible parking and inexpensive rents in older buildings. The widening will remove some of this front parking, and the Plan has developed strategies to replace parking while also supporting a walkable street environment along Grant Road to help businesses in the long term. The Plan will also develop implementation strategies to help business owners stay in their buildings or have choices for space in new development, as well as center or segment wide strategies to encourage complementary clusters of businesses.

Community Character & Vitality Plan Draft Objectives





Center Neighborhood



Street Frontage & Building Placement

Build-to Line		
Along Major Streets	0'	A
Along other streets	0'	B
EXCEPT for:		
Private Storefront Frontage Type	up to 5'	AB1
Porch Frontage Type	up to 10'	AB2
Along all streets within 50' of a Residential Zone	prevailing setback of Residential Zone	C

Notes

- For individual lot frontages on Major Streets, at least 60% of the lot frontage must have building facade at the build-to line.
- For individual lot frontages on non-Major Streets, at least 40% of the lot frontage must have building facade at the build-to line.
- Individual lot frontages must be built to the build-to line within 50' of street intersections involving a Major Street.

Frontage Types

Public Storefront	Allowed
Arcade	Allowed
Porch	Allowed only on non-Major Streets except within 30' of their intersections with Major Streets
Public Yard	Allowed only for outdoor display and/or active uses such as dining
Private Yard	Allowed only on non-Major Streets except within 30' of their intersections with Major Streets
Courtyard	Allowed
Parking Lot	Allowed except within 30' of intersections involving Major Streets
Park or Plaza	Allowed

Notes

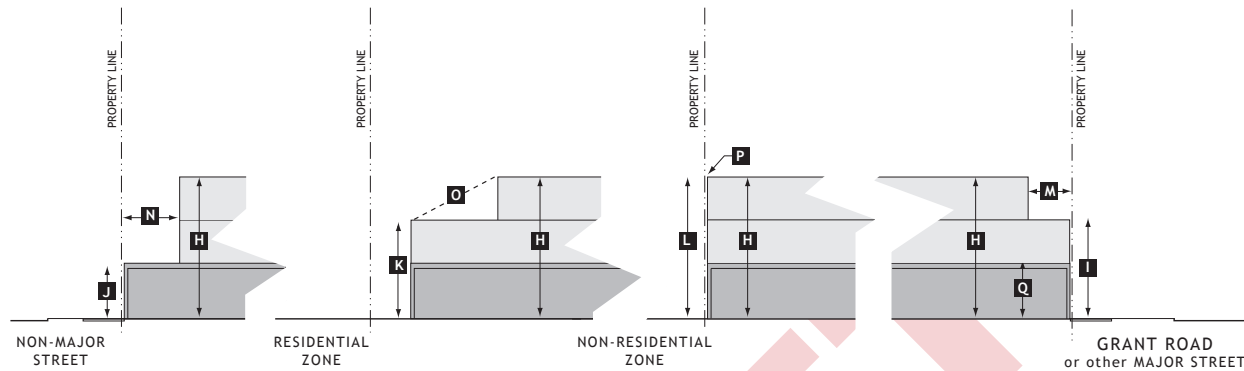
- See Frontage Types in Section 5.5.7 for standards for each Frontage Type.
- Vehicular drives prohibited along Major Streets within 30' of intersections.
- Frontage Types must also achieve build-to line requirements.
- Publicly accessible open spaces should be treated as non-Major Streets for the purposes of allowed Frontage Types.
- Active ground floor uses are required on 80% of building facade on all streets and open space frontages. Active uses include retail space, lobbies, entries, offices, living rooms, and kitchens of residential uses, common rooms and recreation spaces of institutional and public gathering uses, and other similarly active uses. These do not include storage areas, bathrooms, bedrooms, or other similarly less active or private uses.

Perimeter Yard Minimums¹

Along Street Frontages	0'	D
Street frontages within 50' of a Residential Zone	prevailing setback of Residential Zone	C
On Lot Interior:		
abutting Residential Zone	22'	E
abutting non-Residential Zone	0'	F
lots abutting alley can count alley width toward perimeter yard requirement		G

¹ See Frontage Types in Section 5.5.7 for Perimeter Yard Maximums

Center Neighborhood



Building Height, Massing & Articulation

Maximum Building Height

Site Maximum	40'	H
On Grant Road and other Major Streets	30'	I
On non-Major Streets	20'	J
Abutting Residential Zones	25'	K
Abutting non-Residential Zones	40'	L

Minimum Upper Floor Stepbacks ²

for heights above maximum allowed on Grant Road and other Major Streets to Site Maximum	12'	M
for heights above maximum allowed on non-Major Streets to Site Maximum	12'	N
for heights above maximum allowed abutting Residential Zones: Above 25' to Site Maximum building height	2' for every additional 1' of height ³	O
for heights above maximum allowed abutting non-Residential Zones to Site Maximum	0'	P

² Alley widths may count toward stepback distances.

³ Base point for stepback measurement is minimum *perimeter yard*.

Ground Floor Height

Minimum clear ground floor ceiling height on <i>public frontages</i> for non-residential use	12'	Q
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Center Neighborhood

Permitted Land Uses

Agricultural Use Group	
General Farming	(6)
Civic Use Group	
Civic Assembly	
Cultural Use	
Educational Use	
Membership Organization	
Postal Service	
Protective Service	
Religious Use	
Commercial Services Use Group	
Administrative and Professional Office	
Alcoholic Beverage Service	Single use building area 5,000 s.f. max.
Animal Service	(9) (10) (16)
Automotive - Service and Repair: Minor	(15)
Communications	(11)
Day Care	Single use building area 7,500 s.f. max
Entertainment	(14)
Financial Services	(18)
Food Services	(19) (20) (21) Single use building area 10,000 s.f. max.
Medical Service-Extended Health Care	
Medical Service Outpatient	
Parking	50 spaces max. per lot
Personal Service	Single use building area 5,000 s.f. max.
Technical Service	Single use building area 5,000 s.f. max.
Trade Service and Repair, Minor	Single use building area 5,000 s.f. max.
Travelers Accommodation, Lodging	
Artisan Residence	(25)
Industrial Use Group	
Craftwork	
Recreation Use Group	
Neighborhood Recreation	
Recreation	Single use building area 20,000 s.f. max.
Residential Use Group	
Family Dwelling	
Group Dwelling	
Residential Care Services	
Retail Trade Use Group	
Food and Beverage Sales	Single use building area 12,500 s.f. max.
General Merchandise Sales	Single use building area 15,000 s.f. max. (7) (27)
Swap Meets and Auctions	Outdoor use area 7,500 s.f. max. (29)
Storage Use Group	
Personal Storage	(5) (31) (32)
Utilities Use Group	
Distribution System	(11) (33)
Renewable Energy Generation	(34)

Notes:

5 – Not allowed except as a use associated with a business or residence on the same property.

6 – Allowed only when associated with residential use, restaurant, or community garden activity.

7 – Excluding vehicular fuel sales (i.e.; gas stations) in the Fontana Center, Campbell Center, Country Club Center, and Columbus Center.

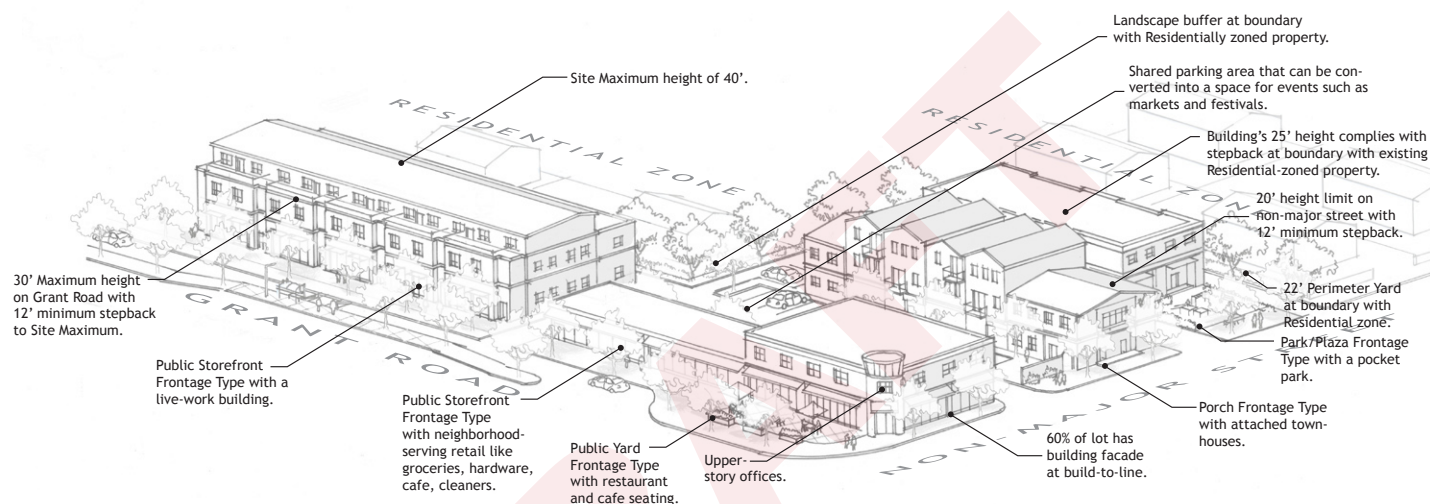
9 – All activities must be within a completely enclosed building.

10 – Pet grooming and veterinary clinics permitted.

Center Neighborhood

Illustrative View

One possible scenario showing how new and modified existing development could meet the development standards of the Center Neighborhood category



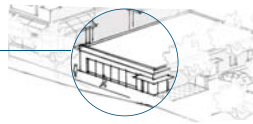
Notes on Permitted Land Uses (Continued):

- 11 – Allowed per Section 2.5.2.3 of the Tucson Land Use Code
- 14 – Allowed as an associated use within a restaurant or café fully within a building and use shall not result in a noise measurement at an adjacent residentially zoned property equal to or higher than 50 dB (A) from 7:00 a.m. to 10:00 p.m. or 40 dB(A) from 10 p.m. to 7:00 a.m.
- 15 - No car washing.
- 16 - Overnight confinement for clinic treatment is permitted for a maximum of five (5) animals.
- 18 – Drive through aisles not allowed.
- 19 – Drive-in or drive-through restaurants or windows are not allowed.
- 20 – Section 3.5.4.6 of the LUC applies.
- 21 – Section 3.5.4.7.A of the LUC applies.
- 25 – The operation of the artisan residence shall not create noise, vibrations, smoke, fumes, dust, odors, vapors, other noxious emissions, or any other similar nuisances that are discernible beyond the boundaries of the structure enclosing the artisan residence.
- 27 – Section 3.5.9.2.A of the LUC applies.
- 29 – Section 3.5.9.4 of the LUC applies.
- 31 – Section 3.5.10.3 of the LUC applies, except for 3.5.10.3.G.
- 32 – Maximum storage area shall not be larger than 100 sq.ft. per dwelling unit and per 1,000 sq. ft. of business space.
- 33 – Sections 3.5.11.1. A, B, E, I, and K of the LUC apply.
- 34 – Section 3.5.11.2 of the LUC applies.

Building Placement and Street Frontage

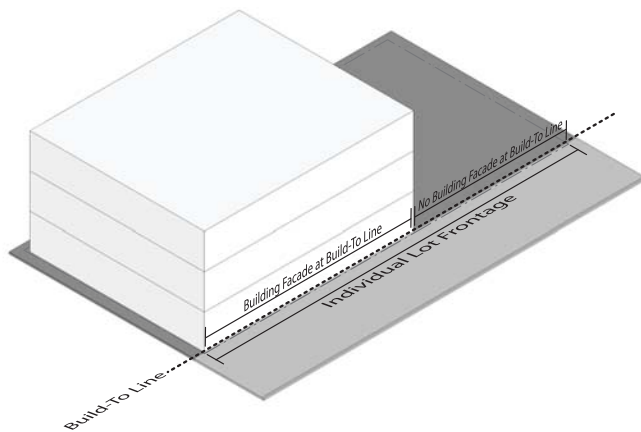
Street Frontage and Building Placement Standards address the ways in which buildings and other site improvements relate to streets and neighboring properties. The way in which sites “front” onto Grant Road, cross streets, and public open spaces, and the way sites abut onto neighboring sites address major objectives of the Grant Road Community Character and Vitality Plan, including supporting pedestrian activity and preserving neighborhood character.

Building Placement: Build-to Line and Perimeter Yard

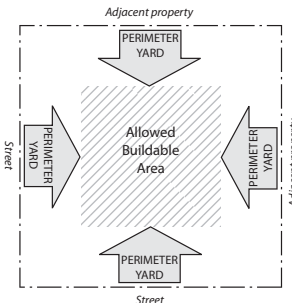


The Grant Road District zoning standards regulate building placement much differently than the Tucson Land Use Code. While the Land Use Code uses a *perimeter yard* to push the building back from the property line on all sides, the GRD minimizes use of the perimeter yard and instead employs a mechanism called a *build-to line* to push the building toward the street (see diagram at right). Perimeter yards are maintained along appropriate property boundaries, such as those along existing Residential Zones, but the build-to line requirement ensures that the presence of a building facade will contribute to an active pedestrian environment along the streets in the GRD.

For each individual lot frontage, a certain percentage must have building facade at the build-to line - see diagram below). The exact percentage varies among GRD Categories, from 30 percent up to 80 percent.

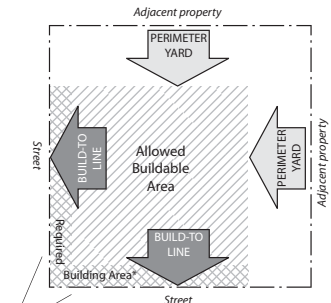


Lot Building Placement under
City of Tucson Land Use Code:
Perimeter Yards



No Required Building Area

Lot Building Placement under
Grant Road District:
Reduced Perimeter Yards and
Build-To Lines



Street Perimeter Yards in GRD = 0'

*Only a percentage of the required building area created by the Build-To Line must be occupied by a building. For specific percentages, see GRD Category Standards.

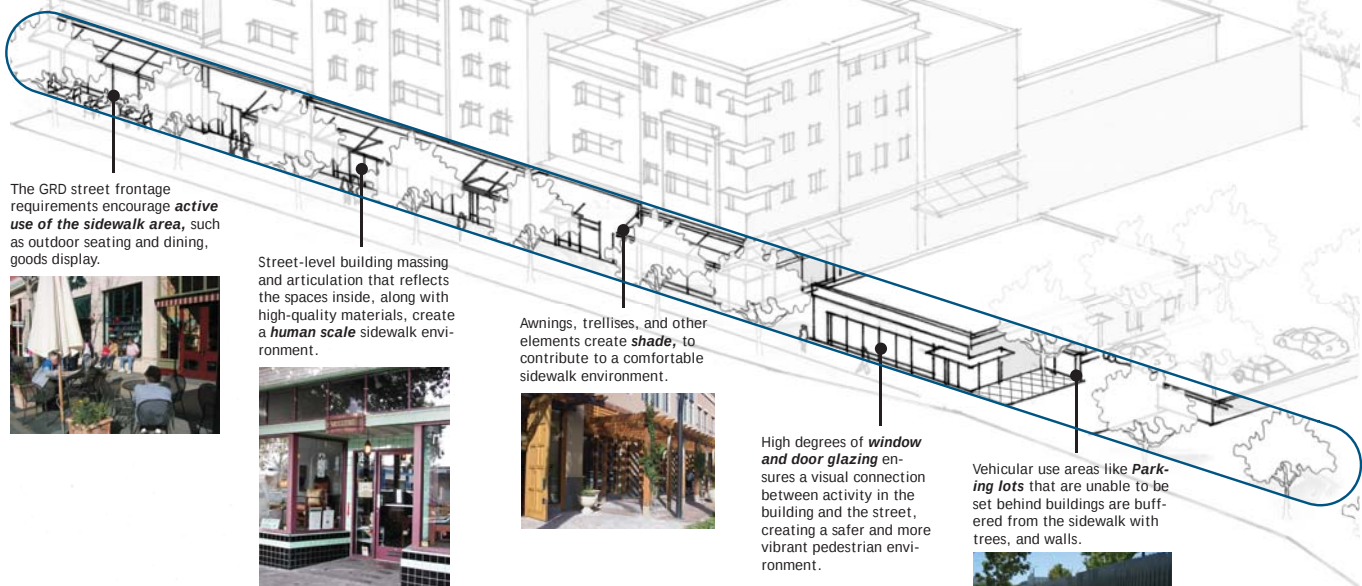


These images demonstrate the street perimeter yard vs. the build-to line. In the image on the left, the placement of the building on the site was influenced by minimum perimeter yards requiring the building to be set back from the street property lines. In the photosimulation image on the right, build-to line standards require the building to have building facade along a portion of the street property lines.

Street Frontage

Street Frontage is the interface between lots and public streets. Like building placement, street frontage is a major contributor to a pedestrian-supportive community character. In the GRD, the details of street frontage are found in the Frontage Types (See Frontage Types display).

The images below point out some key aspects of how the GRD standards create a pedestrian-supportive street frontage.



5. General Zoning Standards



Figure 5.6.2.g: Photo example of buildings that satisfy the massing and articulation standard for a base and top that are human-scaled.

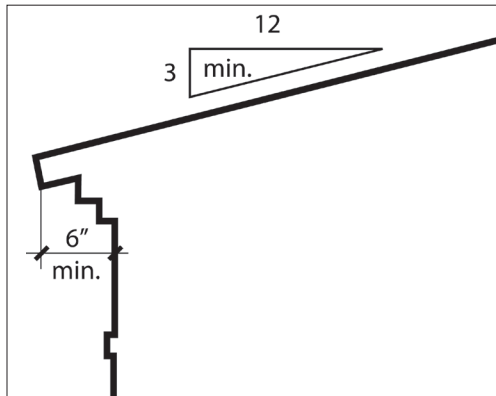


Figure 5.6.2.h: Diagram of minimum roof pitch and articulated overhang dimensions.

- Ground floor building recesses greater than 5 feet in depth shall be reserved for active uses such as dining.
- Blank wall standards: See individual frontage types in the Section 5.5.7 Frontage Types.
- Buildings shall be defined by a base and a top that are *human-scaled* in form, and particularly in height and *articulation*, see further discussion under the Articulation subheading of this section, see Figure 5.6.2.g.

Roofs

- Sloped roofs shall be composed of a 3:12 pitch or higher with a well-articulated overhanging eave with a minimum depth of 6 inches, see Figure 5.6.2.h.
- Roof forms shall create simple profiles with no unnecessary changes in plane. Roof *articulation* shall reflect a building's floor plan and avoid being overly articulated forms, see Figures 5.6.2.i and 5.6.2.j.

Articulation

- *Building articulation* shall follow a logical rhythm and order and reflect interior spaces. Use fenestration, material and color changes, expression lines, awnings, arbors, balconies, rooflines and window and door recesses to create shadowlines on *building facades*.
- A well-defined base may be composed of thicker walls, richly textured materials (including, but not limited to masonry or tile), special materials (including, but not



Does not meet standard



Meets standard

Figure 5.6.2.i and 5.6.2.j: Roofs should be simple in form, the building on the left does not meet this standard as the roof massing is overly complex while the building on the right has a more ordered variety in roof form.

BERGAMOT STATION AREA PLAN

(InterPlan staff)

Timeframe: 2012-2013

Client: City of Santa Monica, California



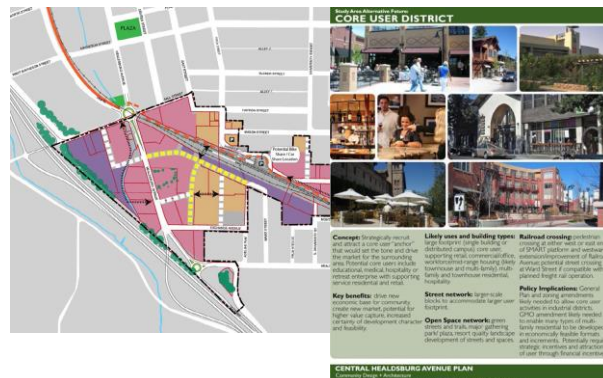
While at a previous firm, Tim Sullivan of InterPlan was a member of a team that developed a plan for the area around a planned light rail station in the Bergamot area of Santa Monica, California. Tim's work focused on the design of the streets and on creating new and improved pedestrian and bicycle linkages within the planning area and the design of the area's streets and public open spaces to support pedestrians and transit ridership. The area is currently very fragmented both in terms of the overall transportation network and by several auto-dominated streets in the area, including Olympic Boulevard, Cloverfield Boulevard, and 26th Street. Tim also worked on the design of access improvements and public open spaces in conjunction with the EXPO light rail station that will soon start construction in the center of the planning area.

CENTRAL HEALDSBURG AVENUE SPECIFIC PLAN

(InterPlan staff)

Timeframe: 2010-2012

Client: City of Healdsburg, California



While at a previous firm, Tim Sullivan of InterPlan was a member of a team that developed a specific plan for the area around a planned commuter rail station in the San Francisco suburb of Healdsburg. The city planned a new district around the planned Sonoma-Marina Area Rail Transit (SMART) commuter rail. Tim developed "frontage types" to legislate the street frontage for buildings in the area and determine other development standards. The plan built heavily off established architecture in Sonoma County but interpreted them through modern best practices.

NORTHERN UTAH COUNTY TRANSIT STUDY

(InterPlan)

Timeframe: 2014

Client: Mountainland Association of Governments/Utah Transit Authority

InterPlan's Tim Sullivan and Andrea Olson are leading the Northern Utah County Transit Study, co-managed by Mountainland Association of Governments and Utah Transit Authority. The study is addressing a series of transit issues throughout the northern part of Utah County, including determining an

alignment for the potential extension of light rail from southern Salt Lake County to Orem/Provo; determining an alignment for high-capacity transit connecting communities north and west of Utah Lake to the rest of the valley; studying the prospect of a circulator shuttle to large employment centers in and around Lehi; and undertaking a transit market study for the area.

The Northern Utah County Transit Study determined that light rail should go through Vineyard, and proposed stops in Vineyard, including at the FrontRunner station.

VTA TRANSIT PASSENGER ENVIRONMENT PLAN & MANUAL

(InterPlan staff)

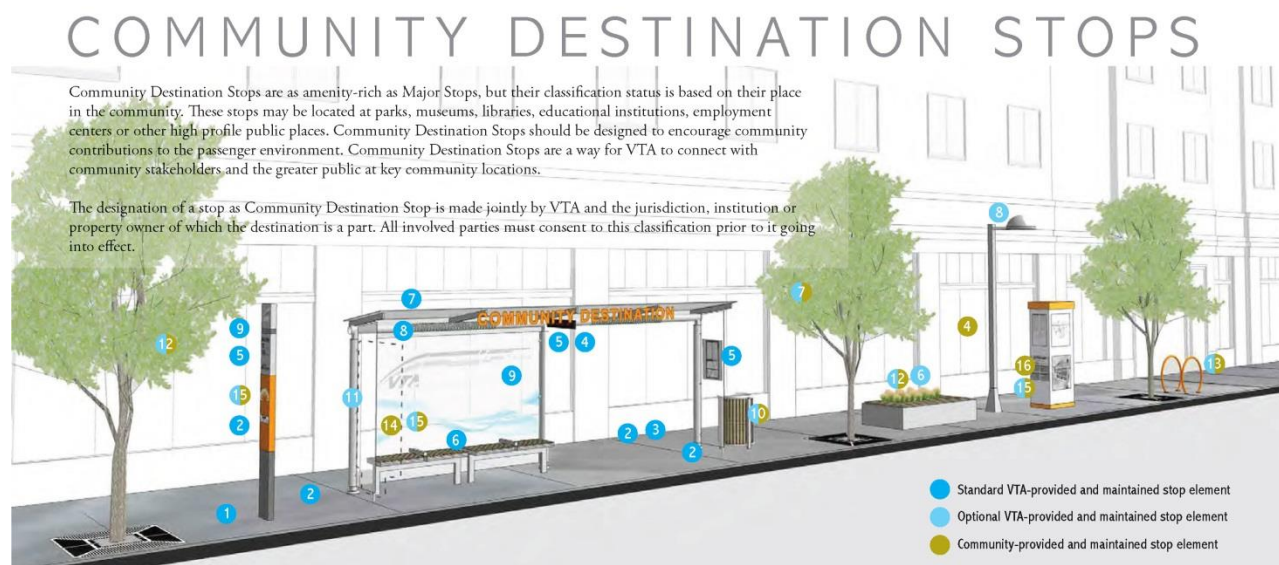
Timeframe: 2012-2014

Client: Santa Clara Valley Transportation Authority

While at another firm, Tim Sullivan of InterPlan led the development of a manual for transit stops. This pioneering plan guides how the agency distributes passenger environment resources across its bus system and how it designs its bus stops. The plan

builds on the recent popularity of street design manuals and context-sensitive design and applies these innovations to the often-overlooked realm of bus stops. The plan balances transit issues such as operations, branding, ADA access, security and transit information in the small space of bus stops.

The project involved defining a set of guiding principles for passenger environments, developing a methodology for classifying 4,000 bus stops into four types, and developing designs and strategies for each. These designs were informed by transit system characteristics such as ridership but also by the community context of the stops. Tim developed an engaging, visual style for the plan that will allow all stakeholders to understand how bus stops are categorized and designed and what opportunities exist for each stakeholder to contribute to them. The final TPEP will be used by VTA, cities, community organizations, businesses, developers and citizens interested in supporting transit use and will promote public transit as an attractive transportation option.

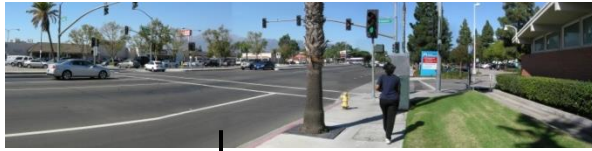


SIERRA AVENUE VALLEY BOULEVARD LAND USE AND TRANSPORTATION STUDY

(InterPlan staff)

Timeframe: 2012-2013

Client: City of Fontana, California



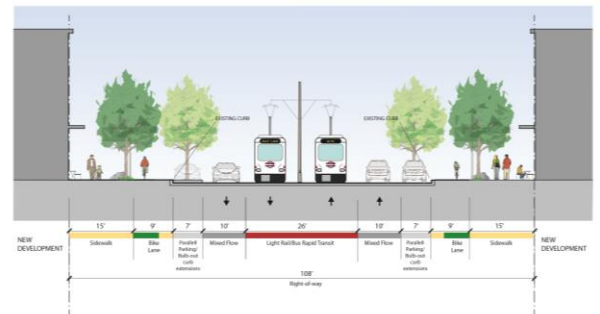
While at a previous firm, Tim Sullivan of InterPlan led a multidisciplinary team in recommending improvements, projects, and policies to activate a transit hub in an important activity center of Fontana, California. Transit and walkability and connecting to a Metrolink commuter rail station comprised the foundation of the plan – Tim and the project team researched existing conditions relevant to these goals, conducted surveys related to walking, and inventoried pedestrians and bicyclists. Tim's recommendations included the placement of a transit hub along the Kaiser campus; a new form-based code along Sierra Avenue; dedicated bus lanes on Sierra Avenue; and pedestrian improvements along Sierra Avenue whose focal point would be a wide pedestrian promenade at the edge of a Kaiser Permanente campus. He also helped create relationships, understanding, and a common vocabulary between the three primary stakeholders: the City of Fontana, Omnitrans, and Kaiser Permanente.

FORT UNION CORRIDOR STUDY

(InterPlan)

Timeframe: 2014

Client: City of Cottonwood Heights



Fort Union Boulevard
Promenade Drive to Highland Drive: Potential Future Transit Conversion

InterPlan is currently working with the City of Cottonwood Heights to study the future of the Fort Union Boulevard corridor. Because of the interest in placemaking and revitalization along the corridor and the potential need to accommodate more density, much of InterPlan's work on Fort Union is transit- and pedestrian-focused. So far InterPlan has analyzed existing transportation networks, including the potential for transit and transit oriented development. InterPlan is currently developing a scenario that sets the stage for a transit-oriented community by establishing a walkable "Main Street" along Fort Union with the potential to integrate TRAX or Bus Rapid Transit.

TEMPE METRO STATION AREA PLANS

Timeframe: 2007-2008

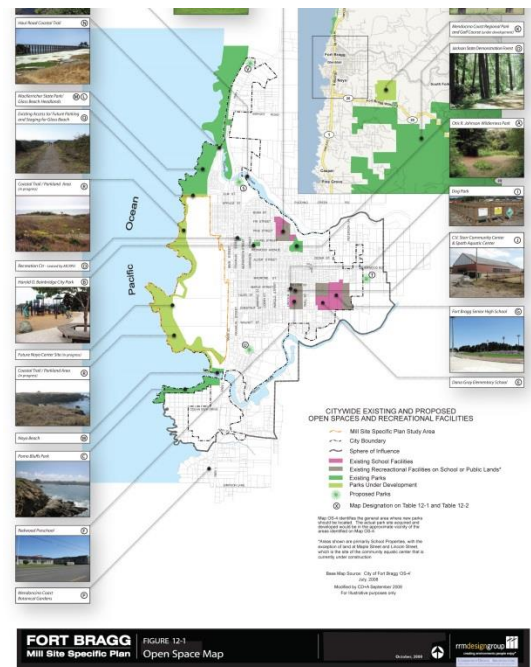
Client: City of Tempe, Arizona

While at a previous firm, Tim Sullivan of InterPlan was a member of a team that developed station area land use plans for a series of METRO light rail stations in Tempe, Arizona. Tim and the team developed land

Client: City of Lathrop, California

[illegible]

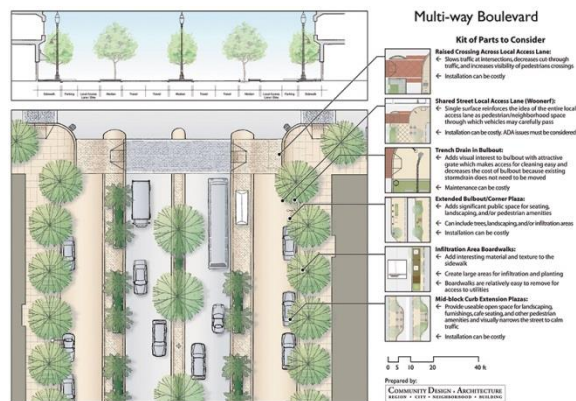
Client: Forest City and City of Fort Bragg,
California



SAN FRANCISCO BETTER STREETS PLAN

Timeframe: 2008-2010

Client: City and County of San Francisco



While at a previous firm, Tim Sullivan of InterPlan helped to develop a manual for the City and County of San Francisco to design the city's streets. The San Francisco Better Streets Plan was an award-winning manual and one of many such documents that pioneered the manual format of planning and city design documents that are becoming increasingly popular throughout the country.

NASA-AMES SITE CAPACITY STUDIES

Timeframe: 2013

Client: The Irvine Company

While at a previous firm, Tim Sullivan of InterPlan worked on a study by the Irvine Company to develop several concepts for a development around a Valley Transit Authority light rail station near several tech companies in Silicon Valley.



TOWN OF VINEYARD PLANNING SUPPORT

(Logan Simpson Design)

Client: Town of Vineyard

Logan Simpson served as the town planner for the Town of Vineyard from 2010 to 2013 and was responsible for all day-to-day planning activities including long range planning, economic development, development review, and zoning administration. As part of these responsibilities, Logan Simpson prepared an update to the Town's general plan which included development of new land use categories, a parks plan, a trails plan, and updates to infrastructure plans. Logan Simpson also updated the town's development regulations to include a transit center district, lake-oriented district, and regional commercial mixed use district. Logan Simpson also prepared the project plan for a 2,000-acre Urban Renewal Area to facilitate the remediation and redevelopment of the Geneva Steel property. We were responsible for all economic development efforts including new business recruitment, development of the town's EDA, and developing incentives to attract new businesses.

DRAPER GENERAL PLAN UPDATE - TOD

(Logan Simpson Design)

Client: City of Draper

As a quality-of-life community in the Salt Lake Valley, Draper is feeling the pressure to maintain its competitive edge. Draper's portfolio of open space, parks, and trails, creating attractive commercial centers, and providing a variety of quality housing choices, will provide important differentiators and competitive advantages over surrounding

communities. Through key projects like redeveloping the Utah State Prison site, the General Plan Update will have the opportunity to link effective multimodal transportation and strong economic development programs and leverage underutilized land, while protecting the community's heritage and character. Prior to joining Logan Simpson, Libby Kaiser studied the feasibility of a TOD at an end-of-line light rail station in downtown Draper.

EAST AND WEST SALT LAKE TRANSIT PLAN

(Logan Simpson Design)

Client: Salt Lake County, Utah

Prior to joining Logan Simpson, key staff members developed GIS modeling to develop information on future land development patterns necessary for successful development of transit network alternatives and completion of the travel forecasting task, and refined the land-use concept to optimize the effectiveness of the preferred transit network. Zoning and future land-use data collected from all jurisdictions was "crosswalked" into a single, cohesive dataset based on density and intensity via the "Cooperative Plan" website developed for the project. The growth model was based on areas of change, attractiveness factors, redevelopment potential, development centers, hotspots, and existing light rail and BRT lines.

BRIGHAM CITY DOWNTOWN LAND USE AND PARKING STUDY

(Logan Simpson Design)

Client: Brigham City

In 2012, Logan Simpson completed a downtown land-use and parking study for Brigham City's historic downtown Central Business District. For several years, the City

fielded complaints about parking problems downtown. Businesses with parking needs were pressing the City to lease or designate City-owned land to ease parking challenges. In addition, a number of high-impact land-use changes would soon affect the area, including construction of a new LDS temple, a large office building, a new motor vehicle department, a large community center conversion, and some big-business interest in a downtown presence.

The study used a careful methodology to establish the area of impact (both the downtown blocks and contributing land uses from outside the formal boundary), establish the parking supply baseline; comprehensively analyze land uses and identify parking supply standards block-by-block based on current professional literature; conduct comprehensive counts of vehicles on weekdays and weekends, including public lots, private lots, and on-street spaces at 1-hour intervals; and analyze results to document existing and projected demand. The demand was compared against supply and any deficiencies were described on a block-by-block basis.

WARD STATION/RIDGE ROAD CATALYTIC PROJECT

(Logan Simpson Design)

Clients: Denver Regional Council of Governments (DRCOG), Wheat Ridge, Arvada

Ward Station is the only light rail station planned in Wheat Ridge, Colorado, and is the last station on the Gold Line, which will open in 2016. Ridge Road parallels the Gold Line for 1.5 miles east of Ward Station and connects to the Arvada Ridge Station in Arvada. The Denver Regional Council of Governments hired our team to develop a conceptual

design for Ridge Road that will optimize multi-modal accessibility to the Ward Station, thus providing a catalyst to the transit oriented development opportunities that the Gold Line can bring. The team considered proposed Ridge Road improvements designed by Arvada to the east, significant constraints by existing structures, the existing and proposed pedestrian and bike network, traffic safety, and desired streetscape character, to develop a cross section through Wheat Ridge that could be implemented by the opening of the Gold Line, while being adaptable to long-range development. Regular meetings with DRCOG, Wheat Ridge, and Arvada, as well as two planned public meetings, will ensure that the community's values are represented in the preferred conceptual design.

ENGLEWOOD COMPREHENSIVE PLAN UPDATE
(Logan Simpson Design)

Client: City of Englewood

Logan Simpson is currently updating Englewood, Colorado's 2003 comprehensive plan. The updated plan will establish a vision for Englewood's future and address topics such as land use, housing, parks and open space, business and employment, transportation, and sustainability. In conjunction with the comprehensive plan update, Logan Simpson is holistically coordinating the efforts of two other Englewood plans, including the Next Steps Study and the Walk and Wheel Master Bicycle and Pedestrian Plan. The Next Steps Study is evaluating infrastructure alternatives for multi-modal connections to the CityCenter and Oxford Light Rail Stations as well as opportunities to evolve transit-oriented development near the stations. The CityCenter TOD, one of the first built in the Denver metro region, replaced a dying mall with a mix of civic, residential, and retail uses,

including a WalMart - an interim use generating significant sales tax revenue until the market can further support higher-intensity, pedestrian-oriented development. The Next Steps Study will offer implementation strategies to identify and prioritize infrastructure projects to create an economically thriving and civically vibrant transit corridor. The Walk and Wheel Master Plan will identify Englewood's top priority projects for making upgrades to the bicycle and pedestrian networks throughout the community.

ARVADA COMPREHENSIVE PLAN AND WADSWORTH Corridor Plan, Arvada, Colorado
(Logan Simpson Design)

Client: City of Aravda

Logan Simpson recently completed the comprehensive plan update for Arvada, Colorado. Arvada has changed and grown since its last comprehensive plan update, and is anticipating significant changes with the opening of a new commuter rail line with four TOD stations, a new regional parkway, large-scale new developments, and a renaissance in its transit-oriented Olde Town. Arvada's aging population, older neighborhoods, and declining retail areas presented challenges that required an economic development strategy focused on building home-grown businesses, developing infill areas, revitalizing blighted areas through an active urban renewal authority, and maintaining infrastructure. The Logan Simpson team leveraged Arvada's strengths through integrated land use and transportation planning; focused effort on TOD stations, corridors and catalyst sites; transit options addressing an expanding Arvada Center; and a robust analysis of demographics, economic conditions, and fiscal impacts. The multi-pronged community engagement strategy

aimed to continually reach and unify this diverse first-tier suburb of Denver through an interactive MindMixer website, speakers on the big issues and opportunities facing the community, multimedia coverage of events, mailed newsletters to all residents, advisory board summits, and engagement of youth in the planning process. The overall policy reform focused on sustainability, healthy eating, and active living.

BUSH CENTRAL STATION

(Kimley Horn)

Client: Parliament Group, Inc.

Bush Central Station (BCS), at the Southeast quadrant of Central Expressway and the George Bush Turnpike in Richardson, Texas, is a new Transit Oriented Development (TOD) along the DART line. These two regional freeways, in addition to the DART Red Line's Bush Turnpike Station on the western property line, combine to create a regional hub of activities and development that will unite high-density residential, retail, office, and hotel uses. This mix of uses will provide a "live / work / play" environment for those who choose to be active occupants in BCS and a regional destination for those who choose to visit the community for its recreational activities.

Kimley-Horn has been an active partner with the Parliament Group in the development of the 220-acre TOD. Along with entitlement and coordination with public stakeholders, we provided several preliminary engineering and cost estimating services for the Parliament Group in their efforts to purchase the land.

RICHMOND TRANSIT VILLAGE

(Kimley Horn)

Client: City of Richmond, CA

Kimley-Horn provided program management and project management services to the City of Richmond in support of the Richmond Transit Village Project, a mixed-use residential/ commercial development that includes an intermodal transit station and related facilities to serve BART, AC Transit, Golden Gate Transit, and Amtrak. Initially, Kimley-Horn managed the packaging of construction documents and applications to secure funding for the intermodal station and entry plaza through the Local Assistance Branch of Caltrans. This involved close coordination with the Architect, City staff, The Olson Company, the developer of the residential/commercial component of the project, and the West Contra Costa Transportation Advisory Committee (WCCTAC), which was responsible for securing project funding.

SWANSON STATION TRANSIT VILLAGE PLAN

(Kimley Horn)

Client: City of Sacramento

In an effort to encourage and increase more transit-friendly land uses, the City of Sacramento desired to revise the land use plan around the Swanson Transit Station. Kimley-Horn, working with a broader consultant team, evaluated the surrounding infrastructure (e.g., transportation, water, sewer, and storm drain) to assess the area's ability to accommodate more intense development. In addition, Kimley-Horn identified what new infrastructure will be needed in order to support an increase in transit use. Kimley-Horn also prepared a traffic impact analysis and updated the

circulation polices to encourage alternate modes of transportation.

NORTH TRACT MULTIMODAL TRANSPORTATION PLAN (Kimley Horn)

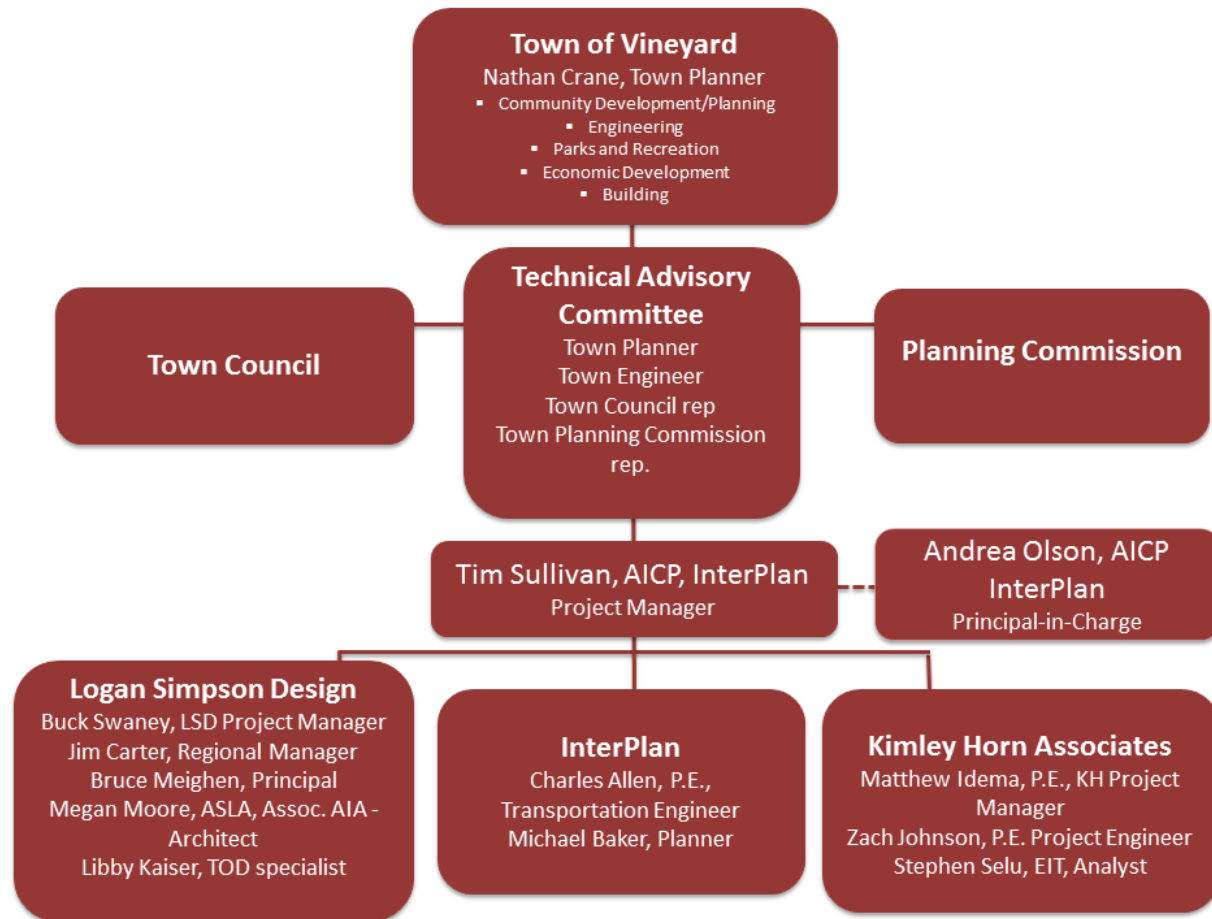
Client: Arlington County, VA

Since 2002, Kimley-Horn has been working with Arlington County on the implementation of the multi-phase Long Bridge Park, including the reconstruction of Old Jefferson Davis Highway. The firm's responsibilities have included the multimodal transportation element to the park master plan; transportation design and final construction drawings; and bid and construction phase services. Kimley-Horn has participated in

dozens of citizen meetings for this project and also supported Arlington and the National Park Service in completing an environmental assessment for the Gravelly Point/Roaches Run areas adjacent to the park. Currently designing the next phase, Kimley-Horn is examining modifications to the I-395 interchange with Old Jefferson Davis Highway/Boundary Channel Drive, coordinating with multiple agencies, including Arlington County, VDOT, Washington Headquarters Service (DoD), FHWA, National Park Service, FAA, and the Metropolitan Washington Airports Authority.



Staffing Plan



The strength of the InterPlan/Logan Simpson Team rests in the experience and reputation of our firms as well as the key individuals who are assigned to the project. The following introduces our key staff assigned to this project.

Tim Sullivan, AICP (InterPlan), will be the team's **project manager**. A native of the Salt Lake Valley, Tim brings almost a decade of experience of planning and urban design in California, Utah, and the West. Tim's skill set combines project management, understanding of technical planning, and urban design.

Tim specializes in planning and design for transit and pedestrians. For eight years, Tim was a member of Community Design + Architecture, in the San Francisco Bay Area, a firm that is a national leader in transit and pedestrian planning and design. Tim worked on and led projects focused on building transit and pedestrian oriented mixed use communities in Tucson, Santa Monica, San Jose, and Southern California. Tim brings the unique understanding of both transit and the detailed requirements to support it in the built environment.

He has been part of developing national best practices in transit and pedestrian

planning and design, including street design, “green streets,” and planning of private development to orient to pedestrians. He was a key author of the Congress for the New Urbanism’s *Sustainable Street Principles*.

At InterPlan, Tim has continued his transit-oriented and pedestrian planning and design work; he led aspects of the Northern Utah County Transit Study, including those focused on pedestrian access to transit. Tim is also leading InterPlan’s work on the Fort Union Corridor Study for the City of Cottonwood Heights.

Tim has also written extensively on city planning and sustainable cities in the American West. He is the author of *No Communication with the Sea: Searching for an Urban Future in the Great Basin* (University of Arizona Press, 2010), and his second book, *Ways to the West: How Getting out of our Cars is Reclaiming America’s Frontier*, is scheduled to be released next spring by University Press of Colorado.

Andrea Olson, AICP (InterPlan), is a founding member of InterPlan and the firm’s president, and will serve as principal-in-charge. Andrea brings over 20 years of planning and transportation planning experience to the firm. She has overseen InterPlan’s role in several planning studies around the state, including the Northern Utah County Transit Study, the Park City Traffic and Transportation Plan, and the UDOT TravelWise program.

Michael Baker (InterPlan) joined InterPlan in October 2011 and brings a diverse skill set including public involvement, land use analysis, mapping, sketch-up modeling and

graphics. Michael’s Architectural Design Internship in the Lower 9th Ward of New Orleans following Hurricane Katrina frequently involved incorporating development standards into reconstruction proposals. His Senior Portfolio project at the University of Utah included a land use redevelopment plan for brownfields adjacent to future high-capacity transit routes. At InterPlan, his work often involves analyzing the impact of various land uses on traffic patterns. Michael holds a bachelor’s degree in Urban Planning from the University of Utah.

Charles Allen, P.E. (InterPlan) will be InterPlan’s lead transportation engineer. Charles has been with InterPlan for five years. Currently, he is managing extensive GIS analysis of crash data for UDOT, developing models for mixed-flow streetcar alternatives in Ogden, and managing a traffic study in Salt Lake’s Capitol Hill area.

Buck Swaney, IAP2, AICP (Logan Simpson) is a certified planner, facilitator, and an experienced project manager with 15 years of experience managing nearly 100 environmental, community planning, and public involvement projects at all levels of government. He often facilitates Logan Simpson’s most challenging stakeholder meetings and groups. With direct experience in economics, land use, transportation, and other disciplines, Buck has had management roles for the Bluffdale General Plan; Mountain Accord, where he is the economic and land use tech lead for the largest active planning project in Utah; Salt Lake City Foothills Sensitive Land Analysis; and the Salt Lake City Sustainability Ordinance Development.

As a municipal planner, Buck has extensive analytic experience in visitor use, land use, recreation, visual, transportation, and other general disciplines. His education focus in earning his master's degree in public administration was "strategic planning for economic development in tourism-based economies."

Buck has been project manager for the Bluffdale General Plan, which integrated nearly all of the WC2040 implementation strategies; project manager on a major sensitive lands analysis for Salt Lake City's foothills; team member for the Salt Lake City sustainability ordinance development; project and socioeconomic/visitor use planner on a coordinated resource management plan for West Box Elder County; project manager for design, coordination and clearance of the Bonneville Shoreline Trail in Salt Lake and Davis Counties (and author of complex visitor use and socioeconomic analyses); project manager on an open space plan for Payson City's Four-bay recreation area; project manager for a highly successful economic development plan for the remote and rural town of Wamsutter, Wyoming; and project manager for development of a successful property management plan within the controversial Jordan River corridor.

Jim Carter, J.D., AICP (Logan Simpson) is a lawyer, certified planner, and public administrator with more than 30 years of experience in law, community planning, and natural resources management. He has worked in state and local government, as well as for private entities and clients. He has advised local government clients on planning and land use matters and has managed federal environmental

assessment and natural resource planning projects. From 1987 to 1993, Jim served as City Attorney of Park City, Utah, where he worked on land use, growth management, annexation policy, historic preservation, and water supply matters. While with Park City, Jim developed an award-winning historic preservation ordinance, developed sensitive lands regulations, and supervised an overhaul of the City's Land Management Code. In 2008, Jim provided services to Park City as a contract interim Planning Director. His wide range of planning experience includes developing comprehensive, natural resource management, land-use, and special-purpose plans; preparing zoning ordinances, subdivision regulations, and other plan implementation tools; and advising local governments on planning and land use matters. As project manager for a variety of community planning projects, he has designed and conducted innovative, tailored public involvement programs to develop a shared community vision and specific strategies for plan implementation. His past clients include the cities of Draper, Farmington, and Sandy, and Morgan, Sanpete, and Millard counties, Utah; Uinta and Sweetwater counties, Wyoming; Madison and Twin Falls counties, Idaho; Gallatin County and the City of Billings, Montana.

Bruce Meighen, AICP (Logan Simpson) is a Senior Planner with more than 20 years of experience and nearly 30 awards. Bruce has worked throughout the Salt Lake Valley on transit, economic, subarea, and comprehensive plans. These plans include West Bench General Plan, Salt Lake Valley Transit Plans, Salt Lake City Northwest Quadrant Plan, Roy Economic Analysis, Bluffdale Comprehensive Plan, Mountain Accord, and many others. Bruce has worked

in communities with a strong quality of life, including Louisville, Colorado anchored by an existing light rail station; Arvada, Colorado with three light rail stations nearing construction; and Fort Collins, Colorado with its new MAX BRT. All are undergoing large transformations and have been rated as top places to live.

Bruce specializes in managing defensible planning processes, particularly for transportation and land use plans. Bruce has extensive experience with corridor plans in Colorado. He completed the 287/South College Corridor Plan that addresses four miles of a major thoroughfare in Fort Collins connected to the terminus of the MAX project. He was the project manager on the East Mulberry Corridor Plan, which created a framework for the three-mile primary corridor that brings traffic from I-25 to downtown Fort Collins and incorporates commercial development near mid-town. Bruce also was the planning Principal in charge of the Lincoln Corridor Plan, a new employment district and Bike First street in Fort Collins. The plan went from vision to 30% design.

Megan Moore, ASLA, Assoc. AIA (Logan Simpson) specializes in urban design, corridor planning, urban revitalization, architecture, and landscape architecture. With 10 years of experience, she has already worked on more than 25 award-winning design and planning projects. Her work as project manager for the West Bench General Plan included the new TRAX light rail line to Daybreak. Megan is currently serving as project manager for Osceola County, Florida's West Highway 192 Redevelopment Plan, focusing on identifying programs and projects that can enhance the area's appeal to the leisure

tourism market, attracting new investments. Her planning capabilities are enhanced by her background in architecture and landscape architecture, giving her a unique perspective into urban design strategies and solutions. She carries a deep understanding of the use and development of graphics to convey procedures and processes necessitated by the planning guidelines.

Libby Kaiser - Transit Oriented Development specialist (Logan Simpson)

is a community planner with seven years of experience focusing on the revitalization and strategic growth of communities, including town centers, commercial corridors, streetscapes, mass transit, and TOD. She has participated in all aspects of these projects, including case study research, existing conditions analysis, visioning, goal setting, alternatives development, and public involvement. She is adept at ensuring project compliance with local land use regulations, or recommending policy changes to achieve community desires. Libby integrates conceptual and analytical problem-solving skills to develop creative, implementable alternatives to challenges, while balancing the values of the public, stakeholders, and decision-makers. Libby is the secretary to the Denver Mayor's Bicycle Advisory Committee, which advises the Mayor, City Council, and all departments of and consultants to the city on all matters relating to the use of bicycles as a means of transportation and recreation. She was project manager for the Draper TOD Feasibility Study, which combined the programmatic requirements of the Utah Transit Authority for a park-n-ride on an 11-acre site with Draper City's desire to stimulate development on a key parcel in its

town center. Libby recommended zoning code modifications, including increased densities and reduced parking ratios, necessary to attract private investment adjacent to a proposed light rail station in the heart of a suburban downtown targeted for revitalization.

Matthew Idema, P.E., (Kimley Horn) will be Kimley Horn's project manager. A 24-year professional services consultant, Matthew has extensive experience with Transit Oriented Development projects and is very familiar with site characteristics and requirements having worked on several projects in the Utah market, such as Front Runner anchored developments Vista Station and Valley Station, as well as several Trax TOD pursuits along the north-south and east-west corridors. His experience working with UTA and local jurisdictions allow him to efficiently lead the permitting, civil engineering, parking, utility and drainage tasks for your development.

Matthew has managed landmark noteworthy and iconic commercial land development projects through executive leadership within the consulting industry. Matthew has brought a valuable depth of experience and instinct to couple with his business development acumen. His professionalism stems from a focus on operational efficiency, personnel empowerment and fiscal profitability. His peers have characterized him as "meticulous, creative and ethical".

In addition to his role as Land Development Practice Leader for Kimley-Horn at their brand new Salt Lake City location, Matthew is currently serving as the co-chair for the International Council of Shopping Centers (ICSC) Mountain States Idea Exchange

Planning Committee. He has previously served as the Chairman for the Draper City Board of Adjustment. Matthew is also active in local and national industry-related organizations, including EDCUtah, ICSC, NAIOP, ULI, and ASCE.

Zach Johnson, P.E., Project Engineer, (Kimley Horn) has over eight years of civil engineering experience working with private and public sector clients providing unique solutions to enhance and benefit commercial, industrial, residential and transportation projects and master planned communities. He works closely with owners, developers and local jurisdictions to ensure that projects meet the intent of the owner as well as the desire and fabric of the community in which he is working. Zach has worked on many projects with Kimley-Horn throughout the western United States and understands the many aspects of the entire development process and the importance that planned transportation and utility corridors have on thriving communities.

Stephen Selu, EIT, Analyst, (Kimley Horn) is a Utah native and has more than four years of experience working in civil design. He has aided in the completion of many land development projects that include a diverse range of disciplines such as retail, hospitality, traffic, parking, and mixed use projects. Prior to joining Kimley-Horn, he worked with the Uintah-Wasatch-Cache National Forest Service serving as a team lead for land surveying. His experience also includes site grading, drainage and improvement plans. He is an active member of ICSC.

Project Approach

Project Understanding

The Town of Vineyard has a rare and wonderful opportunity to build a 21st century community from scratch – one that both embodies the rich history of the Wasatch Front and Utah County (it wasn't far from here that Fathers Escalante and Dominguez emerged from the Wasatch to a Ute community on the shore of Utah Lake) while also incorporating modern best practices of vital, walkable, transit-oriented and waterfront places.

The InterPlan/LSD Team envisions that the Town of Vineyard Transit Center and Lake Oriented Design Manual will serve the following key functions:

- Implement the General Plan;
- Build upon the direction of UTA's TOD design guidelines, and WFRC + Envision Utah's TOD best practices;
- Provide the detailed standards critical to the implementation of transit-oriented development;
- Provide the plan for the equally critical public infrastructure for both districts – such as streets and open space;
- Educate developers and other community members about the Town's desired character for the Transit Center and Lake Oriented areas.

The following pages outline how our team will achieve these goals.



Project Approach

The InterPlan/LSD Team's approach to undertaking this effort with the Town of Vineyard is to create a base of understanding about:

- The Vineyard community, market, and environment and regional influences in land use and transportation;
- The Town's policy goals; and
- Comparable transit and pedestrian oriented, mixed use, and waterfront-oriented development planning efforts.

We believe it is good transportation design that "sets the table" for transit-oriented development – including walkable streets and development frontages, good integration of transit tracks and stations into urban fabric, good station design, managing vehicle access, incorporating bicycle access, and perhaps most important of all, carefully placing and designing parking to ensure good vehicle access while not detracting from the pedestrian and transit environment. With this understanding, the InterPlan/LSD Team can use our technical expertise in planning, design, engineering, architecture, transportation, and the environment to efficiently develop the right design standards to achieve the Town's goals.

Our approach will involve a wide cross section of Town departments – in our experience, transit-oriented and mixed use planning projects often challenge conventions in many municipal fields, such

as planning, engineering, parks and recreation, and economic development. If everyone is "at the table," the new standards will be implemented more smoothly.

By the same token, it is important that we end up with standards easily understood by those doing plan reviews. We will integrate the complexities of transit-oriented development into simple, black-and-white codes that are understood by plan reviewers as well as other staff and the development community.

Work Plan

Task 1: Project Management

Task 1.1: Project initiation

After receiving a notice to proceed, the InterPlan/Logan Simpson Team, in conjunction with the Town of Vineyard, will organize a kickoff meeting and site tour. At the kickoff meeting we will discuss and establish the goals for the project and any other project initiation issues.

Task 1.2: Team meetings

The InterPlan/Logan Simpson Team will organize and conduct regular Technical Advisory Committee team meetings to discuss project progress and project milestones. The Technical Advisory Committee will include the Town Planner, the Town Engineer, a member of the Town Council and a member of the Town Planning Commission, as well as any other representation desired by the Town.

Task 1 Deliverables:

- Kickoff meeting and summary
- Team meetings with summaries

Task 2: Existing Conditions Analysis

Understanding the existing conditions of the site and surrounding area will give the InterPlan/Logan Simpson Team the deep understanding we need to proscribe the right development standards for the future Transit Center and Lake-Oriented communities.

Task 2.1: Base mapping and data collection

The InterPlan/Logan Simpson Team will obtain data from the Town and other sources, including aerial imagery; GIS shapefiles for streets; parcels; topography and other natural features, and other

layers; and any other relevant plans and studies. The Team will use these data to develop a basemap for use throughout the project.

Task 2.2: Existing policy review

The Team will synthesize relevant planning documents and studies, street standards, and other policies into a report in the implications for the Transit Center and Lake-oriented zones.

Task 2.3: Market analysis

The Team will undertake a high-level market analysis to help determine what the market will build in these two areas of Vineyard over the build-out of the zones. The market analysis will also highlight other market needs in terms of specific uses and design. If such a study has already been done recently, then that could stand in place of this sub-task. As part of this market analysis, we could employ the ET+ tool to help us model how development standards can maximize the market potential.

Task 2.4: Transportation analysis

The Team will undertake an analysis of local and regional transportation conditions and plans affecting the project site. This analysis will include access and mobility by transit, vehicles, bicycles and pedestrians, and how all these modes will integrate in this section of Vineyard.

Task 2.5: Land use and urban form analysis

The Team will undertake an analysis of local and regional land use and urban form. This will establish an authentic context for new development – transit- and lake-oriented development should be sensitive to a region and town's context. We will be able to incorporate traditions in Utah County

into new development standards that also achieve modern best practices.

Task 2.6: Environmental analysis

Because the project site is located on the shore of Utah Lake and is in an area reclaimed from industry, it is vital to understand the sensitivity needed in development standards and infrastructure planning. Moreover, the connection to and integration of major environmental amenities, such as creeks, rivers, lakes, parks, and open space, is critical to a successful TOD amenity package. Without these natural amenities, TOD loses some attraction value.

Task 2.7: Existing conditions report

The Team will synthesize the above efforts into a comprehensive but concise report that will give us a solid base of understanding of the project sites.

Task 2 Deliverables:

- Existing conditions report

Task 3: TOD and waterfront precedents

Equally as important as understanding the community and environment of Vineyard is understanding similar efforts and what their results have been. Our team members have been involved in many such efforts and we can pool our knowledge, but we would like to find the most similar case studies to Vineyard's so to learn from the most similar challenges and solutions in first-generation TODs.

Task 3.1: TOD and waterfront precedents

Our team will brainstorm and research comparable TOD, form-based code, and mixed-use projects that are similar to Vineyard's – these may include commuter and light rail-based TODs, new communities

similar to Vineyard's size, and planned lakefront communities.

Task 3.2: Local TOD tour

We will also organize a tour for the TAC to see examples of transit-oriented and mixed-use development in person. Fortunately, the Wasatch Front is to the point where several of these projects and communities have been built and we can learn from both their successes and failures and experience them in person.

Task 3 Deliverables:

- Precedents memorandum
- Local TOD tour and summary

Task 4: Design Standards Objectives

Task 4.1: Develop vision and objectives for Transit Center and Lake-Oriented Mixed Use Design Standards

These objectives will be the policy “bridge” between the General Plan-level goals and the specific nuts and bolts of the standards. Our work in Tasks 2 and 3 will give us a deeper sense of the emphases of the design standards – these objectives will help us develop standards right for Vineyard and avoid a “cookie cutter” look. Examples of these objectives could include “Place highest buildings closest to transit station” or “evoke pioneer architecture in residential buildings” or “set buildings back along this street to provide for outdoor dining” or “provide adequate yet well-designed parking.” We will likely draft objectives for the TAC's consideration then discuss and refine the objectives with the TAC. The objectives will be used to develop and assess design standards.

Task 4 Deliverables:

- Objectives for design standards

Task 5: Development of Design Standards

The Existing Conditions Report, the TOD Precedents, and the Objectives will give the design standards a robust base to build off of and will make for an easier, more focused and directed process of figuring out the right details to emphasize and the right regulatory tools to use in the development standards.

Task 5.1: Development Standards

This task will start with a Regulating plan that begins with the General Plan and lays out the major streets, block pattern and open spaces as well as any sub-zones within the Transit Center and Lake-Oriented zones. Task 5 will be a back-and-forth between this plan and the design standards that will implement it.

The design standards will be as graphic as possible; we will use as few words as possible in order to communicate ideas and regulations graphically. Graphics will include both the standards themselves in diagrams as well as photographs and drawings that show potential applicants examples of the right and wrong ways to design.

The development standards will integrate with the existing Table of Uses, which includes some of the needed regulations for the two zones. The standards we develop will likely include:

- Site design and building orientation (including build-to line, setbacks, lot minimums, lot coverage);
- Building height, massing, stepbacks, and articulation;
- Architectural detail, such as fenestration, roof treatments, and materials;

- Public frontage requirements such as façade transparency, entries, and ground floor height;
- Signage;
- Parking requirements – these are critical both in the amount, type (surface vs. structured) and design with the site;
- Bonuses for height and other maximums if desired;
- Land use (revisions to table of uses if needed, such as requirements for ground floor use)
- Intensity (if needed) – such as FARs and units per acre, though we have found these often get in the way of transit-oriented development standards.

Task 5.2: Street standards

Street standards are just as important as development standards in creating a good transit oriented and vital community. We will build off Vineyard's existing standards to design walkable, rideable streets that also incorporate the need for vehicle access. We will consider the need for public space in our street designs, as well as the incorporation of trails especially in the Lake-oriented zone. Our standards will include streetscape design and may include specific designs for key streets.

Good street standards coordinated with the development standards will ensure that the public realm and the private development frontage will read as one attractive environment. Our street standards will embody what Vineyard wants to be and will set the template for future development that will front on to them. We can also make a focused effort on placemaking by establishing special urban form on a “great street” in the Town.

Task 5.3: Open and public space standards

A range of open spaces, both large and small, rural and urban, programmed and unprogrammed, and for all kinds of uses, will be essential to the success of Vineyard's Transit Center and Lake-oriented zones. We will establish a network of open spaces on the map and work its implementation into the design standards.

Task 5 Deliverables:

- Regulating plan map
- Memorandum with outline of design standards

Task 6: Design Manual

Task 6.1: Draft Manual

The InterPlan/Logan Simpson Team will take the written design standards and

accompanying graphics developed in Task 5 and synthesize and refine them into an easily understandable, intuitive manual format.

Task 6.2: Public Hearing

The InterPlan/Logan Simpson team will present the Draft Manual and its standards at a public hearing with the Planning Commission and Town Council.

Task 6.3: Final Manual

The InterPlan/Logan Simpson team will integrate comments on the Draft Manual into a Final Manual.

Task 6 Deliverables:

- Draft Manual
- Final Manual

Timeline

We have proposed a 9-month timeframe for this project; see our schedule below. As with all aspects of this project, we are very open to negotiating this schedule to meet the Town of Vineyard's needs. InterPlan has a robust history of delivering projects on time.

Task	Timeline:	Month 1 (Jan. '15)	Month 2 (Feb. '15)	Month 3 (Mar. '15)	Month 4 (April '15)	Month 5 (May '15)	Month 6 (Jun '15)	Month 7 (July '15)	Month 8 (Aug '15)	Month 9 (Sept '15)
Task 1: Project Management	N T P	K O								
Task 2: Existing Conditions Analysis				D						
Task 3: TOD Precedents				T	D					
Task 4: Objectives					D					
Task 5: Design Standards Development								D		
Task 6: Design Manual									D	P H D

N T P	Notice to Proceed		Consultant Team Activity
K O	Project Kick-Off Meeting	P H	Public Hearing
T	TAC TOD tour	D	Deliverable

References

InterPlan

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Appendix A: Resumes

TIM SULLIVAN, AICP



EDUCATION

Master of City and Regional Planning, University of California-Berkeley
B.A., Environmental Studies, Middlebury College

CURRENT POSITION

Planner, InterPlan Co., Midvale, Utah 2014-present

PREVIOUS POSITIONS

Community Design + Architecture, Oakland, California
Associate, 2006-2014

A native of Utah, Tim brings almost a decade of experience in multi-modal transportation planning, land use planning, street design, and urban design in California and the West. Prior to joining InterPlan, he worked for Community Design + Architecture, a national leader in transit-oriented and pedestrian-oriented planning and design. Tim has led projects that include citywide transportation corridor plans, transit station area plans, form-based zoning codes, design manuals, and transit access studies. He uses expertise in transportation, policy, design, public involvement, economics, and ecology to enable vital and sustainable urban neighborhoods, corridors, and metropolitan regions. He specializes in planning and urban design that supports pedestrians, bicyclists, and transit, and he has helped to innovate some of the latest best practices in these fields. Tim was a contributor to the Congress for the New Urbanism (CNU) publication Sustainable Street Network Principles, and is leading a team in developing a joint CNU/American Public Transit Association guidance document for transit networks. Tim was also a reviewer for LEED-Neighborhood Design (ND) projects.

EXPERIENCE

Transit-Oriented Development Planning and Design

Planning for transit-oriented development and transit- and pedestrian-supportive streets and transportation systems is a key piece of Tim's work and expertise. He has worked on transit-oriented development plans throughout the western United States, including:

- Grant Road Improvement Plan, Tucson, Arizona
- Bergamot Station Area Plan, Santa Monica, California
- Tempe METRO Station Area Plans, Tempe, Arizona
- Fort Union Corridor Study, Cottonwood Heights, Utah
- TOD site concept planning, Irvine Company, Mountain View, California
- Sierra-Valley Land Use Plan and Transit Hub, Fontana, California
- Ogden-Weber State Transit Corridor Study, Ogden, Utah
- Broadway Boulevard Corridor Plan, Tucson, Arizona
- Sonoma-Marin Area Rail Transit (SMART) station concept planning, Sonoma and Marin Counties, California
- South Lathrop Specific Plan (Altamont Commuter Express), Lathrop, California
- Stevens Creek Bus Rapid Transit pedestrian and bicycle access, Silicon Valley, California
- Santa Clara Valley Transportation Authority Transit Passenger Environment Plan
- Reviewer, LEED-Neighborhood Design (ND) project applications

Multi-modal Transportation Studies and Plans

Tim has managed or participated as a key team member on a variety of multi-modal transportation plans, including transit access, bicycle corridors or pedestrian plans, including:

- San Francisco Eastern Neighborhoods Transportation Implementation Planning Study
- Northern Utah County Transit Study
- Oakland Telegraph Avenue Complete Streets Plan
- San Diego North Park-Mid City Regional Bike Corridors Project
- Pasadena General Plan Street Types and Complete Streets
- San Francisco County Transportation Authority Neighborhood Transportation Plans

Urban Design and Streetscape

Tim integrates urban design into many of his transportation projects but specific urban design or streetscape design-focused projects include:

- Berkeley-Oxford Corner Improvements
- Berkeley Streets and Open Space Plan (Cost Estimates)
- Tucson Grant-Oracle Intersection Project

CERTIFICATION/MEMBERSHIP

Member, American Institute of Certified Planners

Member, Congress for the New Urbanism

Member, Urban Land Institute

ANDREA OLSON, AICP



EDUCATION

M.S. Urban and Regional Planning, University of Wisconsin-Madison
B.A. Sociology, Communications, Concordia College, Moorhead, MN

CURRENT POSITION

President, InterPlan Co., Midvale, Utah 2001-present

EXPERIENCE

Multi-modal Transportation Studies

Managed and/or served as senior planner for several alternative mode studies in Utah and the Intermountain West.

- Salt Lake County East/West Trails (2014)
- North Utah County Transit Study (2014)
- Lehi Bicycle and Pedestrian Master Plan (2012)
- American Fork Bicycle and Pedestrian Master Plan (2012)
- Park City Form Based Code and Transportation Analysis (2012)
- Wasatch Back Emerging Area Plan (2010)

Long Range Plans, Master Transportation Plans and General Plan Transportation Elements

Managed the development of master transportation plans and transportation elements for:

- Herriman General Plan (2013)
- Utah's Unified Transportation Plan (2012)
- UDOT Region Three Small Project Prioritization (2012)
- Park City Traffic & Transportation Master Plan (2011)

Corridor and Planning Studies

Performed various corridor studies and other related transportation planning projects including the following:

- Fort Union Boulevard Corridor Study (2013)
- 700 West Corridor Study (2013)
- SR-248 Corridor Study (2008)
- MAG Quadrant Studies (2006)

Special Event and Other Transportation Planning Projects

Performed various transportation planning, transit planning, and traffic engineering studies for special events and unique traffic generators including the following:

- Utah State Freight Plan (2014)
- Utah State Rail Plan (2014)
- UTA Transit Strategies (2013)
- UTA Pupil Transportation Study (2013)
- UTA Five Rails Corridor Study (2012)
- Box Elder Transit Feasibility Study (2004-2005)
- Woods Cross Commuter Rail Station Location (2003)

CERTIFICATION/MEMBERSHIP

Member of the American Institute of Certified Planners, Certificate #016501

Member of the American Planning Association

Member of the Women in Transportation Seminar – Northern Utah Chapter

CHARLES ALLEN, PE



EDUCATION

Brigham Young University, Provo, Utah
B.S. Civil Engineering, 2007
Brigham Young University, Provo, Utah
M.S. Civil Engineering, 2008

EXPERIENCE

Traffic Simulation

Conducted traffic simulation analysis utilizing simulation software as part of the following:

- Fort Union Boulevard Corridor Traffic Analysis (2013)
- Antelope Drive Extension Traffic Analysis (2013)
- Porter Rockwell Boulevard/14600 South Interchange Traffic Analysis (2013)
- US-6 RR Bridge Deck Replacement Traffic Analysis (2013)
- Provo Downtown Modeling Analysis (2012)
- 1000 East and River Road at Milepost 8 Interchange Traffic Study (2012)
- University Avenue Interchange Operational and Safety Analysis Report (2012)
- Bangerter Highway 600 West Environmental Impact Statement (2010)
- Park City Traffic and Transportation Master Plan (2010)
- Heber HUB Intersection Study (2010)

Corridor Studies

Conducted comprehensive corridor studies for the following:

- 5600 West Planning Study, West Jordan (2012)
- US-191 Moab Corridor and Traffic Volume Study (2012)
- SR-14 Corridor and Truck Study (2012)

Passing Lane Studies

Identified and prioritized rural passing lane locations for the following:

- US-89, Milepost 0 to US-6 Passing Lane Study (2012)
- US-191, Milepost 0 to Moab Passing Lane Study (2012)
- US-6, Milepost 256 to I-70 Passing Lane Study (2012)

Safety Studies

Performed crash analysis and managed complex safety databases for the following:

- Utah Department of Transportation (UDOT) Traffic & Safety Division Average Crash Rate Development (2011-2014)
- I-15 UDOT Region Four Safety Study (2014)
- SR-10 Access Management Study, Price, UT (2010)
- UDOT Planning Tool Development – Safety Index (2009)

Research

Performed research and analysis for the following:

- UDOT Raised Median Economic Impact Study (2013)

CERTIFICATION

Registered Professional Civil Engineer, Utah (8527125-2202)
Member of the Institute of Transportation Engineers (ITE)

PUBLICATIONS

Utah Department of Transportation, *Crashes in the Vicinity of Major Crossroads*, 2008
Utah Department of Transportation, *Economic Impacts of Raised Medians*, 2012

MICHAEL J. BAKER



EDUCATION

B.A. Urban Planning, University of Utah

CURRENT POSITION

Planner, InterPlan Co., Midvale, Utah 2010 - present

PREVIOUS POSITIONS

Salt Lake City Corporation, Salt Lake City, Utah

Mayor's Office Intergovernmental Affairs Intern, 2009

Lower 9th Ward Neighborhood Empowerment Network Association,
New Orleans, Louisiana

Architectural Design Intern, 2008

EXPERIENCE

Traffic Studies

Conducted traffic analyses and authored comprehensive reports for:

- Lehi Speed Study (2012)
- Lewiston Industrial Development Traffic Impact Study (2012)
- Hyde Park Automotive Dealership Traffic Impact Study (2013)
- Antelope Drive Extension (2013)
- Harrison Boulevard US-89 Intersection (2013)
- Lehi High School Parking Study (2013)
- Park City Library Parking Study (2013)
- Deer Valley Drive Bus Stop Study (2014)

Long Range Plans, Master Transportation Plans and General Plan Transportation Elements

Assisted the development of master transportation plans and transportation elements for:

- Park City Traffic & Transportation Master Plan (2011)
- Lehi Bicycle and Pedestrian Master Plan (2012)
- Spanish Fork Bicycle and Pedestrian Master Plan (2012)
- Santaquin Transportation Master Plan Update and Impact Fee Analysis (2014)

Research

Performed research and analysis for:

- UDOT Raised Median Economic Impact Study (2013)
- UDOT TravelWise Traffic Flow Analysis on Air Quality Alert Days (2010-2014)

Transportation Utility Fee Implementation

Assisted with implementation process for:

- Provo City (2014)

Public Involvement

Conducted in-person surveys for:

- I-15 Truck Parking Study (2010)
- UDOT Raised Median Economic Impact Study (2013)

Travel Demand Modeling

Completed travel demand modeling for:

- Harrison Boulevard US-89 Intersection (2013)
- Antelope Drive Extension (2013)

CERTIFICATION/MEMBERSHIP

American Planning Association, Member



LOGAN SIMPSON
DESIGN INC.

Buck Swaney, MPA, AICP, IAP2
Senior Planner

Buck is a certified planner and has practiced in Utah for 15 years. He has extensive experience in a number of disciplines and in-depth expertise in several varieties of planning. Buck is a skilled municipal and environmental planner and has managed nearly 100 projects including city-wide general plans, trails and open-space plans, property management plans, economic development plans, sensitive lands plans, and site-specific master plans. He prepares analysis for social-based sciences such as economics, infrastructure, transportation, and natural resources.

Education

M.P.A., University of Utah, 2001

B.S., Political Science, University of Utah, 1997

B.A., Russian, University of Utah, 1997

Professional Affiliations

American Institute of Certified Planners

American Planning Association, Utah Chapter

Selected Projects

Bluffdale General Plan. Bluffdale City. Project manager for development of a new General Plan for the City. The existing plan was over 20 years old, and in the meantime, Bluffdale had grown by 458 percent. In the intervening years, the fundamentals of the city had changed in important ways. Buck's team conducted extraordinary public outreach, ensuring every single residence in Bluffdale was notified of major meetings and events, and that the opportunity to participate had been carefully extended to each resident. Our planning team, under Buck's direction, integrated important regional trails planning, WFRC 2040 principles, County Comprehensive Plan direction, and best practices from around the country. The new plan carefully connects the community's values and ideas about its physical design and functionality, and does it for the first time through a lens that comprehends the City's build-out population.

Salt Lake City Foothills Diagnosis. Salt Lake City. Project manager who led a consultant team to review existing standards, policies, and procedures for protecting foothills from unsafe and unappealing development. Buck conducted a full-scale land use analysis studying foothills development issues (including topics such as private property; urban-wildland access; and open space conservation), and mapped foothills protection layers and sensitive lands in the city.

South Valley Sewer District (SVSD) Property Management Plan. SVSD. Project manager for a comprehensive property management plan for the proposed SVSD's Waste Water Treatment facility on 116 acres within the river corridor. Buck coordinated with several public and stakeholder groups and a three-phased implementation strategy spanning 20 years of activity was developed. The plan contained specific strategies for improvement and restoration of the largest remaining "wild" section of the Jordan River corridor in Salt Lake City, completed a formal land consolidation and acquisition strategy, established access standards, planned several acres of new wetland creation, and designed a public education component including nature trails and displays.

West Box Elder Coordinated Resource Management Plan. West Box Elder Conservation District. Project manager for this complex countywide planning process that will address resource management and city, county, state, and federal planning that occurs in Box Elder County, Utah. The large and sparsely populated western portion of the county has a ranching-based economy, but lacks water and other amenities that typically enable self-sufficient and sustainable communities. The area's mosaic of land ownership complicates land and resource management. With imminent decisions on federal actions related to grazing allotments, watershed protection, and potential greater sage-grouse listing, local residents have turned efforts to a coordinated resource management planning process to collaboratively focus key conservation and bring several stakeholders and the

inter-jurisdictional partners into the planning process. Conducted extensive community-based scoping that has included face-to-face meetings with stakeholders and several facilitated community meetings. In these meetings, residents discussed challenges and conflicts, helped articulate desired future conditions, and directly prioritized goals for resource management.

Wamsutter Economic Development Plan. Wamsutter, Wyoming. Project manager for several economic development, housing, and residential planning projects. One of the most significant was a 2008 economic (and physical) development plan. The plan was the centerpiece of a careful collaborative effort between town officials and individual and corporate citizens to prepare for the future through a practical, organized approach to developing the local economy. Buck managed several stakeholder meetings where government officials, land-owners, and industry officials were brought to the table. The final study integrated careful planning for prioritized housing, retail, and civic development goals, industry partnership and participation agreements, infrastructure development goals, and economic diversification strategies. Each of these focal areas was adjusted for three potential growth scenarios. Since preparing this plan, Wamsutter has been able to line up more than \$14 million in resources to pursue the community's new goals.

Utah Division of Air Quality (UDAQ) State Implementation Plan Public Involvement. UDAQ. Project manager and lead facilitator managing a multi-phase, multi-agency, regional public involvement process with 24 stakeholder meetings and more than 100 stakeholders (involving private citizens, industry, government, and special interests). Through this process, the interests of the stakeholder partners are being relayed to UDAQ to identify strategies for reducing levels of PM2.5 to meet the federal air quality standards.

Chevron Red Butte Oil Spill Town Hall Meeting Facilitation. Salt Lake City. In 2010, a Chevron pipeline ruptured and sent thousands of gallons of crude oil rushing down Red Butte Creek, alarming Salt Lake City residents. On short notice, Buck designed and conducted a series of two town hall meetings on this high-profile, contentious event. The first meeting featured eight subject-matter-based information displays, with specialists available to answer questions and provide information. Buck organized the event and facilitated the largest group (around 500 people). Buck also facilitated the second meeting, which was designed to allow the public to comment freely while limiting monopolizing or grandstanding.

Vision Dixie Regional Land-Use and Transportation Plan. Washington County. Led the only Utah-based firm that participated in the Vision Dixie 2035: Land-Use and Transportation Vision project. Working with five professional planning firms and coordinating with several public and stakeholder groups, Buck participated in organization sessions, planning work sessions, and facilitated a number of public meetings during the scenario dialogue, principles and vision scenarios, and implementation to action stages of the Vision Dixie process. Ultimately the plan outlined long-range transportation strategies for the county's growing population base and future circulation.

Bonneville Shoreline Trail Design and Environmental Assessment. Bonneville Shoreline Trail (BST) Committee and Davis County. Responsibilities: project manager for an environmental assessment related to the construction of sections of the BST on U.S. Forest Service lands in Salt Lake County. Also managing the design, coordination, and approval of the Davis County segment of the trail. The BST represents one of the most significant multi-jurisdictional trail design and implementation efforts in Utah, with many existing, planned, and conceptual segments yet to be built.

Four Forest Restoration Initiative (4FRI) Facilitation Support. U.S. Forest Service. Responsibilities: project manager for a collaborative effort more than 20 years in the making to restore forest ecosystems on portions of four national forests along the Mogollon Rim in northern Arizona. The stakeholder group contains more than 40 participants, including federal, state, and local government, timber industry, special interest groups, and citizens. LSD has led a mediation-style development of complex decision-rules to eliminate stalemates; revision of behavior-related ground rules of the charter; and re-visioning/strategic planning. As the lead facilitator, Buck manages and facilitates the collaborative on two monthly steering committee calls and two monthly facilitated meetings.



LOGAN SIMPSON
DESIGN INC.

Jim Carter, J.D., AICP
Senior Planner/Land Use Specialist

Jim is a lawyer, certified planner, and public administrator with more than 30 years of experience in law, community planning, and natural resources management. He has worked in state and local government, as well as for private entities and clients. He has advised local government clients on planning and land use matters and has managed federal environmental assessment and natural resource planning projects. From 1987 to 1993, Jim served as City Attorney of Park City, Utah, where he worked on land use, growth management, annexation policy, historic preservation, and water supply matters. While with Park City, Jim developed an award-winning historic preservation ordinance, developed sensitive lands regulations, and supervised an overhaul of the City's Land Management Code. In 2008, Jim provided services to Park City as a contract interim Planning Director.

Before joining LSD, Jim was a principal and project manager at a Salt Lake City-based planning and community issues consulting firm. While there, he designed and managed comprehensive plan and ordinance development projects for numerous communities across the West, including the cities of Draper, Farmington, and Sandy, and Morgan, Sanpete, and Millard Counties, Utah; Uinta and Sweetwater counties, Wyoming; Madison and Twin Falls Counties, Idaho; Gallatin County and the City of Billings, Montana.

Education

J.D., University of Utah College of Law, 1980

M.S., Geology, Oregon State University, 1976

B.S., Geology, Westminster College, 1972

Professional Affiliations

Utah State Bar Association (inactive)

American Institute of Certified Planners, Certified Environmental Planner

American Planning Association, Utah Chapter

Advisory Board, Friends of Great Salt Lake

Board of Directors, Henry's Fork Foundation

Selected Projects

Bluffdale General Plan. City of Bluffdale, Utah. Project manager for the development of a new General Plan for Bluffdale, a city directly in the path of growth in the Wasatch Valley in Utah. The General Plan will address the changing conditions and opportunities in Bluffdale by ensuring the city has the tools it needs to ensure quality development, affordable housing, effective multi-modal transportation, and economic development, while protecting the community's heritage and sensitive landscapes.

Morgan County General Plan Update. Morgan County, Utah. Project manager who developed and implemented the project public involvement program, including working with stakeholder groups to identify and resolve plan issues; coordinating project updates and issue resolution with the planning commission and county council; and coordinating the efforts of engineering and economics sub-consultants. Project issues include water supply, growth management, and integrating seven area plans into the County General Plan.

Sanpete County General Plan Update. Sanpete County, Utah. Managed the development of an updated general plan to address emerging issues including managing recreational development remote from services; water supply; farmland protection; and economic development. Jim designed and implemented an interactive public engagement program to both inform and build consensus for County land use decisions.

Development Code Revisions. City of Farmington, Utah. Drafted three new sections of the City of Farmington's development code were drafted to provide for and regulate transit-oriented development and commercial and mixed uses in this traditionally residential community. The City's planning department and Planning

Commission, landowners, developers, and interested citizens coordinated to address and resolve conflicts and to develop code language that implemented the objectives of the City's general plan.

Nibley City Conservation Subdivision Ordinance. Nibley City, Utah. Developed a conservation subdivision ordinance for Nibley City, a rural community in the Cache Valley that is undergoing rapid development as a suburb of Logan, Utah, home to Utah State University. The objectives of the ordinance are to preserve viable agricultural open space and facilitate a community trails and open space network.

Utah Lake Master Plan. Utah Lake Commission. Deputy project manager who developed a comprehensive management plan for Utah Lake and its shorelines. Responsible for developing the land-use, shoreline protection, and recreation elements of the plan. Issues include coordinating the planning of Commission members (Utah County, cities around the Lake, and the Utah Division of Forestry, Fire and State Lands); identification of opportunities and constraints; and development of a unified vision for the future of the Lake.

Ordinance Review and Implementation Strategies. Pinal County, Arizona. Review of County ordinances and policies for consistency with approved County Trails Plan and recommendations for ordinance and policy amendments to support Plan implementation.

Madison County Zoning Ordinance Update. Madison County, Idaho. Drafted sensitive lands and large-scale development project ordinances to assist in implementation of Madison County's recently-adopted master plan. Issues included protection of the Henry's (North) Fork of the Snake River and associated riparian areas; and the regulation and provision of services to large-scale second home and recreation developments.

Bozeman Area Plan and Regulations Update. Gallatin County, Montana. Project manager for updating a land-use plan for Gallatin County's unincorporated areas surrounding the fast-growing city of Bozeman. Jim designed and utilized a citizen-participation planning process to identify issues, develop alternative solutions, and build consensus for the new plan. The project included revisions to the County's Bozeman Area regulations to implement the goals of the new plan. Techniques employed in the regulations included transfer of development rights, density bonuses, and conservation subdivisions.

Northwest Shiloh Area Plan. City of Billings, Montana. Project manager for a City of Billings land-use plan and development criteria project for a quickly growing, unincorporated area adjacent to the City. A citizen-preference public involvement technique was utilized to identify opportunities and constraints and to establish a template for the review of annexation applications. The project also included analysis of the City's land-use regulations and development of recommendations to implement the plan objectives.

Land Use and Subdivision Regulations Update. Uinta County, Wyoming. Project manager for the development of new land-use and subdivision regulations to implement the County's recently adopted general plan. In order to retain flexibility to allow for a variety of land uses in the County, performance zoning and synchronization of land-use and subdivision review decision-making were among the techniques used.

Bruce Meighen, AICP

Project Principal

Bruce is a certified planner with 20 years of experience and more than 20 awards in comprehensive planning and public involvement. He manages the community planning team in Fort Collins, Colorado and effectively applies concepts of quality growth, character preservation, and land stewardship to his projects. His ability to create not only innovative and focused public involvement, but to clarify and prioritize the issues identified, is crucial to the success of outcome-oriented plans. Bruce specializes in managing defensible planning processes that create sustainable, quality growth communities with common, enduring visions. His strength as a mediator and advocate for appropriate planning practices makes him a strong team leader for a successful and focused public participation process.

Education

Master of City and Regional Planning, Georgia Institute of Technology, 1994
B.A., Geography Urban Systems, McGill University, Montreal, Quebec, 1992

Professional Registrations

American Institute of Certified Planners (AICP)

Selected Projects

Denver Regional Council of Governments Land Use Development. Denver, Colorado. Principal planner for the future land use development of over 60 communities in the DRCOG region. This project is in support of future transportation and quality growth strategies.

287 Strategic Plan. Loveland, Colorado. Logan Simpson is currently working with the City of Loveland to develop a strategic plan for US Highway 287, a regional highway that is the predominant north/south route through the city. The plan will provide both policy and physical improvement recommendations, with a focus on revitalization and economic vitality of the corridor for the next 20 years. Bruce is the principal in charge.

Town of Jackson/Teton County Comprehensive Plan + Character Districts. Town of Jackson/ Teton County, Wyoming. Project principal for the facilitation of the rewrite and adoption of the Comprehensive Plan. Facilitation included a series of 10 strategic joint Town Council/ County Board of Commissioner meetings to reaffirm Town/ County goals for the Plan; streamlining the process and ultimately resulting in unanimous adoption.

Transportation Element Update. Osceola County, Florida. As principal in charge, Bruce worked with the County to update the transportation plan element of their Comprehensive Plan. The plan addresses the establishment of a multimodal transportation system promoting sustainable development, increasing mobility options and promoting accessibility to economic, educational, cultural, and recreational opportunities. The first phase of the plan examined existing conditions, goals, best practices, ideal geometries, and evaluation metrics for roadways and transit.

Mountain Vista Subarea Plan. City of Fort Collins, Colorado. Principal in charge of the development of the master plan for the largest undeveloped area of Fort Collins. The area will include a new enhanced travel corridor and gateway, urban center, neighborhoods, redevelopment, and concepts for large industrial users such as Budweiser.

South College Corridor Plan. Fort Collins, Colorado. Principal planner for establishment of long-term solutions for major city corridor within the context of regional economic, transportation, and conservation initiatives, as well as regional support. The plan includes a new TOD commercial center connected to a BRT corridor.

Comprehensive Plan/Downtown Plan. Town of Johnstown, Colorado. Land use planner for the creation of new comprehensive plan that represents the latest quality growth development forms. Key considerations included gateways, redevelopment of downtown, and new economic districts.

Narcoossee Code. Osceola County, Florida. Principal and planner for the effort to codify the community development strategies included in the 2011 Narcoossee Community Plan. The code is regulating design and development that recognizes individual property owners' interests, changing market conditions, and the County's desire for greater economic growth. Regulations place high priority on redirecting commercial development from the highway towards small neighborhood and community nodes distributed along the corridor, resulting in more pedestrian-accessed than vehicular, heavily landscaped, illuminated by dark-sky compliant lighting, and built with a high level of design character and relevant materials.

Megan Moore, ASLA, Assoc. AIA
Senior Planner

Megan is an urban and landscape designer with extensive experience in comprehensive planning, subarea planning and urban revitalization. With 10 years of experience, she is already the recipient of more than 25 design and planning awards. Her planning capabilities are enhanced by her background in both architecture and landscape architecture, giving her a unique perspective into urban design strategies and solutions. She carries a deep understanding of the use and development of graphics to convey procedures and processes necessitated by planning guidelines.

Education

Master of Architecture, University of Colorado at Denver, 2005

Master of Landscape Architecture, University of Colorado at Denver, 2005

Graduate Certificate in Historic Preservation, 2005

B.S. in Architectural Studies, University of Illinois at Urbana-Champaign, 2001

Selected Projects

Town of Jackson/Teton County Comprehensive Plan + Character Districts. Town of Jackson/Teton County, Wyoming. Project manager of the facilitation of the rewrite and adoption of the Comprehensive Plan. Facilitation included a series of ten strategic, joint Town Council/County Board of Commissioner meetings to reaffirm Town/County goals for the Plan; streamlining the process and ultimately resulting in unanimous adoption. In addition to the policy document, a series of Character District Plans illustrated desired character for each area of future development at three different scales: the entire neighborhood, blocks and streets, and individual buildings.

North Nevada Corridor Urban Renewal Master Plan + Design Guidelines. Colorado Springs Urban Renewal Authority. Project manager for the development of design guidelines implementing the goals and strategies within the previous Master Plan. The Design Guidelines cover future, mixed-use development within a 390-acre blighted area, bisected by this major arterial, and coordinates with the University of Colorado at Colorado Springs campus plan.

US Highway W192 Corridor Redevelopment Plan. Osceola County, Florida. Project manager leading the re-imagination of a tourist-based highway corridor leading into Walt Disney World. The plan will focus on strategic design and fiscal investments that will enhance the corridors appeal, ultimately increasing visitation, safety and economic vigor along the corridor.

South College Corridor Plan. Fort Collins, Colorado. Urban designer for the development of long-term solutions for major city corridor within the context of regional economic, transportation, and conservation initiatives, as well as regional support. Determined how design factors, policy and planning processes can encourage redevelopment within the area. The plan includes creation of a new TOD commercial center connected to a BRT corridor.

Mountain Vista Subarea Plan. City of Fort Collins, Colorado. Project manager of the development of the master plan for the largest undeveloped area of Fort Collins. The area will include a new enhanced travel corridor and gateway, urban center, neighborhoods, redevelopment, and concepts for large industrial users such as Budweiser.

Town of Johnstown 2007 Comprehensive Plan Update. Johnstown, Colorado. Landscape designer on a comprehensive plan update for a town of 7,500. The focus of the update was on the Central Business District plan, and considered community design principles and policies; residential land use and housing opportunities; commercial land uses and economic development; transportation; downtown revitalization; parks, recreation, and open space; municipal service delivery; and implementation.

Harmony/I-25 Southwest Conceptual Master Plan. Fort Collins, Colorado. Project manager/ landscape designer for the redesign of a critical gateway to Fort Collins. Working with both City staff and developer, a vision was created to include an urban center, neighborhoods and office space that respect view corridors, and center around a new reservoir and waterfront development.

Narcoossee Community Plan and Code. Osceola County, Florida. Project manager for a grassroots-based community vision plan identifying specific strategies and policy changes to retain a sense of rural, agrarian character within an area becoming engulfed by higher density development. The code implemented ideas such as a rural ranching and agricultural overlay zone, conservation and cluster development enclaves, and transitional density and buffering policies. Stringent regulations place high priority on redirecting commercial development away from the typical highway-oriented strip development towards small neighborhood and community nodes along the corridor.

Libby Kaiser

Community Planner

Libby is a community planner with seven years of experience focusing on the revitalization and strategic growth of communities, including town centers, commercial corridors, streetscapes, mass transit, and transit-oriented development. She has participated in all aspects of these projects, including case study research, existing conditions analysis, visioning, goal setting, alternatives development, and public involvement. She is adept at ensuring project compliance with local land use regulations, or recommending policy changes to achieve community desires. Libby integrates conceptual and analytical problem-solving skills to develop creative, implementable alternatives while balancing public and stakeholder values.

Education

Master of Urban and Regional Planning, University of Colorado at Denver, 2007

B.A. in Land Use and Journalism, Metropolitan State College of Denver, 2004

Professional Affiliations

American Planning Association (APA)

Denver Mayor's Bicycle Advisory Committee

Selected Projects

Boulder Transit Village Inter-Modal Transfer Facility. Boulder, Colorado, and the Regional Transportation District. Urban planner for an 11-acre infill/redevelopment area within the Boulder Transit Village. Integrated a bus-rapid transit station and a park-n-ride with mixed-use housing and enhanced green space.

Denver Regional Council of Governments (DRCOG) Land Use Development. Denver, Colorado. Planner for the future land use development of over 60 communities in the DRCOG region.

Highway 287 Strategic Plan. Loveland, Colorado. Libby is providing planning and public outreach coordination for a strategic plan for US Highway 287, a regional highway that is the predominant north/south route through the city. The plan will provide both policy and physical improvement recommendations to the City of Loveland, with a focus on revitalization and economic vitality of the corridor for the next 20 years.

Thornton Urban Center Study. Thornton, Colorado. Urban planner for this study covering 535 acres subject to significant disinvestment in recent decades. The study proposed mobility recommendations for the entire project area, high-level framework plans for five development nodes, and an implementation strategy to spur reinvestment in the area, complicit with DRCOG's urban center goals.

38th Avenue Corridor Plan. Wheat Ridge, Colorado. Urban planner for the vision, land plan and road diet for the community's 'main street.' The project included analyzing improvement to land value ratios for area lots to identify readily developable parcels, transportation analysis to identify the feasibility of a road diet, and public meetings to gauge the desires of area residents and businesses. Within a year of plan adoption, it won a Women in Transportation award, and the City restriped the street from two lanes in each direction to one.

Draper TOD Feasibility Study. Draper, Utah, and Utah Transit Authority. Project manager for a transit oriented development feasibility study that combined the programmatic requirements of the Utah Transit Authority for a park-n-ride on an 11-acre site with Draper City's desire to stimulate development on a key parcel in its town center. Recommended zoning code modifications, including increased densities and reduced parking ratios, necessary to attract private investment adjacent to a proposed light rail station.

Central Corridor Light Rail Transit. Metro Transit. Urban planner for an 11-mile light rail transit line linking the downtowns of Minneapolis/St. Paul with the University of Minnesota. This new street-running light rail project is retrofitted into one of the Twin Cities busiest cross-town arterial roadways. No new right-of-way is available, so impacts to street sections, the pedestrian realm, and vehicular circulation were areas of particular importance. The plan also considers modal interface and transfer, intersection design, neighborhood character, and street enhancements.



Matthew Idema, P.E. – Project Manager



- Bachelor of Science, Engineering, Boston University
- Professional Engineer in Utah, Idaho, Montana, and Nevada
- Computer Engineering Coursework Harvard University
- Bachelor of Architectural Studies, University of Utah
- Co-Chairman ICSC Mountain States Planning Committee (2014-2016 term)
- Chairman Draper City Board of Adjustment (2002 -2004)

A 24-year professional services consultant, Matthew has extensive experience with Transit Oriented Development projects and is very familiar with site characteristics and requirements having worked on several projects in the Utah market, such as Front Runner anchored developments Vista Station and Valley Station, as well as several Trax TOD pursuits along the north-south and east-west corridors. His experience working with UTA and local jurisdictions allow him to efficiently lead the permitting, civil engineering, parking, utility and drainage tasks for your development.

Matthew has managed landmark noteworthy and iconic commercial land development projects through executive leadership within the consulting industry. Matthew has brought a valuable depth of experience and instinct to couple with his business development acumen. His professionalism stems from a focus on operational efficiency, personnel empowerment and fiscal profitability. His peers have characterized him as “meticulous, creative and ethical”.

In addition to his role as Land Development Practice Leader for Kimley-Horn at their brand new Salt Lake City location, Matthew is currently serving as the co-chair for the International Council of Shopping Centers (ICSC) Mountain States Idea Exchange Planning Committee. He has previously served as the Chairman for the Draper City Board of Adjustment. Matthew is also active in local and national industry-related organizations, including EDCUtah, ICSC, NAIOP, ULI, and ASCE.

■ Project Experience

- | | |
|--|--|
| ➤ Liberty Gateway, Salt Lake City, UT | ➤ 3900 South State Street Trax Station |
| ➤ Liberty Bend, Quarry Bend Master Plan, Sandy, UT | ➤ Station Park, Farmington, UT |
| ➤ The Heights on Quarry Bend, Sandy, UT | ➤ University of Wyoming Plaza, Laramie, WY |
| ➤ Vista Station, Draper, UT | ➤ Blackmore Marketplace, Casper, WY |
| ➤ Wasatch Front Regional Council Local Planning Resource Program, Salt Lake City, UT | ➤ Cabela's, Post Falls, ID |
| ➤ Valley Station, West Jordan, UT | |



Zach Johnson, P.E. – Project Engineer

- Bachelor of Science, Rose-Hulman Institute of Technology
- Professional Engineer in Colorado; Pending in UT

Zach has over eight years of civil engineering experience working with private and public sector clients providing unique solutions to enhance and benefit commercial, industrial, residential and transportation projects and master planned communities. He works closely with owners, developers and local jurisdictions to ensure that projects meet the intent of the owner as well as the desire and fabric of the community in which he is working. Zach has worked on many projects with Kimley-Horn throughout the western United States and understands the many aspects of the entire development process and the importance that planned transportation and utility corridors have on thriving communities.



■ Project Experience

- Wasatch Front Regional Council Local Planning Resource Program, Salt Lake City, UT
- Walmart, Miscellaneous Locations, CO, CA, OK, and TX
- Sacramento Railyards Redevelopment, Sacramento, CA
- Tapestry Promenade Development, Bolingbrook, IL
- 9th and Colorado Redevelopment, Denver, CO
- Lake Natoma Bike Trail, Folsom, CA
- Highpoint Multifamily Residential, Denver, CO
- Blackmore Marketplace, Casper, WY

Stephen Selu, EIT – Analyst

- Bachelor of Science, Civil and Environmental Engineering, University of Utah
- Engineer-in-Training in Utah
- International Council of Shopping Centers, Member

Stephen is a Utah native and has more than four years of experience working in civil design. He has aided in the completion of many land development projects that include a diverse range of disciplines such as retail, hospitality, traffic, parking, and mixed use projects. Prior to joining Kimley-Horn, he worked with the Uintah-Wasatch-Cache National Forest Service serving as a team lead for land surveying and was the primary CADD designer for the realignment of Hobble Creek and the replacement of the West Beaver culverts. His experience also includes site grading, drainage and improvement plans. He is an active member of ICSC.



■ Project Experience

- Wasatch Front Regional Council Local Planning Resource Program, Salt Lake City, UT
- One Eleven Retail, Sandy, UT
- Target, Cottonwood Heights, UT
- Summerlin Village 13, Summerlin, NV
- Gill Storage Yard, Greeley CO
- Resorts World - Las Vegas, Las Vegas NV
- University of Wyoming Plaza, Laramie, WY
- SLS Casino, Clark County, NV
- Blackmore Marketplace, Casper, WY

#1		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	Total
	Logan Simpson Design/Interplan	4		4	4	16
	MLD	3		2	3	10
	Civil Solution Group	3		2	2	9
	CRSA	4		3	3	13
	FFKR	3		3	3	12

#2		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	
	Logan Simpson Design/Interplan	5		4	4	17
	MLD	3		3	3	12
	Civil Solution Group	5		5	4	19
	CRSA	5		4	4	18
	FFKR	4		4	4	16

#3		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	
	Logan Simpson Design/Interplan	4		3	3	13
	MLD	3		3	3	12
	Civil Solution Group	3		4	3	13
	CRSA	4		3	3	13
	FFKR	3		3	4	13

#4		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	
	Logan Simpson Design/Interplan	3		4	5	16
	MLD	3		3	2	11
	Civil Solution Group	3		5	5	18
	CRSA	3		3	3	12
	FFKR	3		3	3	12

#5		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	
	Logan Simpson Design/Interplan	5		4	3	16
	MLD	3		3	3	12
	Civil Solution Group	3		3	3	11
	CRSA	5		4	4	17
	FFKR	4		3	4	14

#6		Ability to Complete t	Staff and Firm Experience	Scope of Work	Staff Qualifications	
	Logan Simpson Design/Interplan	4		3	3	13
	MLD	4		2	2	10
	Civil Solution Group	4		2	2	10
	CRSA	4		3	3	13
	FFKR	4		2	2	10

Total Score		Ability to Complete the Project	Staff and Firm Experience	Scope of Work	Staff Qualifications	Fee	Total
	Logan Simpson Design/Interplan	25		22	22	22	7
	MLD	19		16	16	16	4
	Civil Solution Group	21		21	19	19	6
	CRSA	25		20	20	21	8
	FFKR	21		18	20	18	6

Weighted Score		Ability to Complete the Project	Staff and Firm Experience	Scope of Work	Staff Qualifications	Fee	Total
	Logan Simpson Design/Interplan	2.5		3.3	8.8	3.3	1.4
	MLD	1.9		2.4	6.4	2.4	0.8
	Civil Solution Group	2.1		3.15	7.6	2.85	1.2
	CRSA	2.5		3	8	3.15	1.6
	FFKR	2.1		2.7	8	2.7	1.2

Weighting		Ability to Complete the Project	Staff and Firm Experience	Scope of Work	Staff Qualifications	Fee	
		0.1		0.15	0.4	0.15	0.2

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