Exhibit C – Amended Scope of Work
to Consultant Response

Scope of Work

PROJECT MANAGEMENT

The WSP Project Manager (PM) is responsible for all project management and administrative activities and requirements during the study process, working closely with the Lexington Fayette Urban County Government (LFUCG). The PM will be responsible for overall project vision and guidance, collaborative development and recommendations, Quality Assurance/Quality Control (QA/QC) of all work products and deliverables, and on-time delivery of results and communication. The WSP Deputy Project Manager (DPM) will help verify coordination with local stakeholders and is the "boots on the ground." The WSP Technical Advisor will support the PM, DPM, and the technical team with international best practices, vision, and ideas for analysis, concept development, and the final deliverable.

Work Plan Document. At the initiation of the project, WSP will conduct a kickoff meeting and work with LFUCG staff to finalize a work plan document (WPD) that fully articulates communication protocols and strategies, the project schedule including key dates for engagement activities, key milestones, and delivery dates. The WPD will also include goals and objectives of each deliverable. The WPD will be designed to facilitate efficient project delivery and maximum multi- disciplinary collaboration as well as set expectations at the beginning of the project. It will also be aligned with the Community Engagement Plan to facilitate maximum public input by scheduling meetings well in advance.

Clear Milestones and Expectations. WSP team key staff will participate in weekly coordination calls with LFUCG's project manager and team to ensure efficient and effective project delivery. The WPD will set clear targets for project deadlines and deliverables based on critical decision-making points throughout the planning process.

Deliverables: WPD, project schedule, weekly coordination calls, meetings/call as needed, invoices/progress reports

TASK 1: EXISTING CONDITIONS REVIEW/ REPORT

WSP will act as task lead for this portion of the scope, supported by MKSK. WSP will begin our examination and analysis by reviewing existing planning documents, collecting a digital database, and conducting site walks and observations. WSP will endeavor to spend time on-site with the Council and City to talk through project issues. WSP will collect information on land use, infrastructure, mobility, established and emerging destinations, building typologies, stormwater, flooding, utilities, landscaping, wayfinding, signage, entries, access, parking, transit facilities and services, bicycle facilities, special events, and current and potential developments.

Existing planning documents for review will include the Lexington Comprehensive Plan, previous corridor plans, development plans, landscape and streetscape plans, and any current development proposals or plans identified by the Steering Committee.

The existing conditions summary report will provide an overview of the findings and document the systems and land use and destinations needed to gather input from the public. WSP will conduct vehicular level of service, bike level of traffic stress, pedestrian overview analysis and Vision Zero assessment of the existing conditions; as well as use best practices from NACTO, APTA, and FTA. WSP will also focus on collecting information that will inform the measurability of the project with respect to the goals.

Deliverables: Draft/Final Existing Conditions Report

TASK 2: CASE STUDY REVIEW/ REPORT

WSP will identify relevant comparable plans and projects that have elements or lessons transferable to the US27/Nicholasville Road corridor. WSP will identify the key topics and candidate projects for review with LFUCG's steering committee.
Based on that discussion, WSP will prepare a streamlined package for presentations and a summary to use at meetings, and later in the plan.

WSP will identify various projects that WSP has worked on with similarities to US 27. The case studies will include corridor comprehensive plans, complete streets and multi-modal plans, BRT plans and implementation, form-based code and other non-traditional zoning tools, major mixed development plans, protected bicycle facilities, traffic signal priority, access management retrofits, streetscape performance enhancements, among other things. The case studies can include:

- Cleveland - Health Line
- Eugene, Oregon - EmX
- Grand Rapids Michigan - Silver Line
- Columbus, Ohio – CMAX
- Detroit - Gratiot and Woodward corridors
- Nashville – Gallatin Road
- Lenexa, Kansas – Quivira Road
- St. Louis, Missouri – Centennial Greenway
- Hartford, Connecticut - Rail TOD
- Secaucus, New Jersey - Master Plan for Infill Development

In addition, WSP will endeavor to identify at least one multi-jurisdictional project that relates to the US 27 corridor, which includes both Fayette and Jessamine counties.

Deliverables: List of Case Studies, Summary of Case Studies and findings relevant to Lexington and US 27.

TASK 3: PUBLIC AND STAKEHOLDER ENGAGEMENT

Rasor will act as task lead for Task 3, supported by WSP and MKSK. WSP and Rasor will craft a Community Engagement Plan (CEP) that will be shared at the beginning of the project to set expectations and gather consensus. Rasor will handle all the logistics for the project steering committee meetings and public meetings; and will be assisted by the rest of the WSP team to handle any specialty engagement opportunities. WSP and Rasor will maximize all existing social media platforms, digital media, and other hands on tools made available to our team to expand on the feedback mechanism.

To meet robust engagement goals, Rasor and WSP will employ a variety of methods at key points in the process. This will include ensuring feedback is gathered at each face-to-face and to make input memorable for participants. Rasor and WSP will prepare an Engagement Plan that will describe the goals, methods to be used, responsibilities of the consultant team and LFUCG, an initial calendar of events, and other items. This may be reviewed and adjusted roughly 1/3 of the way through the project to respond to input and needs that arise. The following is a list of people and groups we anticipate engaging with on this project:

- Steering Committee – Engage the LFUCG Planning Staff and Council members throughout the corridor. This will involve monthly meetings or calls with those on the technical side of the project. One of these meetings will include a corridor tour with the staff either by van or bike.
- Briefings – Create packets for LFUCG and partner agency staff to present to the Planning Commission and the Lexington Fayette Urban County Council at key points in the process. WSP will help present at two of these meetings, including the review of existing conditions and case studies early in the process and presentation of the draft plan toward the end of the process.
- One-on-One meetings – WSP will conduct meetings with relevant stakeholders, neighborhood organizations, commercial developments, institutions and others on a one-on-one basis. These could include, but arenot limited to, transportation agencies, Lextran, major land owners, school districts, advocacy groups, the University of Kentucky (UK), and hospitals.
- Public Engagement – WSP will manage a robust public engagement process to reach out to residents and the general public (including motorists and transit riders along the corridor). A design charrette could be used to consolidate the first two meetings into a couple days and ask for public participation. For potential catalytic projects and design options for the roadway, charrettes work well to gather feedback on issues and ideas one day and share alternative concepts and things the next day. These events will include hands-on tools to explore development options including types of uses, height and general location or form. A second aspect will be to consider potential improvements within the right- of-way (for example on-street parking, different types of bike lanes, sidewalks/streetscapes, different lane configurations, transit or BRT elements).
- Online Engagement – Rasor and WSP will develop a robust online engagement campaign through existing social media and website resources (such as Facebook, Twitter, Instagram, etc.) to share surveys and information about the project timeline. Social media and the website for this project will be linked to LFUCG's and LAMPO's existing social media and websites. E-blasts will also be used to convey information to the widest audience possible.

Deliverables: CEP, online survey, public meetings, meeting minutes, presentations and briefing packets

TASK 4: REDEVELOPMENT AND LAND USE SCENARIOS

MKSK will act as the task lead for this portion of the scope, supported by WSP. This work will begin with the examination of existing conditions, analysis of market and societal trends in terms of assets, locations, economic characteristics (e.g., household demographics, incomes, societal trends), and analysis of the geographic context. This work entails an inventory of current land use by type, existing businesses, building conditions and demographics.

MKSK and WSP will work to connect land use and transportation on all of our urban and corridor projects, providing us with a vast portfolio to pull from for this task. MKSK and WSP will also reach out to local and regional developers to get their input in future mixed use and residential development, and what type of product they are seeing across the country.

The land use and redevelopment scenario work will serve as a reference point for community visioning and help to inform solution development.

Deliverables: Land use baseline analysis; land use inventory memo detailing corridor level findings and initial recommendations.

TASK 5: CONCEPTUAL PLANS FOR CATALYST SITES

Building on Task 4, MKSK and WSP will identify three catalyst commercial sites with the greatest potential for redevelopment. These sites will be looked at from a developers' standpoint on return on investment and from what is best from the corridor based on the land use baseline analysis. The corridor inventory and analysis will involve a regional and corridor conceptual market study to evaluate a variety of conditions along Nicholasville Road, the surrounding context, and comparable redevelopment typologies throughout the country that have nestled into similar settings with results. MKSK and WSP will develop each of these (at least three) catalytic sites using a combination of digital (perspective renderings, animations and virtual reality) and physical 3D models to discuss with the steering committee as well as share with the general public.

Deliverables: Three catalyst site plan memos with graphics

TASK 6: NEIGHBORHOOD TRANSITIONS AND CONNECTIVITY

WSP will lead this task with support from MKSK. WSP and MKSK will identify practical ways to improve the image of the corridor and create distinct walkable sub-districts, where someone might still drive but could "park once". WSP and MKSK will evaluate conditions and concepts from all perspectives; walking, biking, driving, connecting to transit, and living right on the corridor versus behind dense commercial or large developments.

This array of analysis will help WSP and MKSK develop recommendations for building volumes, heights, and positioning relative to street frontage that established transitions from a higher intensity zone directly along Nicholasville Road and less intense uses nearby. Buffers and landscaping can also enhance transitions and mitigate visual and noise issues. Changes to the corridor's transportation system provides an opportunity to assess the design characteristics in and along the right-of-way. The addition of trees and vegetation throughout the corridor will also add to the overall appeal and sustainability of the Nicholasville Road corridor.

WSP will use Vision Zero to differentiate and develop concepts for walking and biking. Vision Zero (VZ) is an international paradigm shift looking at getting to zero fatalities on roadways. With US 27 being so wide and vehicular-centric, this VZ handbook will assist WSP in looking for guidance and creativity to plan for safe facilities that also provide an enjoyable experience for users.

Similarly, the design of bus stops, whether for local service or BRT, is part of the landscape and neighborhood connectivity component. A well-connected bus stop and shelter that provides a safe and comfortable place to wait, with some level of protection from the elements, helps maintain ridership and attract new customers to the system. WSP will emphasize the last-mile connectivity to transit stations during public engagement to understand where and how people want to get to the transit stops. This focus will facilitate the needs of users being emphasized in neighborhood connectivity.

Deliverables: Maps and concepts for connectivity and transition

TASK 7: IDENTIFY TRANSPORTATION IMPACTS AND POTENTIAL SOLUTIONS

WSP will evaluate current traffic flow and crash history. WSP will look at changes to intersection design, signalization and other traditional traffic engineering techniques to find more efficiencies, if possible, in the traffic signals, but in a manner that strikes a balance with other project goals and other modes. WSP's analysis will include best practices and tools to look at detailed traffic issues and more qualitative analysis to understand people's perceptions of transportation and traffic. Both analyses will be used when creating solutions and alternatives. Ideas heard during the public meeting will be included where feasible in the solutions. Alternatives and solutions will address multiple aspects of the built environment including land use connectivity. All options will consider short term

gains and long-term impacts.

Alternatives to consider include consideration of:

- Changes to traffic signals and traffic signal technology, both for general traffic and transit
- Impact of on-street parking
- Curbside management
- Transit-only lanes, including BAT lanes proposed in the Alternatives Analysis
- Changes to the reversible lanes
- Lane widths and other geometric modifications
- Pedestrian crossings
- Parallel access road network
- Access management
- Changes to intersection and interchange design

WSP will create an overall corridor plan in plan-view, with cross sections for distinct segments (Task 9). The cross sections will include both the right-of-way (street features, sidewalks, streetscape) and the development zone (building setbacks, height, location of parking). These may include examples of phasing over time.

WSP will explore the transportation implications such as future person trips. One scenario may assume the current single occupant vehicle mode share, but we can also evaluate other scenarios with a higher mode shift to transit, walking, bicycling or other "new mobility" options. This will include a review of strategies or programs to help accomplish that mode shift from single occupant vehicles to alternative modes including transit.

Several segments of the corridor are characterized by short spacing between driveways and poor offsets from those across the street. A quick comparison of existing conditions to those recommended by the Kentucky Transportation Cabinet and TRB's Access Management Manual reveals the large gap between existing and preferred access design. Separation of access for all types of travelers can be improved through gradual reduction in the number of conflict (access) points and careful placement and design. This is typically a gradual process on a built-out corridor. WSP will explain the importance of access management early and throughout the process. WSP will highlight the locations that cause the most concern in terms of contributions to congestion or crash potential (such as driveways in the operational area of intersections or the interchange ramps, those with poor offsets or those in higher crash segments).

Transportation alternatives will include recommendations for changes to the access system. This may include features such as connections between developments, access off side streets, medians for certain segments, and removal or redesign of certain driveways. We will also highlight strategies for implementation, including:

- Changes to the permitting process
- Thresholds where a change in land use can require reconsideration of the access permit or changes to the site plan
- Incentives for property owners to voluntarily close or redesign driveways
- Incentives for providing more opportunities for walking, biking, or taking transit
- Access standards as part of a corridor overlay zoning district or form-based code
- Programs to help fund driveway closures
- An access plan that can be applied when the street is reconstructed

Deliverables: Up to three overall alternatives and solutions for the corridor (these could be broken out in sections to better align with the adjacent land use)

TASK 8: DEVELOP A PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENTS

WSP will share the three alternatives developed in task 7 with the steering committee first to identify any fatal flaws or changes needed before proceeding forward. WSP will also ask the steering committee to evaluate the alternatives on an implementation focus and feasibility of success, and lastly ask them to rank the alternatives by most effective to least effective, in relation to the project goals. Using all available input, WSP will create a prioritized list of alternatives and solutions to include in the draft plan.

Deliverables: Alternative maps and scoring sheets

TASK 9: STREET CROSS-SECTIONS

Once a final, prioritized list of improvements is identified, our team will develop a final overall corridor plan in plan-view and final cross-sections for up to five distinct segments on US 27. Similar to Task 7, these cross-sections will include both the right-of-way (street features, sidewalks, streetscape) and the development zone (building setbacks, height, location of parking). These may include examples of phasing over time.

Deliverables: Final cross-sections

TASK 10: DEVELOP A REGULATORY FRAMEWORK FOR PLAN

WSP envisions this framework plan being a model code that includes design features and establishes reasonable triggers for when the code applies to a change in use or redevelopment. WSP can prepare a sample zoning or form-based code and share with the staff responsible for taking it through the hearing and adoption process to ensure that all tools developed are useful.

This code could include features such as:

- A new list of uses, perhaps for different sub-districts
- A Regulating Plan or other map that relates to permitted uses and height
- Setbacks, parking and other standards to support transit, this may include special requirements in proximity to transit super stops or potential BRT stations
- Easy to understand tables and graphics with a focus on form and design, less rigid on uses
- Access management
- Parking including variables for shared parking or parking reductions
- Incentives for elements such as streetscape or transit enhancements, pedestrian amenities, public space, public art, transportation demand management programs and other agreed upon features
- Walkability and accessibility guidelines
- TOD guidelines
- Description on how the code is applied to existing versus new development

Deliverables: Draft/Final framework plan

TASK 11: IDENTIFY INNOVATIVE STRATEGIES FOR PLAN IMPLEMENTATION

While there will be a shorter- term focus on transportation changes, WSP will identify redevelopment alternatives to provide a more economically sustainable future.

WSP will complements transportation enhancements. This framework plan will highlight catalytic development and redevelopment projects along US 27 that will build the long-term vision set forth during the planning process. This framework could include zoning changes, form-based code districts, and redevelopment sites.

WSP will also look at the existing expanses of parking lots to identify how they could be redeveloped, and if zoning changes are needed.

PROJECT SCHEDULE: December 1, 2019 – December 31, 2020

FEE: $222,000

Exhibit B Proposed Project Schedule

Project Kickoff:	1st week of November 2019
Project Management Plan:	2nd week of November 2019
Task 1- Existing Conditions- Draft Report	1st week of December 2019
Task 1- Existing Conditions- Final Report	1st week of January 2019
Task 2- Case Studies- Draft Report	1st week of December 2019
Task 2- Case Studies- Final Report	1st week of January 2019
Task 3: Engagement Plan	2nd week of November 2019
Task 3: Establish Website and Social Media	1st week of December 2019
Task 4: Land Use Inventory- Draft Memo	3rd week of December 2019
Task 4: Land Use Inventory- Final Memo	2nd week of January 2020
Task 5: Catalyst Site Plan- Draft Memo	4th week of February 2020
Task 5: Catalyst Site Plan- Final Memo	4th week of March 2020
Task 6: Connectivity/Transition Maps/Concepts- Draft	2nd week of April 2020
Task 6: Connectivity/Transition Maps/Concepts- Final	2nd week of May 2020
Task 7: Transportation Alternative Impacts- Draft	1st week of June 2020
Task 7: Transportation Alternative Impacts- Final	1st week of July 2020
Task 8: Alternative Maps/Scoring Sheets- Draft	1st week of August 2020
Task 8: Alternative Maps/Scoring Sheets- Final	1st week of August 2020
Task 9: Final Cross Sections	4th week of August 2020
Task 10: Regulatory Framework/Plan-Draft	1st week of August 2020
Task 10: Regulatory Framework/Plan-Final	1st week of August 2020
Task 11: Implementation Strategies	4th week of August 2020
Draft Report:	3rd week of September 2020
Final Report:	3rd week of October 2020