



Amendment Number 2 to the Agreement between the Village Of Orland Park and Kimley-Horn and Associates, Inc.

AMENDMENT NUMBER 2 DATED December 18, 2014 to the agreement between Village of Orland Park, ("Client" or "Village") and Kimley-Horn and Associates, Inc., ("Consultant" or "Kimley-Horn") dated December 4, 2013 ("the Agreement") concerning Main Street District Traffic/Parking Consultant (the "Project" or the "District").

The Consultant has entered into the Agreement with Client for the furnishing of professional services, and the parties now desire to amend the Agreement.

Therefore, it is mutually agreed that the Agreement is amended to include Additional Services to be performed by Consultant and provisions for additional compensation by the Client to the Consultant, as described below.

Background

Kimley-Horn prepared a *Traffic and Parking Report* in April 2014 in which various concept plans were evaluated. The RTKL Plan of January 2014 was used as a baseline. From that various alternative scenarios were analyzed especially related to the traffic impact and the parking demand they generated. Several design concepts were also presented. Now as parcel development proposals are presented to the city there is a need to evaluate how each one impacts the traffic and parking assumptions that underlie the baseline concept plan.

Scope of Services – Parking and Traffic Consulting

Kimley-Horn proposes to provide parking and traffic engineering consulting services associated with the Main Street District project at LaGrange Road and 143rd Street. Generally, we will work with the Village to review and evaluate proposed changes to the concept plan and various parcel development proposals for within the District.

TASK 1 – DESIGN CRITERIA DEVELOPMENT

Kimley-Horn will assist the Village to develop design criteria for the District, including those related to walkability, urban design and parking design. These criteria will describe specific parameters to be included in the design of the parking facilities especially related to items that affect operational and maintenance aspects of the parking facility including functional aspects of the parking areas, pedestrian and vehicular accessibility, floor-to-floor height, ramp slopes, turning radii, parking modules, space width, lighting systems, architectural and structural aspects. These criteria will allow the consistent evaluation of parcel development proposals within the District.

Kimley-Horn will also coordinate with the parcel development design teams to incorporate these criteria into their parcel design. Once completed these criteria may be incorporated into the contract between the Village and the parcel developers.

TASK 2 – TRAFFIC ENGINEERING

Kimley-Horn prepared as a part of the April 2014 report a traffic analysis which defined the extent of the traffic impacts from the baseline plan and the roadway infrastructure components to accommodate them. As planning continues in the District we will re-evaluate the traffic analysis to ensure that the traffic impacts generated by any proposed parcel development will be accommodated within the existing infrastructure on site and at the intersections on LaGrange Road and 143rd Street. We will ensure that additional needed roadway improvements will be recommended.

We will also evaluate that non-motorized travel will be incorporated in the parcel development plan including sidewalks and bicycle facilities to ensure that site connectivity is optimized. This will include connecting to other parcels within the Main Street District and to the Metra Train Station.

TASK 3 – SHARED PARKING ANALYSIS

The April 2014 report included a shared parking analysis which defined the total traffic demand from the baseline plan. This parking demand was accommodated within the District at a system of at-grade and structured parking facilities. Time-of-day analyses demonstrated that adequate parking would be available for Metra commuters and patrons of the office, retail, commercial and entertainment uses within the District. As planning continues in the District we will re-evaluate the shared parking analysis to ensure that adequate, well placed parking will be available and confirm that design criteria developed in Task 1 are incorporated, especially related to functional and operational aspects of the parking areas.

TASK 4 – DESIGN REVIEW SERVICES

Kimley-Horn will provide parking and engineering design review services, as the Village's representative, related to the proposed parcel development. We will provide the following services during the schematic design phase:

- Attend project meetings with the Village and design team during design. The purpose of these meeting will be to discuss design, permits, and other related issues.
- Review parking structure plans and make recommendations relative to the functional, striping and signage plans, to make sure the design is following the requirements of the design criteria
- Review other site plan components including site circulation and access.
- Evaluate, review and comment and/or make recommendations on the construction documents being developed by the design team specifically related to:

- Functional layout
- Parking efficiency
- Lighting
- Durability
- Constructability

COST PROPOSAL

The cost of the parking and traffic engineering services outlined above as part of this amendment will be paid on a cost plus basis according to the following hourly fee schedule:

- Principle \$300
- Senior Professional \$225
- Professional \$125
- Support \$ 70

The extent of these services is highly dependent on the schedule and pace at which the development proceeds but we expect fees for Tasks 1 through 4 to be in the range of \$30,000.

The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

CLIENT:

VILLAGE OF ORLAND PARK

By: _____

Title: _____

Date: _____

CONSULTANT:

KIMLEY-HORN AND ASSOCIATES, INC.

By: Frederick Schwartz

Title: Senior Vice President

Date: 12-18-14