

COUNCIL BILL NO. 2023-205

A RESOLUTION

APPROVING A CONTRACT FOR PROFESSIONAL SERVICES WITH
LAMAR JOHNSON COLLABORATIVE, LLC
(Planning and Development – Lamar Johnson Collaborative, LLC)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHAMPAIGN,
ILLINOIS, as follows:

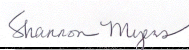
Section 1. That a contract for professional services between the City of Champaign and Lamar Johnson Collaborative, LLC in an amount not to exceed fifty-five thousand dollars (\$55,000) for the scope of work attached as Exhibit 1 is approved.

Section 2. That the City Manager, or the City Manager's designee, is hereby authorized and directed to execute the contract approved in Section 1.

COUNCIL BILL NO. 2023–205

PASSED: December 5, 2023

APPROVED: 
Mayor

ATTEST: 
City Clerk

APPROVED AS TO FORM:


City Attorney



Neil Street Corridor Streetscape
Improvements Proposal Response

City of Champaign

June 30, 2023

Lamar Johnson
Collaborative ↗

Project Approach



Design Process

DISCOVERY During this phase, we must align all the goals and objectives of all involved. The design team will review and investigate the company's culture, understand their way of working, work with the client to confirm the goals and objectives, and analyze the facilities. Confirming the program of desired uses and investigating the ultimate operational strategies will also be considered at this time.

Following Discovery, we begin the **ANALYSIS** phase. First, our team compares the discovery findings and analyzes and synthesizes the information to identify future opportunities and constraints. Next, we benchmark comparable projects to understand best practices. Finally, we create a milestone timeline that supports the project schedule. One of the outcomes of this phase is a clear articulation and alignment of how we measure success.

Once we are clear on the opportunities and constraints, we begin **IDEATION**, developing and exploring alternative design and development strategies. A variety of solutions will be prepared and presented. We will illustrate and test different concepts and discuss and debate their strengths and weaknesses. Ultimately, we will uncover the Big Idea, which will remain the guiding principle leading to a successful outcome. Ideation is a very iterative effort and will require important feedback from the decision-makers. A meeting will be held at the culmination of this phase to share ideas and gather input.

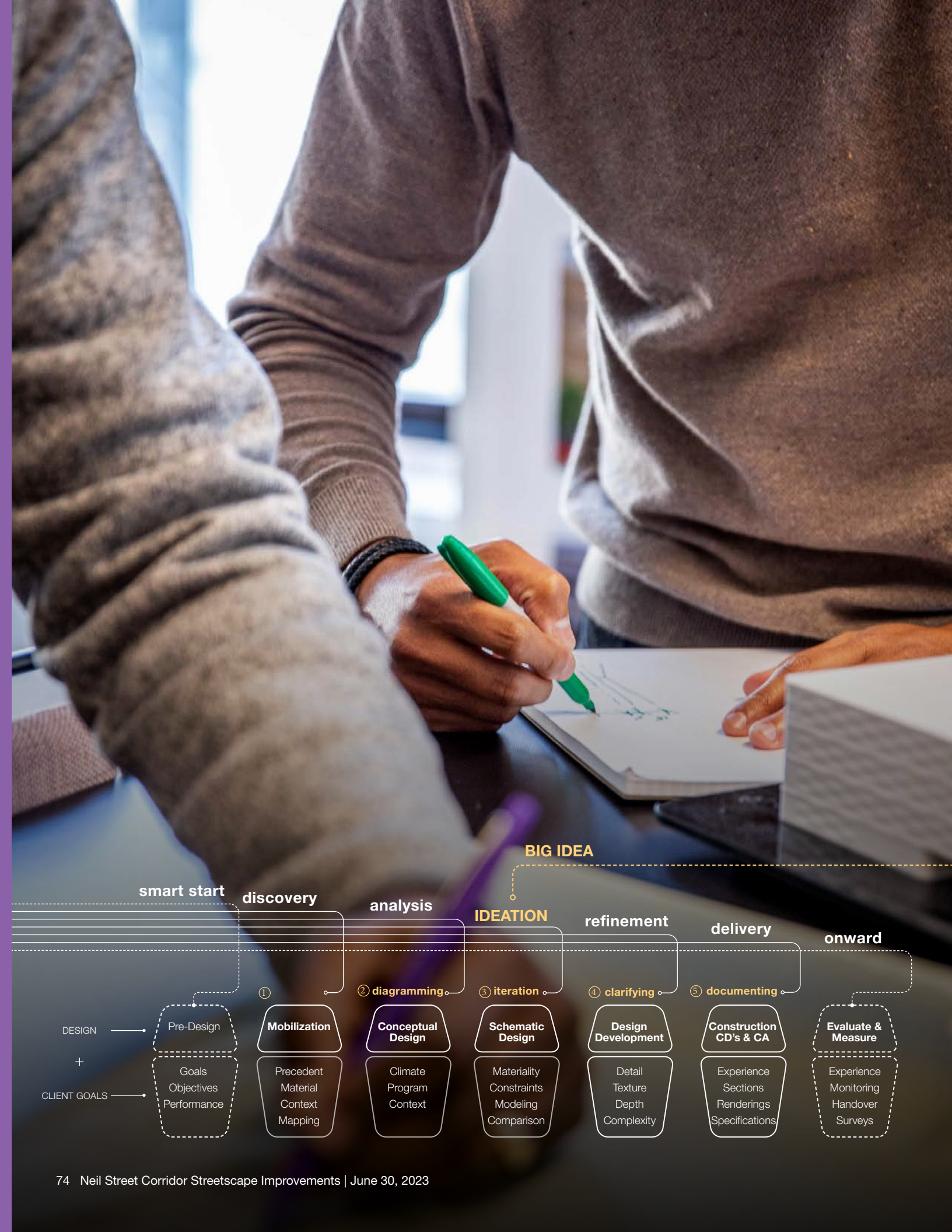
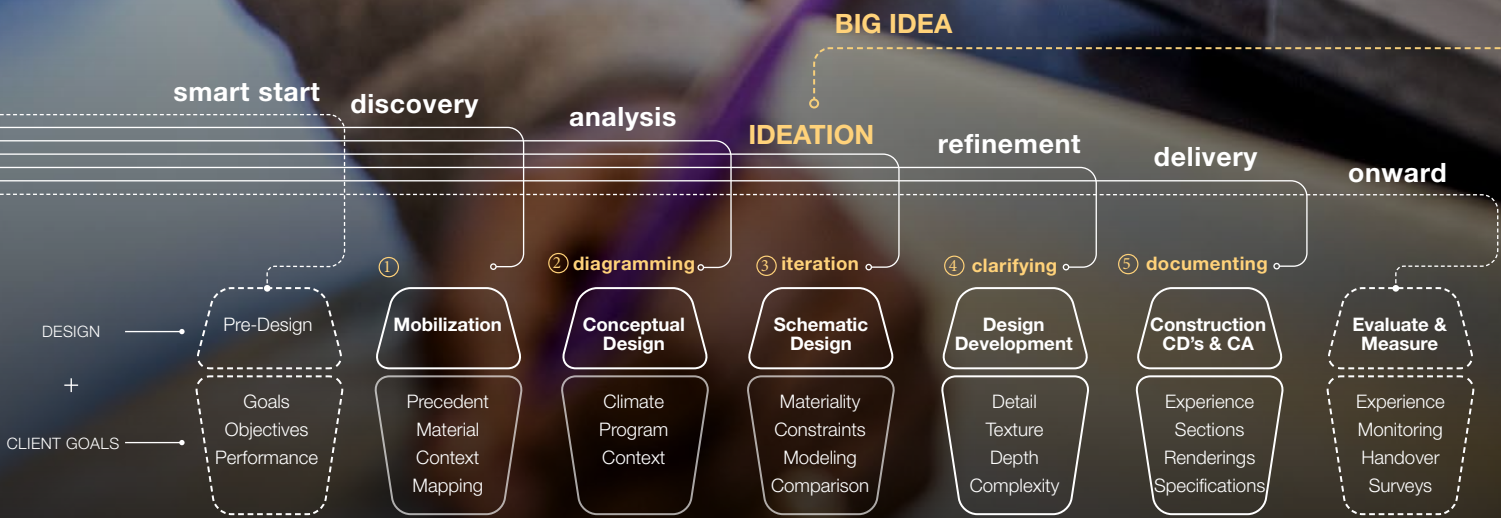
During the **REFINEMENT** phase, we will review key design considerations with the client and stakeholders to determine possible refinements to the preferred design. After which, the team will update the estimate of costs to determine the overall cost and determine the likely phases of implementation. It is here that we begin to ACT. Finally, the team puts the design into action.

Once the ideas are aligned, and the concepts and strategies are determined, the team will begin the technical **DELIVERY** of documentation. This phase includes all the drawings, diagrams, and renderings required to describe and articulate the design to the builder. Generally, this delivery phase involves the preparation of the final draft and final deliverables. Before completion, we will host a meeting to review the final documents collaboratively.

Our project leader will manage this collaborative process and work with the collective team to consolidate the work products and review our findings with the client team, city and/or county agencies, and local stakeholders. By listening, responding, and openly communicating with all parties involved, we achieve positive results for our clients.

While this process serves as a guideline today, our team will work with you to establish the correct sequencing of meetings, deliverables, due dates, and milestones to execute work effectively, meet deadlines and budgets, and interface professionally with regulatory agencies.

Your project and its success is our **first priority!**



Project Approach

APPROACH

Our approach to problem solving and design is place-based, rooted in the social, economic, and environmental context of the communities in which we work. While our methodology is consistent, our outcomes evolve and adapt to the realities and vernacular of the place. Our ideas are adaptable and will be self-reflective, responding to change and leading to multiple positive outcomes. Most importantly, we strive for outcomes that are accountable and that can be benchmarked against social, economic, and environmental performance standards. We have organized and dedicated our entire practice around the creation of great public spaces.

The LJC team will work with the City of Champaign to develop a design approach which marries the vision of Neil Street with an achievable and implementable plan that accounts for the maintenance & operations needs necessary to support it. Designs for the Neil Street Corridor need to pay homage to the past, reinforce the future brand of the city, and integrate beauty in every season year-round. Our team's familiarity developing the original vision, gives us insight into the most effective and efficient methods to translate those ideas into designs that can be rapidly achieved. A beautiful design is important, but the expertise to implement those plans effectively is paramount. LJC is rooted in the Clayco enterprise, a nationally recognized general contractor, allowing us to leverage their vast knowledge of construction and operations. Our designs are positioned for instant impact, but consider the lifecycle of the space and the associated cost and personnel necessary to maintain the streetscape for long-term success.

Streets are more than a route to convey people from point A to point B. Streets are the lifeblood of local, regional, and state economies. And streets are our most ubiquitous public social spaces—they make up 80% of our public realm. When they are not fully optimized, they significantly impact the livability of communities and the viability of cities, towns, and regions. We believe that streets play a key role in public space networks and that they truly come to life when they are responsive to their context and to the

needs and desires of local communities.

Recently, as a reaction to global pandemic and need for more flexible open space, cities have started to rethink how to make better use of their streets. We have seen a paradigm shift in street design and mobility planning towards ensuring that streets cater to all modes in a safe, efficient and convenient manner. At the same time there's a push for integrated mobility planning and land uses, treating streets as public space. Great streets are designed for their context and adapt as the surrounding use changes. We recognize this same thinking in the approach the City Champaign is taking as it begins to realize the vision outlined in the Neil Street Corridor Plan.

Through our work experience, we have developed a process that has been tested on a wide variety of projects. Our approach is to create an implementable plans that responds to the context, the needs of the user, established budgets, and current market conditions, while allowing flexibility to adapt to cultural and economic changes over time. We work to successfully incorporate the goal and objectives of our clients to physically implement specific program elements into each site. We have organized our technical approach around four phases, delivering work products at the conclusion of each of four project phases.

- Phase 1: Project Initiation
- Phase 2: Conceptual Alternative Design
- Phase 3: Design Refinement
- Phase 4: Final Plans

Our team's design approach to Neil Street Corridor is grounded in innovative thinking about how to achieve the Champaign's vision and goals for its future. The City of Champaign has taken a pragmatic and careful approach toward achieving all of the goals from the Corridor Plan, starting with this initial step. A beautified entry corridor into the heart of downtown will accelerate and ensure the continued success of Downtown Champaign. These initial interventions will be targeted, but still address the majority of the six adopted themes.

Based on our understanding of the Neil Street Corridor Streetscape Implementation Plan, we have organized a scope of services that we have outlined below. We consider this a first draft and look forward to refining the approach with City staff. LJC anticipates a regular cadence of virtual check-in meetings.

PHASE 1: PROJECT INITIATION

1.1 Project Kick-Off

At the project's onset, the LJC team will coordinate an initial Kick-Off Meeting with City staff to establish the foundation for design process. This portion of the process is essential in understanding the past decisions the City has made, establishing the goals and protocols for the project. For this meeting, City staff, branding and marketing strategy consultants. The goals of this meeting will be:

- Review overall project objectives.
- Refine the work program and scope of services for the project.
- Refine the final schedule for the project.
- Establish a communication protocol.
- Establish a Steering Committee that will facilitate reviews (if needed).
- Coordinate meetings and presentations with the Staff.
- Establish sustainability goals (SITES, LEED, etc.).
- Identify data sources and base information and their availability.
- Identify critical issues affecting the project.
- Confirm focus areas

1.2 Review Previous Plans, Studies, Reports, Codes, and Policies

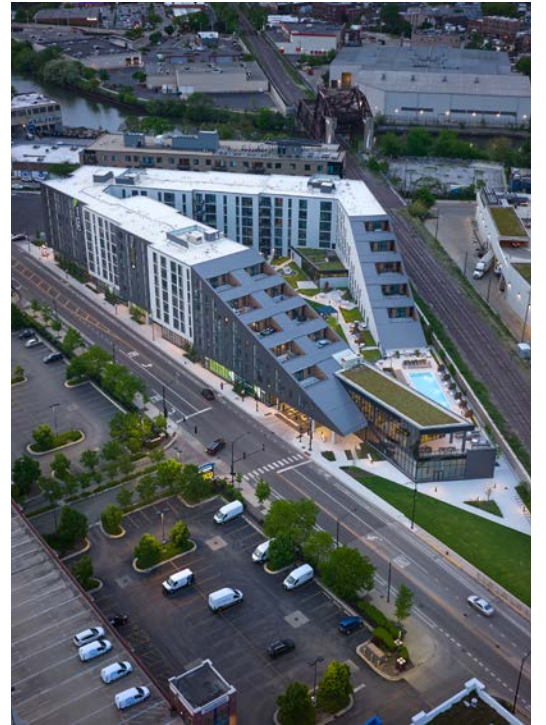
Our team utilizes a smart start approach, this includes becoming familiar with Champaign's policies, codes and prior plans. We will gather and digest the important objectives, recommendations, and regulations that should be considered in design the streetscape for the Neil Street Corridor. Our team will review and become familiar with previous studies undertaken by the City, including, but not limited to:

- 2018 The Neil Street Corridor Plan
- 2019 Neil Street Plaza Placemaking Plan
- 2002 Comprehensive Plans
- 2006 Downtown Plan
- 2008 Champaign Moving Forward: Transportation Master Plan
- 2011 Champaign Trails Plan
- Sustainability Plan
- Neighborhood Wellness Action Plan – Vision Report
- Walk Champaign Pedestrian Plan
- Bristol Park Neighborhood Plan
- Ongoing City Branding Plan
- Campus-Community Compact

1.3 Site Inventory

Our team will conduct a walking survey of Neil Street to create a cohesive base that reflects the current conditions. The inventory will combine aerial drone inventory and on-the-ground collection to provide the most accurate information and useful data for the





design work in later phases. We will also visit the site during business hours to gather information about users and businesses. The goal of this task is to ground truth the digital base information with the current conditions.

Existing Right-of-Way: We will establish areas within the existing right-of-way that can accommodate improvements without geometry changes.

Utilities and Topography: We will verify existing utilities that visible in the focus areas established. We will use GIS, utility atlases, and other base information for this review. Topography will also be noted.

Tree Survey: We will confirm location information for all trees within the focus areas. We will also identify species and general condition to inform the planting designs in the next phase.

Base Mapping: We will compile all the above information into one base map that will be representative of the existing conditions of the project corridor for use in all design work in developing the proposed improvements.

1.4 Existing Conditions Analysis

Our analysis of the corridor's existing conditions will begin with the report in the 2018 plan. We will utilize the breadth of information provided by the City and previous studies. The site inventory will use drone imagery to confirm conditions. This information will form the basis for an Existing Conditions

Analysis. The Existing Conditions Document will be an update from the study done in 2018. It will address issues and present relevant information regarding such topics as:

Previous Plans. Review achievements, recommendations to be preserved and carried forward, identification of needs to be revisited, gaps in goals and outcomes.

Accessibility. Identify gaps in connectivity, review parking availability, and accessibility along identified routes.

Utilities. Review available utilities, easements, and connections.

Character Defining Elements. Evaluate the area's lighting and landscaping, identify the type and location of the elements that reinforce the sense of place and the City's brand.

Our team will review any proposed modifications to lane reconfiguration, parking, bus routes, bike parking, or integration of bike lanes.

An Existing Conditions Analysis allows our team to understand how the future corridor will function. We will seek out opportunities to improve connectivity within the fabric of corridor and provide appropriate urban design consistent with the community's vision, values, and character. Ultimately, the Existing Conditions Report findings will inform the design concepts and validate the final plan.

The team will collect available GIS Data, AutoCAD drawings, aerial photographs, surveys, and other supporting information to develop any additional maps needed to gain a thorough understanding of the City.

1.5 Existing Focus Area Digital Model

LJC will develop a digital 3D model of two to three focus areas. This model will help convey the existing condition, but mainly be utilized to illustrate the proposed beautification, gateway, sustainability, safety, and identity improvements.

- a. Develop a base model that includes:
 - i. Existing aerial imagery
 - ii. Existing building massing
 - iii. Surrounding context
 - iv. Landscape
 - v. Right-of-way configuration
- b. Establish key views for future tasks

Phase 1 Deliverables: Site Analysis, Code/ Policy Review, Meeting Agendas and Summaries, 3d Digital Model

PHASE 2: CONCEPTUAL ALTERNATIVE DESIGN

With a strong base knowledge of existing conditions, our team will develop conceptual design alternatives for corridor improvements. We will kick off Phase 2 with a virtual design charrette that engages the ownership team with designers to gather ideas around planting, signage, gateways,

furnishings, pedestrian and bike improvements, sustainable BMP's, and amenities.

During the Concept Alternative Design tasks, we translate broad vision and themes from the overall corridor plan into specific design elements, then explore strategies to achieve what has been identified in measurable ways. Each concept will conform to existing code and policies or identify proposed variances.

2.1 Signage and Gateway Concepts

Utilizing the information from the branding project, digital charrette, analysis, and Neil Street Corridor Plan, our team led by Blue Daring will create a family of signage and gateway elements. They incorporate the railway history and modern connection to the University identified by the City. The signage and gateway concepts will reinforce the overall themes and marry the corridor improvements to the City's brand.

2.2 Alternative Landscape Concepts

Neil Street plays a central role in the public realm network of downtown Champaign, functioning as the main entry for residents and visitors alike.

The Conceptual Design task for Neil Street consists of creating design options and testing these alternatives against the information secured during the phase 1. The design team will utilize the information from the charrette to create the design alternatives. The alternatives will be

illustrated through modeling and digital manipulation of existing photography as needed to clearly convey the design intent with real world context. A plan will be provided for the overall corridor to key areas of focus and enlargements will be included to show the more detailed designs. Individual areas may be modeled to further demonstrate key design features. Our goal will be to develop concepts that present distinct approaches to achieving the goals described by the City and the original Neil Street Corridor Plan. The distinction may be in the form of cost differences, physical changes, planting species, overall character, materials selections, lighting, or a combination.

As part of the design task with LJC will incorporate trends and best practices from working with streets and public space designs across the country. Sketches and diagrams will be used to illustrate ideas, and feedback will be developed to support the design.

Concepts will address:

- Planting and trees
- Pavement
- Pedestrian and bike safety features
- Furnishings
- Public Art
- Signage
- Gateways
- Stormwater BMP's
- Other amenities

Other features will reinforce the existing materiality and character of the corridor. The team will utilize the Art Deco character, limestone, and patina copper to blend the improvements seamlessly with the existing architecture.

2.3 Cost Estimate Update

Our team will take the concepts developed for Neil Street Streetscape Improvements and create a comparative opinion of probable costs. Our internal team members at Clayco will help validate unit costs, timelines, and markups based on their recent experience at The University of Illinois-Urbana Champaign. This cost comparison will include all the major construction elements to successfully complete each of the concepts and will factor in contractor costs and escalation based on a 2024 implementation schedule. These estimates will be prepared as tool to help evaluate and select the preferred design concept.

2.4 Alternative Plan Presentation

At the conclusion of Phase 2, our team will facilitate a City staff meeting to review and evaluate the different design options. Our team will present each design option with associated cost information to provide City staff a holistic understanding of each alternative. The goal of this presentation is to determine a preferred concept alternative for all of the corridor improvements. Based on feedback, the



City and team may selected elements from multiple concepts to create a new plan for the preferred alternative.

Phase 2 Deliverables: *Streetscape Concepts, Cost Comparison, Signage and Gateway Options, Meeting Agendas and Summaries.*

PHASE 3: DESIGN REFINEMENT

3.1 Preferred Alternative Design

Based on feedback in the first two phases, the design team will refine the preferred conceptual design into a full improvement plan. This includes all the selected improvements The plan will include the following elements:

- Scaled site plan
- Enlargement plans
- Planting plan and plant species schedule
- Furniture selections
- Signage details and locations

The plan is not a construction set but will provide a level of detail that can provide more refined pricing and give the City a clear roadmap to implementation.

3.2 Implementation Plan and Phasing

The team will incorporate priorities established in earlier meetings into a plan for implementation that identifies short-,

mid-and long-term project milestones based on with the budget horizons established by the City.

We will shape an implementation plan that identifies priorities for projects, programs, and strategies for the City to prioritize implementation activities that have the greatest impact in the community. These priorities will be ranked and organized based on available budget and potential funding sources. The implementation plan will define the steps needed to complete each project or series of projects and identify efficiencies by grouping projects. It will also convey the trade-offs associated with the strategy and phasing. The implementation plan will be designed to pair with a phasing plan that defines a clear schedule and identifies costs based on the estimate updated in the next task. The phasing organizes the priorities into a document that functions as similar to Capital Improvement Plan.

3.3 Cost Estimate Update

A full cost estimate will be developed that takes the implementation plan, validated streetscape designs, and breaks it up into the selected project phases. The estimate will establish the baseline costs but may also address efficiencies and escalation based on the total timeline. With this estimate the City can budget for future phases and seek funding sources identified in the next task.

3.4 Funding Sources

The design team will identify potential funding sources

for priority projects identified in the implementation plan. Funding opportunities may include local, state, and federal sources. With the established implementation plan and phasing, Champaign will be able to target programs and grants in a timely manner to help speed up the overall timeline or increase the scope and impact of the proposed improvements.

Deliverables: *Meeting Agendas and Summaries, Opinion of Probable Costs, Implementation and Phasing Plan, Funding Sources Memo, Preferred Design Alternative. Regularly Scheduled Progress Meetings.*

PHASE 4: FINAL PLAN

4.1 Final Plan Document

LJC will combine the refined concept plan with the implementation plan, phasing, cost information and all back up information into a concise document. This document will organize the decisions and designs established into one easy to use booklet.

Included in the document will be the plans developed and phasing. Together these sections will provide a clear roadmap to fund and implement the Neil Street Corridor Streetscape Improvements.

4.2 Renderings (2)

LJC will take the locations selected during Model Creation in Phase 1 and Conceptual Design Review in Phase 2 and create (2) renderings of the preferred design options. Renderings will illustrate the character and materiality of the chosen locations. The rendered character will be defined in Phase 1 when the focus areas are established.

4.4 City Approval

At the completion of Phase 4, our team will present the completed Implementation Plan, phasing, and preferred design to City staff. If desired, LJC can present this plan to Council or other committees for formal adoption. Any final edits will be incorporated after this meeting.

4.4 Final Revisions

After the final presentation, LJC will gather feedback from City Staff and incorporate them into the final document. The final document will be published and delivered digitally. Large-format boards, printed books, and other physical versions can be provided as a reimbursable expense.

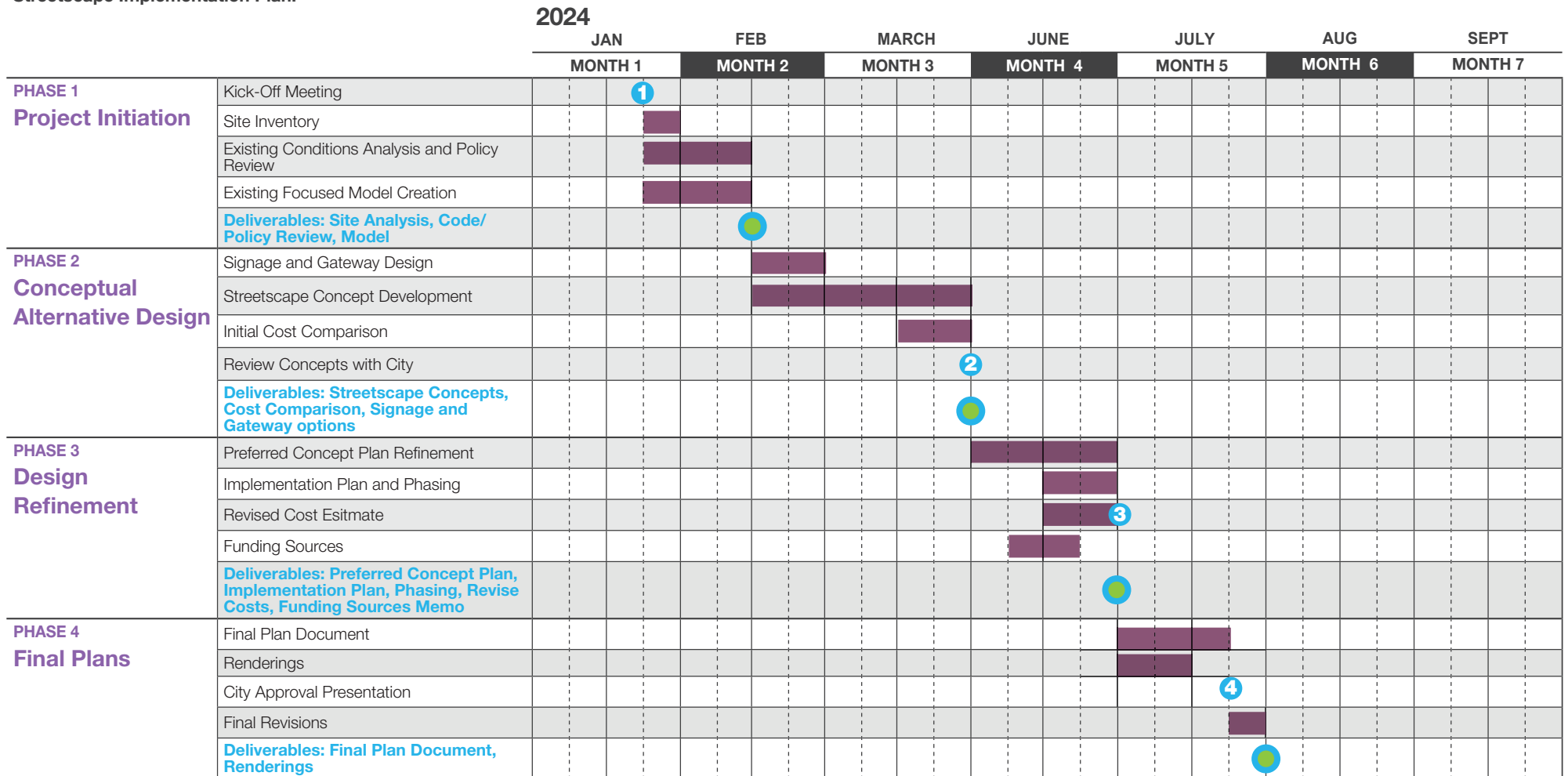
Deliverables: *Final Plan Document, Renderings, Final Presentation*

Proposed Schedule



1 Meeting Tasks Deliverable

Our team proposes the following schedule to complete the Neil Street Corridor Streetscape Implementation Plan.



Virtual Progress Meetings

Project Fees

COMPENSATION

The LJC Team’s compensation for performing its Planning & Design Services as described above is summarized below as a lump sum. The total Lump Sum fee for these services is Fifty Thousand (\$50,000.00). The Total Fee is composed of the following:

Project Phases		Proposed Fee
Phase 1	Project Initiation	\$ 11,000.00
Phase 2	Concept Alternative Design	\$ 17,600.00
Phase 3	Design Refinement	\$ 11,000.00
Phase 4	Final Plans	\$ 10,400.00
Total Fee		\$ 50,000.00

REIMBURSABLE EXPENSES

In addition to compensation for the Planning & Design Services, LJC and its Consultants shall be authorized and reimbursed for out of pocket expenses in connection with the project and are anticipated to be up to 2% of the project costs. These expenses include:

- Expense of transportation in connection with the Project; limited to expenses in connection with authorized out-of-town travel; and fees paid for securing approval of authorities having jurisdiction over the Project.
- For assignments where the compensation is on an hourly rate basis, postage and handling of drawings, specifications and other documents; and expense of long distance telecommunications.
- Expense of reproduction of all documents for scheduled Progress Printings when incurred by Lamar Johnson Collaborative, postage for shipping progress print documents to the City of Champaign and/or Contractor.
- Expense of photography, professional renderings and illustrations, and physical models.
- The City of Champaign shall pay directly for the above types of expenses. Lamar Johnson Collaborative will arrange for billing such expenses directly to the City of Champaign in so far as is practical. All other expenses are included in Compensation.

EXCEPTIONS / CLARIFICATIONS

The following services and products are excluded from the base fee:

- Topographic, boudary, and ALTA surveys
- Geotechnical services
- Traffic Impact Studies
- Irrigation Design
- Environmental Studies and Reports
- Commissioning
- Construction Documentation
- Additional in-person meetings not listed will be billed at our hourly rates:

• Clayco, Cost Estimator	\$175/HR
• Blue Daring, President	\$200/HR
• Blue Daring, Designer	\$200/HR
• Blue Daring, Community Outreach	\$200/HR

References

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REPORT TO CITY COUNCIL

FROM: Dorothy Ann David, City Manager *Dad.*

DATE: December 1, 2023

SUBJECT: EXPLANATION OF COUNCIL BILL NO. 2023-205

A. Introduction: The purpose of this Council Bill is to approve an agreement with Lamar Johnson Collaborative, LLC in an amount not to exceed \$55,000.00 to develop a Neil Street Corridor Beautification Strategy to identify low-cost, short-term beautification improvements to the Neil Street Corridor from I-74 to Downtown consistent with the Neil Street Corridor Plan before the long-term infrastructure improvements are designed and implemented.

B. Recommended Action: The Administration recommends approval of this Council Bill.

C. Prior Council Action:

- At the March 28, 2011, City Council meeting, Council approved Council Bill [2011-036](#), which approved *Champaign Tomorrow*, the City of Champaign's Comprehensive Plan, which included a goal to improve the entry nodes into the community including the Neil Street Corridor.
- At the June 16, 2015, City Council Study Session ([SS 2015-032](#)), Council discussed the results of a market analysis that was performed on the North Neil Gateway commercial properties.
- At the January 19, 2016, City Council meeting, Council passed Council Bill [2016-004](#), which approved the Council Goals for the 2015-2017 Council term. One of the key projects listed in the goals was "Prepare a Beautification Plan for the Neil Street Corridor from I-74 to Downtown."
- At the October 4, 2016, City Council Study Session ([SS 2016-047](#)) Council gave direction to staff to pursue a Request for Qualifications (RFQ) process for hiring a consultant to develop a Neil Street Corridor Improvement Plan.
- At the January 3, 2017, City Council meeting, Council passed Council Bills [CB 2017-001](#) and [CB 2017-002](#), which approved the Downtown Fringe and Bristol Park TIF Districts, which created funding sources for future improvements in the Neil Street Corridor Improvement Area.
- At the March 14, 2017, City Council Study Session ([SS 2017-011](#)) Council gave direction to staff to pursue finalizing a contract and a Scope of Services with Ratio Architects for the creation of a plan for the Neil Street Corridor Improvement Plan.
- At the April 11, 2017, City Council meeting, Council passed Council Bill [2017-074](#), which approved the Final Design of the Boneyard Creek North Branch, which showed a design for a trail crossing on Neil Street by Edgebrook Drive, to allow the Boneyard Creek Trail to cross Neil Street.

- At the June 6, 2018, City Council meeting, Council passed Council Bill [2017-136](#), which approved the contract with Ratio Architects to develop an improvement plan for the Neil Street Corridor.
- At the October 2, 2018, City Council meeting, Council passed Council Bill [2018-161](#), which adopted the [Neil Street Corridor Plan](#), as an element of the Comprehensive Plan.
- At the June 21, 2023, City Council meeting, Council passed Council Bill [2022-109](#), which adopted the annual budget that included \$50,000 for the Neil Street Corridor Beautification Strategy.

D. Background:

1. Neil Street Corridor Improvement Plan. The City of Champaign has previously adopted goals to improve the entry nodes into the community, including in the 2011 Comprehensive Plan, “*Champaign Tomorrow*,” and in the 2015-2016 Council Goals. As a result, Council adopted a goal to “Prepare a Beautification Plan for the Neil Street Corridor from I-74 to Downtown.” Council approved the selection of Ratio Architects to assist with the creation of the Neil Street Corridor Plan in 2017. This plan included a robust engagement process which concluded with the ultimate adoption of a plan in 2018. The plan looked at six themes for the corridor, which were:

- Corridor Identity
- Beautification
- Multi-Modal Function and Safety
- Entry Node/Gateway
- Wayfinding
- Sustainability

This Conceptual Plan recommended reducing the four-lane cross section to a three-lane cross section, which would allow for infrastructure improvements that would address beautification and safety. The three-lane cross section would allow for north and south bound travel lanes with a center turn lane. This would reduce the ultimate width of the pavement allowing for enhanced lighting, sidewalks, and street trees. Many of the long-term enhanced features cannot be implemented until the curbs have been realigned, which requires extensive analysis and design work by traffic engineering professionals. Ultimately, the curbs with the geometric improvements to the lane widths will need to be completed before the lights, trees, and sidewalks, can be installed at their ultimate locations. The redesigned lanes also impact the turning movements at the intersections along the corridor, which impact the traffic signals and intersection designs.

In the FY 2022-23 budget, \$50,000 of funding was budgeted for professional services to assist in the development of short-term, low cost, and easy to implement improvements that could be implemented along the corridor to achieve some of the goals of the Neil Street Corridor Plan, while the long-term improvements are continued to be designed.

The City recently received a \$750,000 DCEO grant to hire an engineering team to initiate Phase 1 Construction Documents, which will complete the substantial design work and analysis to look at the costs and impacts of implementing the long-term recommendations of the 2018 Neil Street Corridor Plan. These Phase 1 Construction documents will focus on the long-term permanent

improvements that will take several years to complete. This contract will help identify short-term strategies that can help beautify the corridor, while long-term improvements are finalized.

2. Request for Qualifications. In July 2023, a Request for Qualifications (RFQ) process was initiated using the Purchasing Policy in A.P. 2.09. The RFQ for the Neil Street Corridor Beautification Strategy was issued and posted on the City’s website, as well as the website of the American Planning Association. Six firms responded to the RFQ including: Chastain Engineers, Farnsworth Group, MKSK, PGAV, Lochmueller Group, and Lamar Johnson Collaborative LLC (“Lamar Johnson”). Each of the submittals were evaluated by a committee of staff based upon the following criteria:

- General professional experience of the firm
- Specific experience related to the work
- Proposed use of sub-consultants
- Qualifications of proposed personnel
- Adequacy of staff resources
- Previous city experience
- Location of the firm
- Ability to achieve project goals

Based on this evaluation, MKSK and Lamar Johnson Collaborative were shortlisted for an interview by the same staff committee and Lamar Johnson Collaborative was selected to complete the work. Lamar Johnson Collaborative’s proposal included two sub-consultants, which were Clayco and Blue Daring. Clayco would assist with accurate cost estimates of actual implementation, and Blue Daring was added to the team to assist with wayfinding opportunities. Another key part of the selection was Lamar Johnson’s response to the City’s Champaign Diversity Advancement Program (CDAP) with Lamar Johnson Collaborative indicating the intent to not only meet the City’s standard but exceed the standard. MKSK and Lamar Johnson Collaborative were both strong candidates for the contract; however, Lamar Johnson Collaborative scored higher in the “Ability to achieve project goals” criteria. Lamar Johnson Collaborative had a better understanding of where this project stood within the long-term implementation of the Neil Street Corridor Plan, and they were able to provide more specific detailed responses to possible strategies as well as public engagement. For these reasons, Lamar Johnson Collaborative was selected over MKSK.

The Scope of Services proposed is attached to the Council Bill, and the work will be completed for \$50,000 plus travel expenses not to exceed \$5,000, for a total not-to-exceed amount of \$55,000. Lamar Johnson Collaborative included two sub-consultants on their team for the proposal. One of the sub-consultants was Blue Daring, which specializes in branding and wayfinding. The other sub-consultant was Clayco, which provides expertise in realistic and accurate cost estimations for infrastructure projects. Both of these sub-consultants brought a unique expertise to the proposal that would ultimately yield a higher quality product in the end. Paragraph 4 below summarizes the scope of work included.

3. Champaign Diversity Advancement Program (CDAP) Good Faith Effort. The City of Champaign’s Utilization Goals for this contract are MBE 10% and WBE 5%, with Workforce Goals for MBE at 20% and WBE at 15%. Lamar Johnson Collaborative’s proposal included a

participation percentage of 30% M/WBE, which exceeds the City's Workforce goal of 20%. Lamar Johnson is proposing to collaborate with two subcontractors on this project. One of the sub-contractors, Blue Daring, is a woman owned firm that is on the City of Chicago's certified vendor list for WBE and MBE. The City's CDAP Administrator has approved Lamar Johnson Collaboratives Team as meeting the City's CDAP goals.

4. Proposed Process. The Work Plan proposed by Lamar Johnson Collaborative for this process is described in detail in the attached Scope of Services. Attachment A gives an overview of the proposed plan. There are four main tasks, which are Project Initiation, Conceptual Alternative Design, Design Refinement, and Final Plans.

Project Initiation will include an existing conditions analysis, and it will create a base level of understanding in the corridor to develop concepts. The Conceptual Alternative Design phase will create ideas and possible improvements that can be evaluated and prioritized. The Design Refinement Phase will allow opportunities for feedback from the community as well as Plan Commission and City Council on desired improvements for the corridor. The Final Plan will be a document that can be used to facilitate the actual implementation of improvements in the corridor, including scheduling projects in the Ten-Year Capital Improvement Plan.

This process is planned to start after the first of the year and take seven months to complete. Engagement will be incorporated in different ways through digital options and in-person options to help implement the original concepts from the Neil Street Corridor Plan.

E. Alternatives:

1. Approve this Council Bill, which would approve a contract for services with Lamar Johnson Collaborative, LLC for the Neil Street Corridor Beautification Strategy in an amount not to exceed \$55,000.
2. Do not approve this Council Bill and provide alternative direction to staff.

F. Discussion of Alternatives:

Alternative 1 approves the Council Bill approving the contract for services with Lamar Johnson Collaborative, LLC for the Neil Street Corridor Beautification Strategy in an amount not to exceed \$55,000.

a. Advantages

- Facilitates the implementation of the City's goal of Beautifying the Entryway Nodes in our community.
- Facilitates the implementation of the Neil Street Corridor Plan.
- Creates short-term, implementable action items to beautify the Neil Street Corridor while the long-term projects are being planned.
- Positively impacts the adjacent neighborhoods and users of the corridor while long term improvements are being planned.

- Is responsive to the residents of the corridor who have long advocated for beautification of this portion of Neil Street.

b. Disadvantages

- Commits an amount not to exceed \$55,000 that could be used for another priority and requires a commitment of staff time to ensure its success.

Alternative 2 does not approve the Council Bill and provides additional direction to staff.

a. Advantages

- Allows Council to provide alternate direction to staff on the implementation of the Neil Street Corridor Plan.

b. Disadvantages

- Delays implementation of any actions related to the City's Neil Street Corridor Beautification Plan.
- Would not immediately create short term actionable ideas for beautifying the corridor while the long-term infrastructure improvements are being planned and analyzed.

G. Community Input: During the 2018 planning process, which led to the ultimate adoption of the Neil Street Corridor, there were several neighborhood meetings, study sessions at Plan Commission and City Council, and on-line input surveys which provided direction for the Neil Street Corridor Plan. Upon selection of the consultant for the Beautification Strategy, it is anticipated that further engagement opportunities will be provided to get specific feedback on visual preferences and prioritization of improvements. The goal of this planning process is to identify beautification improvements that can be done in the corridor in the short term, while long term improvements are being developed and finalized. Lamar Johnson Collaborative's scope of services includes the development of several different beautification concepts and strategies. These could include landscaping treatments or banner installation among other possible improvements. It is anticipated that while these concepts are being developed there will be engagement opportunities with the adjacent neighborhoods, as well as the community as a whole on what the preferred improvements are, and which improvements are prioritized for installation. Depending upon the type of feedback that is needed, these opportunities can include on-line surveys, digital review periods, or in-person feedback opportunities like a charrette.

H. Budget Impact: City Council included \$50,000 from the Capital Improvement Plan for this project in FY 2022/23. The proposed project is planned to utilize the \$50,000 which will be paid for out of the Bristol TIF, plus potential travel expenses in an amount not to exceed \$5,000 to be paid for out of the Economic Development Fund.

I. Staffing Impact: It is anticipated that gathering and providing the information requested to start the process, participating in the current existing conditions analysis, and review and commenting on the deliverables by the consultant will take approximately 150 to 200 hours of

staff time over the course of seven months from the Planning and Development, Legal Department and Public Works Department involved in the process.

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Attachments: Attachment A – proposed work plan

Attachment A

Proposed Work Plan

Phase 1: Project Initiation.

- Task 1.1 – Project Kick-off Meeting. Meet with staff to confirm the goals and scope of work, finalize the schedule, and establish a foundation for the design process.
- Task 1.2 – Review Previous Plans, Studies, Reports, Codes, and Policies. Lamar Johnson Collaborative will review existing codes and policies to understand and digest important objectives including a review of the 2018 Neil Street Corridor Plan.
- Task 1.3 – Site inventory. The team will conduct a walking survey, with the goal of identifying the existing Right-of-Way, Utilities and Topography, Tree Survey, and Base Mapping.
- Task 1.4 – Existing Conditions Analysis. The team will use drone imagery to confirm existing conditions identified in the 2018 plan, and compile any updates to Previous Plans, Accessibility, Utilities, and Character Defining Elements.
- Task 1.5 – Existing Focus Area Digital Model. Lamar Johnson will create a 3-D Digital Model of two to three focus areas along the corridor. The model will assist with identifying improvements and establishing key views for future tasks.

Phase 2: Conceptual Alternative Design.

- Task 2.1 – Signage and Gateway Concepts. Create a family of signage and gateway elements, which will reinforce the themes and corridor improvements.
- Task 2.2 – Alternative Landscape Concepts. Develop specific plans to evaluate cost differences, overall character, materials, and/or lighting.
- Task 2.3 – Cost Estimate Update. Using the concepts that were developed in the previous tasks, the team will create probable costs.
- Task 2.4 – Alternative Plan Presentation. The team will present the alternatives and concepts to get feedback in the development of a final design.

Phase 3: Design Refinement.

- Task 3.1 – Preferred Alternative Design. Based on the feedback in the first two phases, the team will refine the concepts into a final design.
- Task 3.2 – Implementation Plan and Phase. Lamar Johnson will create a phasing plan, so the City can implement pieces as funding becomes available.
- Task 3.3 – Cost Estimate Update. The team will use the final plan to create a full cost estimate.
- Task 3.4 – Funding Sources. The team will assist with identifying potential funding sources to implement the pieces of the plan.

Phase 4: Final Plan

- Task 4.1 – Final Plan Document. Lamar Johnson will combine the refined concepts and alternatives and cost estimates into a final document for Council approval.
- Task 4.2 – Renderings. Lamar Johnson will create two renderings of the final concepts that will help Staff and the general public visualize the recommended implementation.
- Task 4.3 – City Council Approval. Planning Staff will work with Lamar Johnson to get final feedback from City Council on the final documents.
- Task 4.4 Revisions. Staff and Lamar Johnson will incorporate any final comments into the document to create a final plan for implementation.