

04.14.2014 REQUEST FOR PROPOSAL

#745-11393

CENTRAL BEACH MASTER PLAN

City of Ft. Lauderdale, Florida



MARCELA CAMBLOR & ASSOCIATES

Town Planning

DOVER, KOHL & PARTNERS

Town Planning

EXHIBIT 5
14-0832

Page 1 of 91

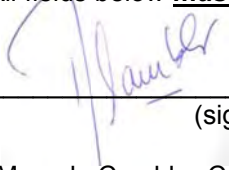
TAB 1 SIGNATURE PAGE

BID/PROPOSAL SIGNATURE PAGE

How to submit bids/proposals: Proposals must be submitted by hard copy only. It will be the sole responsibility of the Bidder to ensure that the bid reaches the City of Fort Lauderdale, City Hall, Procurement Services Division, Suite 619, 100 N. Andrews Avenue, Fort Lauderdale, FL 33301, prior to the bid opening date and time listed. Bids/proposals submitted by fax or email will NOT be accepted.

The below signed hereby agrees to furnish the following article(s) or services at the price(s) and terms stated subject to all instructions, conditions, specifications addenda, legal advertisement, and conditions contained in the bid. I have read all attachments including the specifications and fully understand what is required. By submitting this signed proposal I will accept a contract if approved by the CITY and such acceptance covers all terms, conditions, and specifications of this bid/proposal.

Please Note: All fields below **must** be completed. If the field does not apply to you, please note N/A in that field.

Submitted by:  4.8.2014
(signature) (date)

Name (printed) Marcela Cambor-Cutsaimanis Title: Principal

Company: (Legal Registration) Marcela Cambor & Associates, Inc.

CONTRACTOR, IF FOREIGN CORPORATION, MAY BE REQUIRED TO OBTAIN A CERTIFICATE OF AUTHORITY FROM THE DEPARTMENT OF STATE, IN ACCORDANCE WITH FLORIDA STATUTE §607.1501 (visit <http://www.dos.state.fl.us/>).

Address: 12 S RIDGEVIEW ROAD

SEWALLS POINT State: FL Zip 34996

Telephone No. 772-708-1108 FAX No. 772-919-7888 Email: MARCELA@MARCELACAMBOR.COM

Delivery: Calendar days after receipt of Purchase Order (section 1.02 of General Conditions): 30 days per completed task

Payment Terms (section 1.04): 30 days Total Bid Discount (section 1.05): 0

Does your firm qualify for MBE or WBE status (section 1.09): MBE YES WBE YES

ADDENDUM ACKNOWLEDGEMENT - Proposer acknowledges that the following addenda have been received and are included in the proposal:

Addendum No.

Date Issued

P-CARDS: Will your firm accept the City's Credit Card as payment for goods/services?

YES _____ NO X _____

VARIANCES: State any variations to specifications, terms and conditions in the space provided below or reference in the space provided below all variances contained on other pages of bid, attachments or bid pages. No variations or exceptions by the Proposer will be deemed to be part of the bid submitted unless such variation or exception is listed and contained within the bid documents and referenced in the space provided below. If no statement is contained in the below space, it is hereby implied that your bid/proposal complies with the full scope of this solicitation. **HAVE YOU STATED ANY VARIANCES OR EXCEPTIONS BELOW? BIDDER MUST CLICK THE EXCEPTION LINK IF ANY VARIATION OR EXCEPTION IS TAKEN TO THE SPECIFICATIONS, TERMS AND CONDITIONS.** If this section does not apply to your bid, simply mark N/A in the section below.

Variances:

N/A

TAB 2 COST PROPOSAL

TAB 2
Cost Proposal

PART VII - PROPOSAL PAGES – COST PROPOSAL

Cost to the City: Contractor must quote firm, fixed, annual rate for all services identified in this request for proposal. This firm fixed annual rate includes any costs for travel to the City. No other costs will be accepted. This firm fixed annual rate will be the same for the initial contract period.

Failure to use the City's COST PROPOSAL Page and provide costs as requested in this RFP, may deem your proposal non-responsive.

TOTAL PROJECT COST: **\$_204,875__** (attach a breakdown of costs and suggested payment schedule and list staff hours, including hourly rates for each staff person dedicated to the project).



BASIS OF THE COST PROPOSAL

This is a preliminary estimate; the exact budget and scope will be tailored in consultation with the client. The phases and task numbers correlate to list of tasks and work products listed in the project Approach under Tab 5. We hope to have an opportunity to work with the City of Ft. Lauderdale in order to further refine the project approach and budget with you.

PHASE I: ANALYSIS OF EXISTING CONDITIONS	\$ 62,055
PHASE II: PUBLIC WORKSHOPS	\$ 84,320
PHASE III: UPDATING & REFINING THE PLAN	\$ 43,500
PROFESSIONAL FEE SUBTOTAL	\$ 189,875
REIMBURSABLE EXPENSES*	\$ 15,000
TOTAL ESTIMATED FEE	\$ 204,875

REIMBURSABLE EXPENSES

Typical reimbursable expenses include travel (including transportation, food, and lodging), reproduction expenses, mailing, long-distance telephone, or any other miscellaneous or out-of-pocket expenses reasonably contemplated by the scope of services for this project. The reimbursable budget to complete the proposed scope of services for the Central Beach Master Plan is estimated to be **\$15,000**. A more detailed breakdown of expenses can be provided upon request.

COST PROPOSAL

		Hourly Rate	Phase I (Hours)						Phase II (Hours)							Phase III (Hours)				Total Hours	Proposed Cost	
			Task	1.1	1.2	1.3	1.4	1.5	1.6	2.1	2.2	2.3	2.4	2.5	2.6	2.7	3.1	3.2	3.3			3.4
MCA	Project Director	\$150	2	16	16		16	26	32	8	16	4		16	22	2	24	24	30	254	\$38,100	
Dover, Kohl & Partners	Victor Dover or Joseph Kohl	\$300	2	2				26	8	8	16	4			6		8	4	6	90	\$27,000	
	Team Coordinator	\$150	2	16	16	16	8	26	24	8	16	24		4	20	8	16	24	20	248	\$37,200	
	Director of Design	\$140					8	24		8		32	32		1	24				129	\$18,060	
	Town Planner	\$90	2	24	16	24			16	8		24	24		9	24		24	8	203	\$18,270	
	Town Planner	\$90										24	24			24		24		96	\$8,640	
Alta	Principal	\$165	2								2			4			2			10	\$1,650	
	Managing Engineer	\$150	2	4			8	26	2	4	16			20	4		8			94	\$14,100	
	Project Engineer	\$100													24					24	\$2,400	
Kittelson	Principal	\$185	2								2			2	1		2			9	\$1,665	
	Associate Plan./Eng.	\$160	2	4			8	25	2	8	8			8	1		8			74	\$11,840	
	Associate Plan./Eng.	\$160					8							8	1					17	\$2,720	
	Associate Plan./Eng.	\$160					8							8	1					17	\$2,720	
	Transport. Analyst	\$95					8	25			8			16	1					58	\$5,510	
Total Fee:																					\$189,875	
Reimbursable Expenses:																					\$15,000	
TOTAL:																					\$204,875	

PROJECT CUSTOMIZATION

Every project is customized in close consultation with our clients. Dover, Kohl & Partners recognizes the need to maintain a reasonable budget while at the same time creating a useful and well thought out plan and strategy.

The Cost Proposal is reflective of the number of days and personnel involved in the project, meetings and workshops, the level of involvement of each member of our sub-consultant team, and the necessary work products and deliverables.

TAB 3
REQUIRED DOCUMENTS

TAB 3
Required Documents

NON-COLLUSION STATEMENT:

By signing this offer, the vendor/contractor certifies that this offer is made independently and *free* from collusion. Vendor shall disclose below any City of Fort Lauderdale, FL officer or employee, or any relative of any such officer or employee who is an officer or director of, or has a material interest in, the vendor's business, who is in a position to influence this procurement.

Any City of Fort Lauderdale, FL officer or employee who has any input into the writing of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement.

For purposes hereof, a person has a material interest if they directly or indirectly own more than 5 percent of the total assets or capital stock of any business entity, or if they otherwise stand to personally gain if the contract is awarded to this vendor.

In accordance with City of Fort Lauderdale, FL Policy and Standards Manual, 6.10.8.3,

3.3. City employees may not contract with the City through any corporation or business entity in which they or their immediate family members hold a controlling financial interest (e.g. ownership of five (5) percent or more).

3.4. Immediate family members (spouse, parents and children) are also prohibited from contracting with the City subject to the same general rules.

Failure of a vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the City Procurement Code.

NAME

RELATIONSHIPS

In the event the vendor does not indicate any names, the City shall interpret this to mean that the vendor has indicated that no such relationships exist.

Marcela Cambior & Associates certifies that this offer is made independently and *free* from collusion.



LOCAL BUSINESS PREFERENCE CERTIFICATION STATEMENT

The Business identified below certifies that it qualifies for the local BUSINESS preference classification as indicated herein, and further certifies and agrees that it will re-affirm it's local preference classification annually no later than thirty (30) calendar days prior to the anniversary of the date of a contract awarded pursuant to this ITB. Violation of the foregoing provision may result in contract termination.

(1) _____ is a **Class A** Business as defined in City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the City of Fort Lauderdale current year Business Tax Receipt and a complete list of full-time employees and their addresses shall be provided within 10 calendar days of a formal request by the City.
Business Name

(2) _____ is a **Class B** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the Business Tax Receipt or a complete list of full-time employees and their addresses shall be provided within 10 calendar days of a formal request by the City.
Business Name

(3) _____ is a **Class C** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the Broward County Business Tax Receipt shall be provided within 10 calendar days of a formal request by the City.
Business Name

(4) _____ requests a **Conditional Class A** classification as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. Written certification of intent shall be provided within 10 calendar days of a formal request by the City.
Business Name

(5) _____ requests a **Conditional Class B** classification as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. Written certification of intent shall be provided within 10 calendar days of a formal request by the City.
Business Name

(6) _____ MARCELA CAMBLOR & ASSOCIATES, INC is considered a **Class D** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. and does not qualify for Local Preference consideration.
Business Name

BIDDER'S COMPANY: MARCELA CAMBLOR & ASSOCIATES, INC.

AUTHORIZED COMPANY PERSON: MARCELA CAMBLOR-CUTSAIMANIS
NAME


SIGNATURE

4.8.2014
DATE

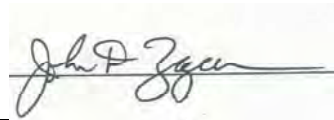
LOCAL BUSINESS PREFERENCE CERTIFICATION STATEMENT

The Business identified below certifies that it qualifies for the local BUSINESS preference classification as indicated herein, and further certifies and agrees that it will re-affirm its local preference classification annually no later than thirty (30) calendar days prior to the anniversary of the date of a contract awarded pursuant to this ITB. Violation of the foregoing provision may result in contract termination.

- (1) _____ is a **Class A** Business as defined in City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the City of Fort Lauderdale current year Business Tax Receipt and a complete list of full-time employees and their addresses shall be provided within 10 calendar days of a formal request by the City.
Business Name
- (2) _____ is a **Class B** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the Business Tax Receipt or a complete list of full-time employees and their addresses shall be provided within 10 calendar days of a formal request by the City.
Kittelson & Associates, Inc.
Business Name
- (3) _____ is a **Class C** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. A copy of the Broward County Business Tax Receipt shall be provided within 10 calendar days of a formal request by the City.
Business Name
- (4) _____ requests a **Conditional Class A** classification as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. Written certification of intent shall be provided within 10 calendar days of a formal request by the City.
Business Name
- (5) _____ requests a **Conditional Class B** classification as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. Written certification of intent shall be provided within 10 calendar days of a formal request by the City.
Business Name
- (6) _____ is considered a **Class D** Business as defined in the City of Fort Lauderdale Ordinance No. C-12-04, Sec.2-199.2. and does not qualify for Local Preference consideration.
Business Name

BIDDER'S COMPANY: _____ KITTELSON & ASSOCIATES, INC. _____

AUTHORIZED COMPANY PERSON: John Zegeer
NAME



4/11/2014
DATE

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/05/2013

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER SunCoast Insurance, div of USI 1715 N. Westshore Blvd. #700 Tampa, FL 33607 813 321-7500	CONTACT NAME:	
	PHONE (A/C, No, Ext): 813 321-7500	FAX (A/C, No): 813 321-7525
INSURED The Image Network Inc dba Dover Kohl and Partners 1571 Sunset Drive Coral Gables, FL 33143	E-MAIL ADDRESS:	
	PRODUCER CUSTOMER ID #:	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A : Phoenix Insurance Company	NAIC # 25623
	INSURER B : Travelers Casualty & Surety Co	31194
	INSURER C : XL Specialty Ins Co	37885
INSURER D :		
INSURER E :		
INSURER F :		

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS														
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	X		6605C027085	10/30/2013	10/30/2014	<table border="1"> <tr><td>EACH OCCURRENCE</td><td>\$2,000,000</td></tr> <tr><td>DAMAGE TO RENTED PREMISES (Ea occurrence)</td><td>\$1,000,000</td></tr> <tr><td>MED EXP (Any one person)</td><td>\$10,000</td></tr> <tr><td>PERSONAL & ADV INJURY</td><td>\$2,000,000</td></tr> <tr><td>GENERAL AGGREGATE</td><td>\$4,000,000</td></tr> <tr><td>PRODUCTS - COMP/OP AGG</td><td>\$4,000,000</td></tr> <tr><td></td><td>\$</td></tr> </table>	EACH OCCURRENCE	\$2,000,000	DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000	MED EXP (Any one person)	\$10,000	PERSONAL & ADV INJURY	\$2,000,000	GENERAL AGGREGATE	\$4,000,000	PRODUCTS - COMP/OP AGG	\$4,000,000		\$
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B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	X	N/A	UB4001T013	11/19/2013	11/19/2014	<table border="1"> <tr><td><input checked="" type="checkbox"/> WC STATUTORY LIMITS</td><td><input type="checkbox"/> OTHER</td></tr> <tr><td>E.L. EACH ACCIDENT</td><td>\$1,000,000</td></tr> <tr><td>E.L. DISEASE - EA EMPLOYEE</td><td>\$1,000,000</td></tr> <tr><td>E.L. DISEASE - POLICY LIMIT</td><td>\$1,000,000</td></tr> </table>	<input checked="" type="checkbox"/> WC STATUTORY LIMITS	<input type="checkbox"/> OTHER	E.L. EACH ACCIDENT	\$1,000,000	E.L. DISEASE - EA EMPLOYEE	\$1,000,000	E.L. DISEASE - POLICY LIMIT	\$1,000,000						
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E.L. DISEASE - POLICY LIMIT	\$1,000,000																				
C	Professional Liability			BINDER9086156	10/30/2013	10/30/2014	\$1,000,000 per claim \$1,000,000 annl aggr.														

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Professional Liability coverage is written on a claims-made and reported basis.

CERTIFICATE HOLDER

CANCELLATION

For Proposal Purposes

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



TAB 4 LETTER OF INTEREST

TAB 4
Letter of Interest



MARCELA CAMBLOR & ASSOCIATES

Town Planning

April 14, 2014

Procurement Services Division
City of Fort Lauderdale
100 North Andrews Avenue, Room 619
Fort Lauderdale, Florida 33301

RE: **RFP #745-11393 Central Beach Master Plan**

Dear Members of the Selection Committee:

We are very excited to have received your Request for Proposals (RFP). Your request fits neatly with the strengths of our firm and the project team we have assembled. We are inspired by your forward-thinking planning goals as embodied within you're the current Central Beach Master Plan. It would be a pleasure to work with the leaders and citizens of Fort Lauderdale to update and expand the Central Beach Master Plan and turn planning goals into a tangible, achievable reality.

We have assembled an acclaimed group of professionals to collaborate on this important planning effort. Our team members are experts in town planning, urban design, multi-modal transportation planning, sustainable urbanism, coastal Florida communities, and public participation. **Marcela Cambor & Associates, Inc.** will lead the project team, focusing on genuine public participation and project management. **Dover, Kohl & Partners** will focus on town planning, urban design, and community participation. **Kittelson & Associates, Inc.** specializes in Florida transportation and engineering. **Wade Walker** from **Alta Planning + Design** specializing in multi-modal transportation planning, with a focus on developing transportation recommendations utilizing all modes of transportation including walking and biking. Our qualifications and past projects show how we adapt our techniques for each specific situation, and we look forward to evolving the approach for creating the Central Master Plan Update with you.

Our team employs a proven approach that supports genuine public participation. Our firms have earned a solid reputation for decades of engaging, visually-oriented town planning on behalf of local governments, redevelopment agencies, private developers, and community groups. Our extensive experience in place-making and incorporating a community's vision into its regulatory framework in a manner conducive to private investment is evident in successful and competitive built environments all over the country.

We look forward to our next conversation with you. You may contact me at 772-708-1108 if you have any questions.

Sincerely yours,
MARCELA CAMBLOR & ASSOCIATES, INC.

Marcela Cambor-Cutsaimanis, AICP
Principal
marcela@marcelacambor.com

TAB 5 STATEMENT OF SERVICES

A. APPROACH

The following summarizes the general approach toward town planning that our team has developed for the Fort Lauderdale Central Beach Master Plan. We are aware that each project and plan presents unique opportunities and challenges; customization is the key. Our goal is to provide design consultation, drawings, exhibits, and participation in meetings with stakeholders, community groups, and public entities as necessary to develop a vision, master plan, recommendations, and implementation tools to guide future development.

MONTHS 1 - 2

PHASE I - ANALYSIS OF EXISTING CONDITIONS

Phase I will include the review of all relevant information including previous plans and studies and background information on the central beach area supplied by the City, as well as an analysis of urban design, land use, building conditions, building heights, building locations, density and/or intensity of development, the condition of the built environment, sidewalk conditions and transportation issues that affect the planning area. It will include a site visit for meetings with the City staff, the public, stakeholder interviews and on-site analysis by Dover-Kohl team members.

1.1 PROJECT KICK-OFF MEETING

At the start of the project, Marcela Camblor, the Project Director, and senior staff from Dover-Kohl, Kittelson and Alta will schedule a conference call with City staff to review base information needs, identify stakeholders, and strategize on the public participation process.

1.2 REVIEW OF EXISTING PLANS & STUDIES

The team will become familiar with the details of previous plans, studies, and regulating documents related to the beach planning area and the surrounding parts of Ft. Lauderdale including the 2011 Central Beach Master Plan and the findings from the November 2013 public meeting supplied by the City, and other studies by the Florida Department of Transportation (FDOT), Transportation Planning Organization, Economic Development Commission, and others. These plans and studies will be assessed for their current applicability to the central beach planning area and how they will affect future outcomes in the area.

1.3 PUBLIC OUTREACH

Dover-Kohl and City staff will strategize on the best mechanisms for outreach to individuals and groups. A strategy for including FDOT (as necessary), soliciting ongoing community input, and establishing on-going public outreach throughout the process will be addressed. Dover-Kohl will assist in the design of flyers, posters, banners, postcards, mailers, and press releases to be distributed to the media, neighborhood associations, business associations, and community organizations (among others).

Throughout the planning process Dover-Kohl will provide information for the City of Ft. Lauderdale's website and updates can be posted on a project Facebook page to keep the community informed of public meetings and help them follow the planning process. Information to be provided will include project updates, photographs, maps, renderings, images, and other submitted deliverables.

In addition, Dover-Kohl is partnered with MindMixer. The MindMixer platform can be utilized to solicit public comments and suggestions online throughout the planning process and beyond.

1.4 ANALYSIS & BASE MAPS

The team will utilize ArcView GIS or a similar base data mapping service, aerial and ground level photography, land use surveys, and expertise provided by the City to acquire the necessary information to create a series of Analysis Maps for the central beach planning area. Information to be mapped may include existing land uses, open space, zoning, planned land uses, utility easements, property boundaries, ownership, topography, natural resources, environmental conditions including flood zones, cultural and historic resources map, and a transportation system map. Maps will be field verified during an initial site visit.

Utilizing this information, Dover-Kohl will produce base maps of the planning area to be used throughout the planning process by the team and public.



Compelling and simple to understand maps, charts and models will be created using Geographic Information System (GIS) to help the community visualize geographic data.

1.5 PUBLIC REALM SURVEY

A detailed survey of the neighborhoods in the North Beach area will be completed. Surveyed information may include right-of-way street sections, specimen tree canopy and landscape patterns, swale, drainage, and sidewalk patterns and conditions, and parking conditions on both public and private property and within the right-of-ways. This information will be utilized throughout the planning process to identify potential capital improvement projects and the obstacles to streetscape improvements that may exist.

1.6 SITE VISIT

Key members of the Dover-Kohl team will conduct a 2 to 3 day site visit. The team will work closely with City staff and will conduct initial interviews with key stakeholders. Descriptions of tasks that can be completed during the site visit are as follows:

1.6.1 Team Meeting

The Dover-Kohl team will meet with City staff to refine the goals and objectives of the planning process. Together we will review the existing characteristics of the planning area including information compiled to create analysis maps. Key elements and recommendations from existing plans and reports that affect the study area will be discussed as to their relevance to the future potential for the planning area. From these discussions, key issues, opportunities, and constraints will be outlined. Planning principles and objectives identified in the initial Central Beach master Plan and formed for the northern area during the public meeting in last November will be discussed. These planning principles will later be explored and tested against the public's current desires during Phase II of the planning process.

1.6.2 Stakeholder Meetings & Interviews

The team will hold additional meetings during the site visit with key stakeholders including property owners, community groups, and other local stakeholders to discuss their goals and objectives for the planning area. The City will help identify key people and stakeholders that the team should meet with.

1.6.3 Area Tour

During the Site Visit, the project team will tour and examine the existing urban form and analyze the network of streets, blocks and lots, building types, and building patterns with City staff. The analysis will include a review of the existing land use, density, transportation issues, existing streetscape characteristics, urban design elements, and development issues affecting the study area. The team will assess, measure, and document existing building types, building placement relative to the street, building massing, scale, height, primary facade transparency, density and intensity of land use including vertical and horizontal mixing, sidewalks, plantings, lighting, signage, spacial enclosure, and level of street life activity. Special attention will be paid to the transitions between different character areas within the Central Beach area looking for what works and does not work in these transition areas.

1.6.4 Kick-Off Press Conference (Optional)

While in Ft. Lauderdale, the project team will be available to participate in a press conference along with the City to inform the community of the upcoming public planning process.



Flyers, street banners, emails, and mailings should be used to notify the community of the planning process.



The team will analyze the existing conditions of the planning area and local precedents in the City, taking measurements, pictures, and notes of distinctive urban features.



During the site visit, Dover, Kohl & Partners will be available to attend press conferences and other media events with City staff and officials.

PHASE II - PUBLIC WORKSHOPS

The centerpiece of Phase II will be the creation of the consolidated future vision for the Central Beach area in accordance with public input and stakeholder involvement. Dover-Kohl will lead a series of public meetings, design sessions, stakeholder interviews, and technical meetings to quickly engage the community and form the framework for the Plan, including physical design features, transportation, infrastructure, housing, and sustainability goals and objectives along with the community's values and aspirations for the Central Beach area. The hands-on nature of the Workshops and the opportunity to interact with differing perspectives allows issues to be quickly identified and resolved. City staff and officials will be involved throughout various meetings, workshops, and presentations. Updates will be provided to the project website and Facebook page periodically throughout the planning process.

This series of public workshops and meetings is vital to confirming and refining the draft Central Beach Master Plan, including the proposed Design Standards. Throughout this part of the planning process, current proposed standards will be tested and refined. A focus on how standards affect different character areas of the beach will be explored in both plans and visualizations.

2.1 DESIGN THE WORKSHOP FORMAT

Dover-Kohl will work with City staff to structure the best format and timeline for the public events to best meet the needs of the community. Emphasis will be placed on establishing a community vision for the beach, and creating methods to make that vision a reality. Workshops will include multiple opportunities for people to offer input, including small group conversations, exit surveys, keypad polling, one word cards, and one-on-one conversations. A preliminary format is presented in the following tasks.

2.2 PUBLIC KICK-OFF & HANDS-ON DESIGN EVENT

Marcela Camblor & Associates and Dover-Kohl will lead a Public Kick-off Event featuring a "Food For Thought" presentation to educate the public on best practices in mixed-use, mixed-income development, livable transportation, traditional urban design, sustainability, community character, and Smart Growth, especially how they apply to peer beach communities with a large tourist industry. In addition, previous goals and objectives will be reviewed along with an analysis of existing conditions. A public realm survey will be presented to the public to inform and educate them on the numerous planning challenges that must be dealt with during the planning process.

As part of this event, participants will be asked a series of key-pad polling questions in order to address and confirm previously stated priorities and goals for the Central Beach areas to see where consensus still exists and where other priorities may take precedence over others. A series of goals for the northern beach area will be created and tested with participants based on the November 2013 public meeting.

Following the Kick-off Presentation, the meeting will transition to the Hands-on Design Session. Participants will divide into small table groups around the room, oriented to base maps, and a set of ground rules and goals for the session will be laid out. Each table will have a facilitator from the Dover-Kohl team or City staff to assist participants in a number of design exercises. The design team will work closely with the City to design a hands-on exercise to gather important input from the community and to help spark useful conversations without repeating questions or exercises asked of the community in recent years. Exercises may include asking the community to identify the important issues associated with the future of the Central Beach area and discuss them in small groups. Participants may then continue to work together and draw on base maps to illustrate how they might like to see the area evolve in the future by describing the uses, open spaces, building design and type, landscaping, street design, housing options, parking, and services, as well as key transportation concerns. Other options include community preference surveys, dot exercises, or focusing on refining previously stated goals and priority improvement projects.

At the end of the workshop, a spokesperson from each table will report the findings and major points to the entire assembly. The goal of the Hands-on Design Session is to forge a community consensus and develop a short- and long-range vision for the future of the study area.



Residents, stakeholders and planners will work together in groups, drawing their ideas.



Charrette participants will present their group ideas at the end of the day.

2.3 TECHNICAL MEETINGS

The planning team will lead a series of technical meetings with government agencies and local experts to address housing, open space, transportation, and other relevant topics. The purpose of these meetings is to review the vision and receive immediate focused feedback from all stakeholders. Additional meetings with key stakeholders such as property owners, developers, neighborhood associations, the Chamber of Commerce, and local merchants may be held to ensure their plan objectives are reflected in the overall plan.

2.4 DRAFT ILLUSTRATIVE PLAN

The planning team will create an illustrative plan illustrating urban design characteristics such as massing, density and land use, transportation options, open space and recreation, and economic development opportunities. While the illustrative plan is being developed, issues concerning the growth of the beach and development will be addressed and solutions studied. The assessment of the current built environment begun during Phase 1 will test existing regulations as they address the interface between different land uses, the surrounding neighborhoods, and current built conditions.

2.5 VISUALIZATIONS

Illustrations often communicate ideas better than words, and are valuable tools to test or confirm plan concepts and gather meaningful input. Illustrations, ground level and aerial perspective drawings, and diagrams that present emerging planning concepts will be created to obtain feedback from City staff and the community. Visualizations will provide “change over time” sequences of infill proposals, redevelopment strategies, and streetscape improvements. Visualizations can highlight principles of building and street design, principles of quality architecture and public gathering spaces.

A series of graphics illustrating different building typologies in terms of scale and massing can be created to compare what is permitted in accordance to existing regulations and based on proposed new standards.



The detailed Draft Illustrative Plan and Visualizations show where and how buildings should be located on their lots.



Visualizations like the Anatomy of Shopfront Retail Environment can be created to illustrate the step by step details to make attractive pedestrian frontages.

2.6 TRANSPORTATION ANALYSIS & ASSESSMENT

The transportation team will examine multimodal transportation opportunities throughout the planning area and how they connect to the surrounding community from the perspective of all modes of travel: walking, biking, transit, and driving. This holistic approach to transportation needs will reveal new methods of recovering lost connections. The transportation analysis will inform improved pedestrian and vehicular connectivity, increased access to open spaces and the beach, and streetscape improvements. Transportation strategies will be integrated with streetscape design, based on the belief that successful streets have a dual role of moving people and providing great addresses. A series of streetscape standards will be developed as well as identification of priority capital improvement projects to help guide future investment in the public realm. An assessment of proposed projects on hurricane evacuation routes will also be provided.

2.7 WORK-IN-PROGRESS PRESENTATION

The planning team will host a “Work-in-Progress” presentation at an intermediate point in the planning process. The team will present ideas generated for the Central Beach area including the draft Illustrative Plan and Visualizations of the area’s hypothetical build-out. A summary of transportation, revitalization and housing strategies will be presented, highlighting the opportunities for quality development. A question and answer session will follow the presentation.

During the Work-in-Progress presentation, keypad polling will be utilized in order to generate real-time survey results and opinion polls from members of the audience. We can track response information and view results during the presentation. Keypad polling can help us understand if the plan is on the right-track before it is finalized in a report format.



The Work-in-Progress Presentation wraps up the design workshop and prepares the community for the next steps.

PHASE III - UPDATING & REFINING THE PLAN

The draft illustrative plan, visualizations, and transportation concepts begun before the Work-in-Progress will be refined based on feedback received from the City and public to best illustrate the community's short- and long-term goals. Graphics and text will be used to demonstrate the common vision and show what is possible by describing the mix of uses, building types, transitions to the surrounding neighborhoods, and street details.

3.1 REFINE ILLUSTRATIVE PLAN & VISUALIZATIONS

The illustrative plan will be refined based on feedback received from City staff, elected officials and the public following the Work-in-Progress presentation. The illustrative plan will illustrate both short- and long-term development prospects and will designate development intensity and the appropriate mix of uses.

The team will also refine the numerous visualizations, based on input received after the Work-in-Progress presentation and in the following weeks. Renderings of key design concepts will demonstrate the possibilities for future development as well as suggested recommendations for height, scale and scope of building construction that will be proposed in new regulations.



3.2 RECOMMENDATIONS & IMPLEMENTATION

Based on the preferred vision for the community, recommendations and implementation steps to make the community's vision a reality will be drafted. These may include suggested revisions to the City's Unified Land Development Regulations, the City's Interim Use Ordinance, and/or priorities for public improvements. Implementation strategies will include short- and long-term steps to implementing the vision. Short-term steps that the City can immediately begin will be highlighted to give the community confidence that their vision will come to fruition.

3.2.1 BREAKER'S AVENUE

A focus on implementation to create an exemplary project along a portion of Breaker's Avenue will examine potential funding sources such as grant opportunities. Coordinated streetscape improvements will be detailed for a section of the roadway.

3.3 UPDATE CENTRAL BEACH MASTER PLAN REPORT

The planning team will create a concise plan document that describes the details of the preferred community vision for the update to the Central Beach Master Plan. Clear planning principles developed by the community throughout the charrette, will guide the Plan. Recommendations and Implementation Steps will also be detailed within this document. The planning team will provide 2 rounds of revisions for the updated Central Beach Master Plan and ULDR revisions. This will result in a Draft, Final Draft and Final Plan documents and recommendations.

3.4 PUBLIC PRESENTATIONS OF THE PLAN & RECOMMENDATIONS

Key members of the planning team will present the Central Beach Master Plan Report and Recommendations to the public. This presentation could be a special meeting or at an official public hearing for the commission and/or City Council. The team members will be available to answer questions and explain the details of the plan, suggested plan amendments and other recommendations.

B. PROJECT TEAM & PERSONNEL

With our team, principal involvement is a given. Marcela Cambor will be the Project Director, serving as a daily contact to the City of Fort Lauderdale staff and manager of internal communications throughout the project. Principals and experienced staff from each sub-consultant firm will be involved in all phases of the work.

The following highlights the firms and key team members we have assembled to complete the Central Beach Master Plan. Full Resumes are included in Tab 11: Additional Information. Project Descriptions for similar projects each firm has completed are included in Tab 10 along with their references.



MARCELA CAMBLOR-CUTSAIMANIS, AICP

Principal

Marcela Cambor & Associates, Inc., (MC&A) is a town planning and consulting firm specializing in visioning, designing and implementing thriving, high quality environments. We are at the forefront of engaging residents, elected officials and the public sectors in reaching consensus regarding the way their communities are regulated and implemented. We focus on preserving and enhancing the unique character of each community, creating successful and vibrant main streets, economically competitive.

The firm is focused on balancing private and public interests with a community's vision. We have over two decades of experience applying this balanced approach to projects that range from the building scale to long-term regional visions. Establishing or preserving a strong sense of place is our guiding principle, whether engaging in rethinking extensive city-wide regulations, infill and redevelopment plans, transit oriented development (TOD) projects, form-based codes, architectural design guidelines, comprehensive plans or general public policy.

Our goal is to create authentic places that improve people's quality of life. Healthy, resilient, and environmentally sustainable neighborhoods where people can live, work, shop and relax within close proximity are the basis for the healthy towns and cities we strive to create. Local building practices and character, sustainable growth principles, climate resilience and preparedness, fiscal neutrality and market integration are at the forefront of our engagement with the client.

MC&A's work has been extensively published and received national and international recognition. The firm's projects are recipient of numerous awards from the American Planning Association (APA), Florida American Planning Association (FAPA), Florida Redevelopment Association (FRA), Congress for the New Urbanism Florida chapter (CNUFL), Florida Planning and Zoning Association, and the Driehaus Form-based Codes Award.

Marcela is a pioneer in the New Urbanism movement and past Chair of the Florida Chapter of the Congress for the New Urbanism, she is a leader in the public process for local governments. Over the past 23 years Marcela led over 90 charrettes throughout the US and South America. Prior to establishing her firm she was urban design director of the Treasure Coast Regional Planning Council. Under her leadership, the Council prepared redevelopment plans for over 50 coastal communities throughout Southeast Florida. The scope of her professional experience, architecture and town planning services includes master planning for greenfield, redevelopment, corridor and transit-oriented developments, comprehensive plan amendments, land development regulations, developments of regional impact, transfer of development right ordinances, architectural design guidelines, building design, and form-based codes. She is currently project director for Seven50, SE Florida Prosperity Plan, a Sustainable Communities Initiative for seven counties in Southeast Florida.



REVITALIZING
DOWNTOWNS &
HISTORIC PLACES



PLANNING CITIES &
REGIONS



DESIGNING NEW
NEIGHBORHOODS &
TOWNS



RETROFITTING
SUBURBIA



REINVENTING
CORRIDORS



SHAPING
TRANSIT
ORIENTED
DEVELOPMENT



FORM-BASED CODES
FOR MUNICIPAL &
PRIVATE CLIENTS

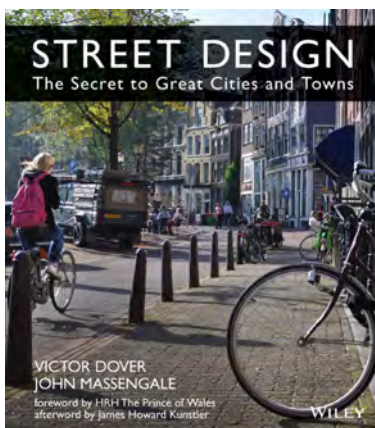
Dover, Kohl & Partners is best known for public design charrettes, detailed master plans, and illustrative codes that emphasize complete neighborhoods as the basis for sound communities. Founded in 1987, our expertise lies in balancing the visionary ‘civic art’ of planning with the practical consensus building needed to make projects succeed. We are trained in the principles of traditional town planning and have perfected techniques for gathering meaningful community input. Our plans focus on smart growth, sustainability, and emphasizing that there does not have to be a trade-off between livability, economic prosperity, and environmental concerns.

Community involvement is an integral component in all of our projects. The Dover-Kohl team has numerous techniques for building consensus and helping communities establish implementable plans that guide future growth and decision-making. Our hands-on, visual approach merges design studio, policy-making, and town meetings. Often our projects have revealed potential in overlooked real estate and have helped to challenge outdated zoning or transportation policies.

Dover-Kohl’s experience includes a national and international portfolio of work in a variety of settings. The common thread linking all of the firm’s projects is the holistic approach to community building, which includes the formation of complete settlements offering a mix of uses and dwelling types, an interconnected network of walkable streets, and building forms and architecture that reinforce the unique character of the place. We believe that design is the missing element in much of contemporary town planning, and our work centers on re-introducing form and design into master plans, resiliency plans, comprehensive plans, and policy and land development regulations. We create accessible strategies for sustainable development, specializing in plans and visualizations that focus on the physical aspects of future growth and conservation.

Our work has been published in *Progressive Architecture*, in *Metropolitan Home*, in numerous planning journals, and has been featured on National Public Radio, CNN’s *Earthwatch*, and in *Business Week*. Dover-Kohl projects have also been profiled in *The New Urbanism* by Peter Katz, *Rural By Design* by Randall Arendt, *Sustainable Urbanism* by Douglas Farr, *Retrofitting Suburbia* by Ellen Dunham-Jones, *Form-Based Codes* by Daniel Parolek, as well as *Land Use Strategies* and *Public Participation Tools*, both published by the Center for Livable Communities.

Numerous Dover-Kohl projects have received **American Planning Association (APA) Awards**, including the Downtown Plan for Richmond, VA, the Downtown Plan and SmartCode for Montgomery, AL, and Prospects for Southeast Lee County DR/GR for Lee County, FL. The firm has also received **Congress for the New Urbanism (CNU) Charter Awards** for l’On in Mount Pleasant, SC; City Plan 2025 for Fayetteville, AR; Glenwood Park in Atlanta, GA; and the Dennis Port Revitalization Plan in Dennis, MA. The **EPA** awarded Plan El Paso a 2011 **National Award for Smart Growth Excellence in Programs, Policies, and Regulations**. Dover-Kohl’s work has received the **Driehaus Form-Based Codes Award** three times since its inception in 2007 for Towns, Villages, Countryside Land Development Regulations in St. Lucie County, Florida; the Compact Communities Code for Lee County, Florida; and most recently the 2012 award for the Bradenton Form-Based Code for Bradenton, Florida.



Street Design: The Secret to Great Cities and Towns

This year Victor Dover and John Massengale completed work on their new textbook called *Street Design: The Secret to Great Cities and Towns*. Over the past three years, Victor and John have traveled across the US, Europe and Central America to compile research for the book, amassing a collection of over 15,000 photographs and measurements of hundreds of compelling examples, including historic, retrofitted, and new streets.

Writing the book has helped the Dover-Kohl team reach a new understanding of the possibilities for streets in American cities, especially how to preserve local distinctiveness and a sense of place while also enhancing usability for all modes of travel – including pedestrians, bicyclists, motorists and transit users.

Victor B. Dover, FAICP,
LEED-AP, CNU-A
Principal

Victor Dover was among the founders who established Dover, Kohl & Partners in 1987 and serves as Principal-in-charge. Along with his partner Joseph Kohl, Mr. Dover's practice focuses on the creation and restoration of real neighborhoods as the basis for sound communities. Victor has personally led over 150 charrettes worldwide. Mr. Dover lectures widely around the United States and internationally on the topics of livable communities and sustainable development. Victor has been cited by Architecture magazine as being among "the country's best urban designers and architects." Victor serves on the LEED for Neighborhood Development Core Committee, the Form-Based Codes Institute (FBCI) Board, and is the former Chair of the Congress for the New Urbanism national board. He is a Fellow of the American Institute of Certified Planners, is a LEED-Accredited Professional (LEED-AP), and is a member of APA. Victor holds a Bachelor of Architecture degree from Virginia Tech and a Master of Architecture in Suburb and Town Design from the University of Miami.

James Dougherty,
AICP, CNU-A
Director of Design

James began working with Dover-Kohl in 1996 and has since participated in over 100 charrettes within the United States and abroad. James works closely with Victor Dover and Joseph Kohl to establish the design direction of projects in the office. He participates in many aspects of the office's projects including development of master plans, regulating plans and form-based codes. He also creates many of the three-dimensional illustrations using a blend of hand-drawn and computer techniques.

James holds a Bachelor of Architecture degree from Hampton University and a Master of Architecture degree from the Suburb & Town Design Program at the University of Miami. He is certified by the American Institute of Certified Planners and is a member of CNU and APA. James is involved with the (FBCI), and has led numerous sessions at FBCI workshops. James' graphics and visualizations illustrating sustainable urban design and form-based code principles have been published in over a dozen books.

Jason King, AICP, CNU-A
Town Planner

Jason joined Dover-Kohl in February 2006, bringing his valuable experience in municipal planning and GIS to the firm. Jason is trained in the principles of sustainable urbanism, and he has extensive experience with smart growth, comprehensive plans, form-based codes, and plan implementation strategies. Jason leads projects across the country through to implementation, using innovative strategies such as Transfer of Development Rights (TDR) programs for rural and sensitive natural areas, and by creating tailored Form-Based Codes, including local calibration of the SmartCode. His hands-on experience with plan and code implementation greatly assists the creation of effective plans and codes. Jason received his Bachelor of Arts in English and Master of Community Planning from the University of Rhode Island. Jason has presented at several APA conferences and his writings and graphics have been published in numerous planning texts.

Pamela Stacy, CNU-A
Town Planner

Pam has a strong background in both planning and architecture and she serves as both a Project Director and Town Planner at Dover Kohl, focusing on master plans, form-based codes, and architectural standards. Pam's experience in both writing form-based codes and designing according to regulations give her a unique understanding of the administration and implementation of codes. While at Dover-Kohl, Pam has worked on plans and codes for multiple municipalities across the country.

Pam received her Bachelor of Architecture and her Master of Architecture in Suburb and Town Design from the University of Miami. Prior to joining Dover-Kohl in 2006, Pam worked in architecture offices for five years, designing homes and community buildings, and producing construction documents. During this time, Pam gained experience designing new towns throughout the United States and internationally, including a Hope IV New-Urbanist public housing project in Daytona Beach, Florida and the Blueprint for Springhill in Mobile, AL.



Planning and Designing Livable Downtowns

Kittelson & Associates Inc.'s focus is to plan and design livable communities. Our professionals have been providing urban planning, transportation engineering, and research services to government agencies, municipalities, and private organizations since 1985. We develop thoughtful and creative land use and transportation solutions that apply directly to real-world problems and with the goal of enabling our public and private clients to sustain and develop places that are healthier, more vibrant, better connected and more sustainable.

URBAN DESIGN TO SUPPORT DOWNTOWN REDEVELOPMENT

The redevelopment of existing downtowns and neighborhoods has become a critical focus of Kittelson as communities seek to enable long-term economic competitiveness and citizen quality of life.

We understand that successful redevelopment is a combination of art-site design and lot layout, sense of space, and sensitivity to an area's heritage and social values,— engineering infrastructure, street geometries, floor area ratios and more, and social science- understanding community dynamics, aligning of stakeholder aspirations, and fostering community excitement. Planners, designers, and engineers at Kittelson work closely with clients to ensure that each piece of an urban fabric is deliberately

designed with quality and respect for its role in the public arena. Every building, streetscape, transportation corridor, park and open space can help create an urban place that transcends the value of its individual elements.

LIVABLE TRANSPORTATION

We recognize that healthy, livable communities depend on efficient, active, and safe multimodal transportation that is cost effective to manage, operate, enhance, and use over time. From large scale policy and systems planning to detailed site design, Kittelson combines transportation and land use planning to produce integrated and innovative solutions to achieve sustainable community goals.

At Kittelson & Associates, our transportation planning practice is focused on planning and designing infrastructure in which pedestrians, bicyclists, transit riders, trucks and emergency vehicles and motorists are partners in mobility – where transportation enhances and supports, rather than burdens, a community's quality of life.

Transportation facilities and their context play a critical role in defining the character of a community. They determine the potential for development, the character of community, the block size and they provide access and dictate the arrangement and interaction of land uses. Transportation systems are more than just ways

to get around and as quickly as possible – they establish the functional structure of the urban, suburban and rural fabric.

That means striking the optimum balance between moving traffic efficiently and building sustainable communities.

It means exploring context sensitive design recommendations and policies to support a broader community vision and taking a people-oriented approach to transportation design that places streets, highways and transit systems firmly within the context of the larger community. It also means leveraging the infrastructure investment so that all modal needs are included and all interests are addressed.

Our expertise in multiple disciplines creates a large toolbox of services to help our clients. We excel at:

- Infrastructure Framework Plans: Streets and Transit Systems
- Corridor Enhancement and Revitalization
- Central-area and Neighborhood Planning
- Complete Streets/Context Sensitive Solutions
- Strategic Program and Policy Planning
- Multimodal/Transit Corridor Studies and Implementation
- Area Plans: District, Downtown, Transit-Oriented Development



Alta Planning + Design is North America's leading multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Founded in 1996, Alta has grown to over 100 staff in numerous offices across North America and an international workload. Alta's mission is to create active communities where bicycling and walking are safe, healthy, fun, and normal daily activities.



MULTI-MODAL TRANSPORTATION PLANNING, FACILITY DESIGN & ENGINEERING

Bicycling and walking are important elements of an integrated, multi-modal transportation system. Alta is skilled at improving operations for and reducing conflict between motor vehicles, bicycles, and pedestrians. Alta's planners, designers and landscape architects understand that the success of multi-modal projects demands a fully integrated approach that includes bicycle and pedestrian connections that are safe, easy, and convenient, secure bicycle parking that meets latent demand, well-designed wayfinding signage, and bicycle access aboard transit vehicles. Alta is the leading national expert on bicycle-streetcar safety and integrating transit with bikesharing systems.

COMPLETE STREETS

Making core areas and streets more livable and pedestrian and bicycle-friendly is a priority for many communities. Alta Planning + Design offers a unique blend of skills to produce an effective and high quality Complete Streets solution, from concept to implementation. Our staff have specialized expertise in land-use planning, traffic calming, context-sensitive design, Main Streets, transit corridors and access, multi-modal design, urban design, and many other aspects of creating livable communities. Alta is the national leader in creating plans that support sustainable community strategies and Complete Streets policies.

COASTAL ACCESS & TRAIL DESIGN EXPERIENCE

Coastal areas are dynamic places with complex environments where recreation, transportation, utilities, conservation, neighborhoods and tourism overlap. Alta's staff and our work have been recognized for excellence in projects that require creative solutions for public access, economic revitalization, environmental restoration, education, and urban design.

Alta provides complete trail and park planning and design services, including master planning, alternatives analysis, environmental documentation, property acquisition strategies, accurate cost estimation, maintenance and management plans, and funding strategies.

Our team has extensive experience in developing plans for many scenic waterfront destination areas, including Pensacola, Flagler Beach, and Miami, FL; Columbus, GA; Boston, MA; and Point Reyes, Pigeon Point, Lake Tahoe, San Francisco Bay, and the Big Sur Coast, CA

John Preston Cock

Principal

Over the last two decades, John has worked on urban trail, bicycle, pedestrian, complete streets, and urban redevelopment projects with national and local agencies, non-profit organizations, and numerous cities across the Southeast. John has special expertise in the areas of planning and design for walking and bicycling, land use and transportation integration, complete street design, transit station area planning, bike share planning, project management, and group facilitation. He has participated in planning trails and bikeways in urban, suburban, and rural contexts including Atlanta, Memphis, Chattanooga, Greenville, and Charlotte.

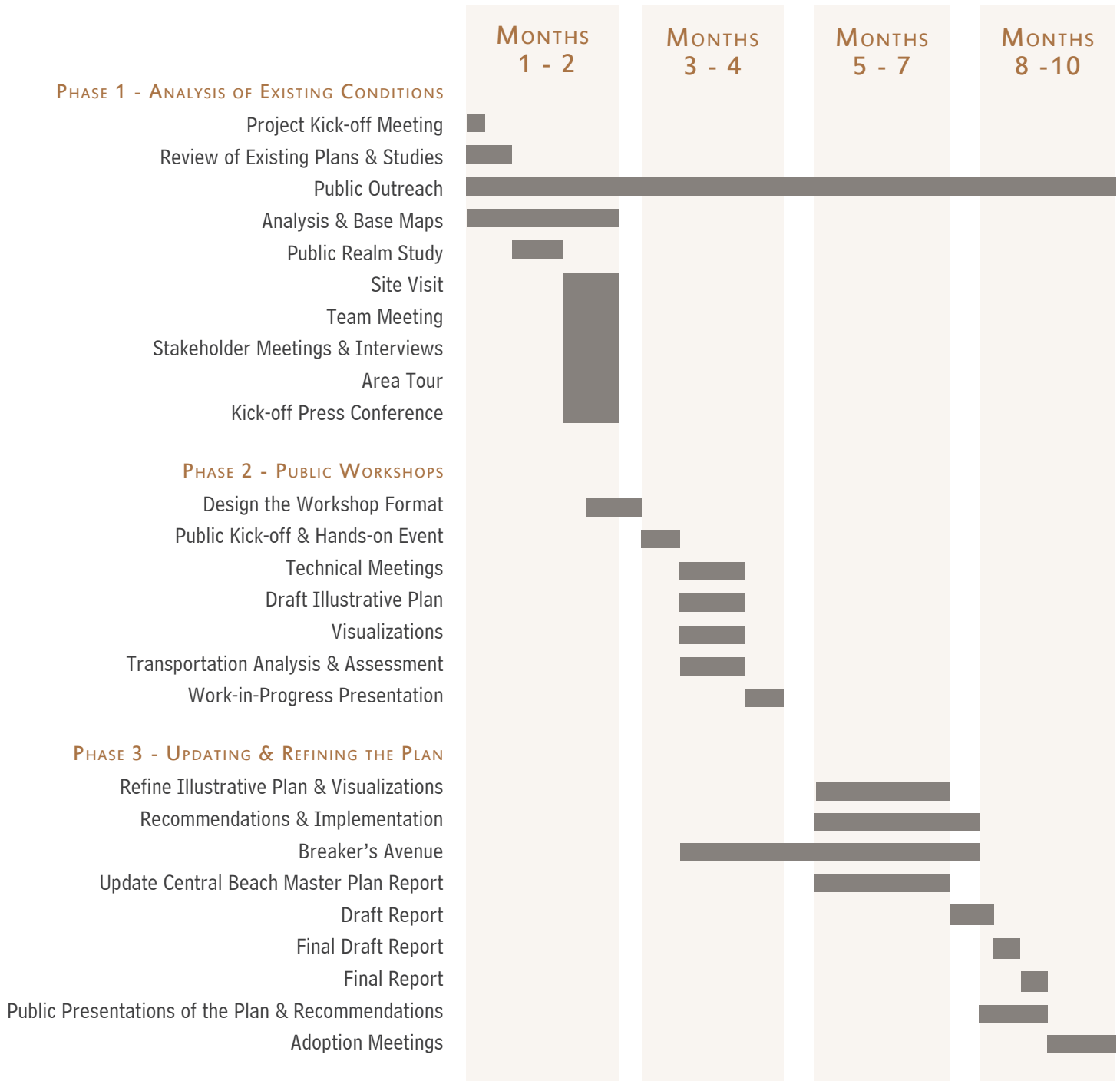
Wade Walker, PE

Complete Streets Regional Leader

For the past 15 years, Wade has been focused on rebalancing transportation systems to support urban and rural areas. He creates context sensitive solutions that increase community livability. He is a recognized expert in walkability and Smart Growth, and often speaks at national conferences on the subject of Complete Streets and balanced multi-modal solutions. He works with multi-disciplinary teams, efficiently collaborating with architects, planners, landscape architects, urban designers, and stakeholders to create great communities through a community-driven process.

C. ESTIMATED TIMETABLE

Based on the series of tasks outlined in the project approach we have developed a tentative production schedule to complete the Central Beach Master Plan. This proposed schedule is a draft and can be revised in consultation with the City.



TAB 6 BUSINESS LICENSES

000260

Local Business Tax Receipt

Miami-Dade County, State of Florida

-THIS IS NOT A BILL - DO NOT PAY

LBT

2521020

BUSINESS NAME/LOCATION

DOVER KOHL & PARTNERS
1571 SW 72 ST
CORAL GABLES FL 33143

RECEIPT NO.

RENEWAL
2645613

EXPIRES
SEPTEMBER 30, 2014

Must be displayed at place of business
Pursuant to County Code
Chapter 8A - Art. 9 & 10

OWNER

THE IMAGE NETWORK INC

SEC. TYPE OF BUSINESS

212 CONSULTANT

**PAYMENT RECEIVED
BY TAX COLLECTOR**

\$66.00 10/09/2013
FPPU11-14-000107

This Local Business Tax Receipt only confirms payment of the Local Business Tax. The Receipt is not a license, permit, or a certification of the holder's qualifications, to do business. Holder must comply with any governmental or nongovernmental regulatory laws and requirements which apply to the business.

The RECEIPT NO. above must be displayed on all commercial vehicles - Miami-Dade Code Sec 8a-276.

For more information, visit www.miamidade.gov/taxcollector



State of Florida
Board of Professional Engineers
2639 North Monroe Street, Suite B-112
Tallahassee, FL 32303-5268

Kittelson & Associates Inc
610 S W ALDER - STE 700
PORTLAND, OR 97105

Each licensee is solely responsible for notifying the Florida Board of Professional Engineers in writing the licensee's current address.

Name changes require legal documentation showing name change. An original, a certified copy, or a duplicate of an original or certified copy of a document which shows the legal name change will be accepted unless there is a question about the authenticity of the document raised on its face, or because the genuineness of the document is uncertain, or because of another matter related to the application.

At least 90 days prior to the expiration date shown on this license, a notice of renewal will be sent to your last known address. If you have not yet received your notice 60 days prior to the expiration date, please call (850) 521-0500, or write, Florida Board of Professional Engineers, 2639 North Monroe Street, Suite B-112, Tallahassee, FL 32303-5268 or e-mail: board@fbpe.org. Our website address is <http://www.fbpe.org>.

State of Florida

Board of Professional Engineers

Attests that

Kittelson & Associates Inc



FBPE
FLORIDA BOARD OF
PROFESSIONAL ENGINEERS

is authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Expiration: 2/28/2015

Audit No: 228201501410

Certificate of Authorization

CA Lic. No:
7524

State of Florida

Board of Professional Engineers

Attests that

Gary Wade Walker Jr., P.E.



FBPE
FLORIDA BOARD OF
PROFESSIONAL ENGINEERS

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2015

Audit No: 228201518737

P.E. Lic. No:

51535

TAB 7

ASSESSMENT OF NEEDS

TAB 7
Assessment of Needs

ASSESSMENT OF NEED

Our team understands that the City of Ft. Lauderdale is seeking a quality team to review and update the *Draft Central Beach Master Plan* and to assist the City through adoption of the Plan. The update shall include confirming and refining stated goals and priority capital projects from the Draft report while also including the North Beach area into the overall plan. Our team has laid out a detailed approach that can be found in Tab 5 of this response. The following is a summary of the proposed tasks and deliverables to complete the update and adoption of the Central Beach Master Plan.

PHASE 1

ANALYSIS OF EXISTING CONDITIONS

1.1 Project Kick-off Meeting

- Meeting Notes

1.2 Review of Existing Plans & Studies

1.3 Public Outreach

- Memo & Coordination
- Text & graphics for planning process advertisements
- Project information for website
- Project Facebook Page

1.4 Analysis & Base Maps

- Analysis Maps (hard copy & pdf format)
- Base Maps of Plan Area at a minimum size of 24" X 36" (hard copy & pdf format)

1.5 Public Realm Study

- Memo of study findings

1.6 Site Visit

1.6.1 Team Meeting

- Meeting Notes

1.6.2 Stakeholder Meetings & Interviews

- Meeting Notes

1.6.3 Area Tour

- Photos and knowledge gathered to be used throughout the process

1.6.4 Kick-off Press Conference

PHASE 2 - PUBLIC WORKSHOPS

2.1 Design the Workshop Format

- Coordination with City staff
- Detailed Charrette Schedule

2.2 Public Kick-off & Hands-on Event

- "Food-for-Thought" Presentation (Powerpoint)
- Keypad Polling Results
- Exit surveys for Hand-on Session
- Exit survey results for Hand-on Session

2.3 Technical Meetings

- Meeting Notes

2.4 Draft Illustrative Plan

- Detailed Draft Illustrative Plan of Plan Area

2.5 Visualizations

- Visualizations/Change-over-Time Sequences

2.6 Transportation Analysis & Assessment

- Transportation Analysis & Recommendations

2.7 Work-in-Progress Presentation

- "Work-in-Progress" Presentation (Powerpoint)
- Exit survey for Work-in-Progress
- Exit survey results for Work-in-Progress
- Keypad polling results

PHASE 3 - UPDATING & REFINING THE PLAN

3.1 Refine Illustrative Plan & Visualizations

- Refined Illustrative Plan (AutoCad, pdf, & hard copy mounted on a board)
- Refined Visualizations (pdf, & hard copy mounted on a boards)

3.2 Recommendations & Implementation

- Proposed Capital Improvement Projects
- Proposed Unified Land Development Regulation Revisions

3.2.1 Breaker's Avenue

- Proposed Streetscape Improvements
- Proposed funding sources

3.3 Update Central Beach Master Plan Report

- Updated Master Plan Report

3.3.1 Draft Report

- 1 round revision to Master Plan Report Update

3.3.2 Final Draft Report

- 1 round revision to Master Plan Report Update

3.3.3 Final Report

- 1 round revision to Master Plan Report Update

3.4 Public Presentations of the Plan & Recommendations

- Presentation of Report & Recommendations (Powerpoint)

3.5 Adoption Meetings

- Attendance & Presentations at adoption meetings

TAB 8 PROPOSER RESOURCES

TAB 8
Proposer Resources

AVAILABLE RESOURCES

Marcela Camblor & Associates and each of the sub consultant firms, Dover, Kohl & Partners, Kittelson & Associates, Inc., and Alta Planning + Design have tentatively assigned key personnel to the Fort Lauderdale Central Beach Master Plan setting aside time for the 10 month timeframe as necessary to complete the proposed scope of work once a notice to proceed has been given. Additional staff within each firm is available as necessary to staff events, complete tasks and meet critical deadlines.

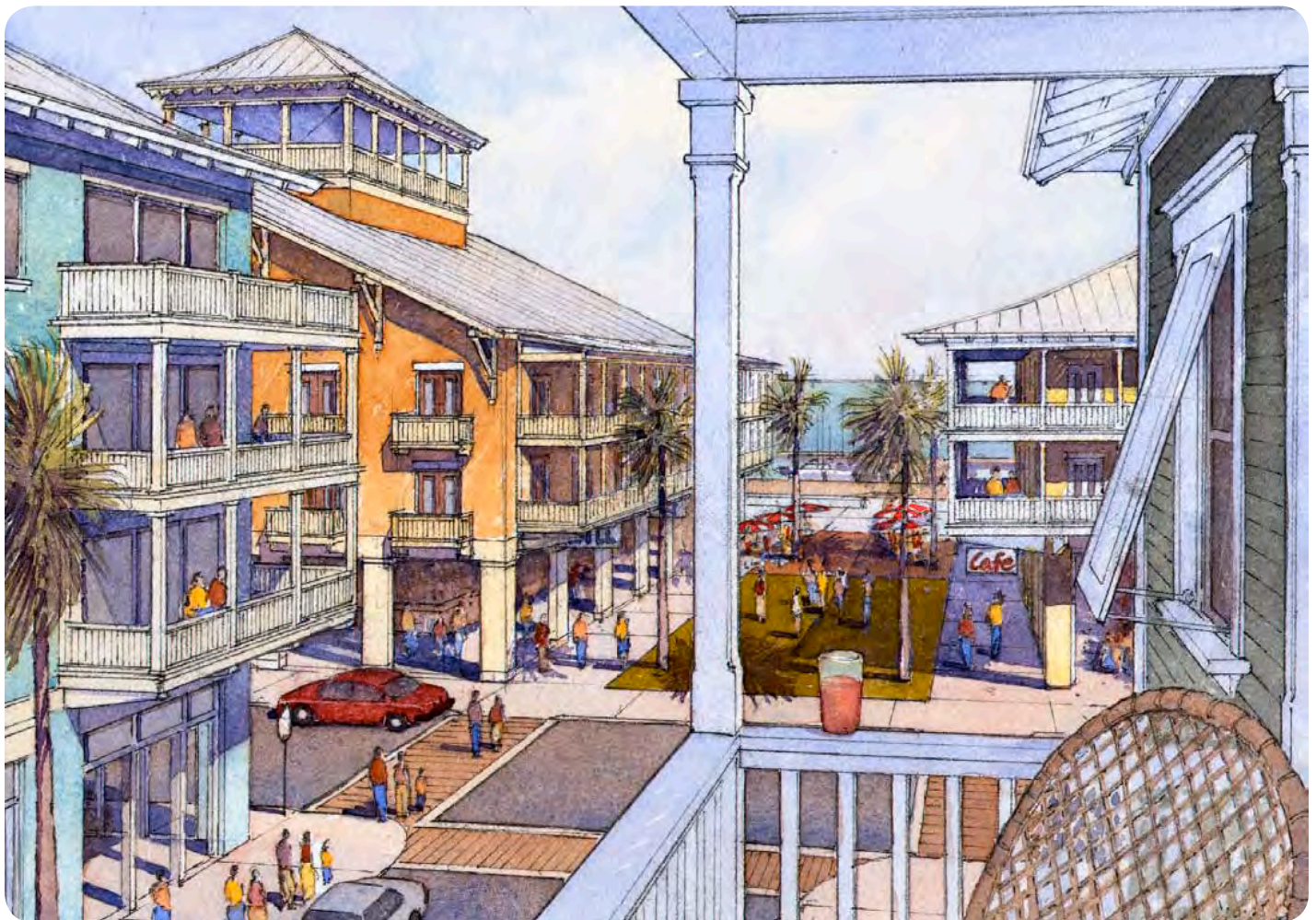


TAB 9 ADDITIONAL SERVICES

ADDITIONAL SERVICES

The consultant team is broadly skilled and able to provide additional services to further the efficacy of the planning effort. Here is sample list based on recent past projects, however, our team is a local team and thus able to assist the City in the implementation of any portion of the plan.

1. **Post-project Coalition Staffing:** The Plan will likely create coalitions of people excited at the opportunity to work toward implementation of the plan. Members of the consultant team could help organize and continue to staff those meetings providing meeting agendas, minutes, and capacity-building projects.
2. **Resilience Infrastructure Planning:** Presumably any plan process will involve a discussion of climate change and sea level rise, and the City of Fort Lauderdale is already engaged in a conversation on those topics, however, a full adaptation and mitigation plan for the beach may be useful to the City. Additional consultant team members including civil engineering and ecosystem engineering firms would be essential to such an initiative.
3. **Promotional Film:** A short film about the planning process and plan itself could tell the Fort Lauderdale Beach story with stakeholder interviews, fly-overs aerial photography, and animated graphics.
4. **Other Implementation Services:** The plan will include a work plan of items, yet to be determined, and our team would be happy to continue to work with the City of Fort Lauderdale and endeavor toward plan realization.



TAB 10
REFERENCES

TAB 10
References



Seven50 – Southeast Florida Prosperity Plan; 2011-2014

Southeast Florida Prosperity Plan. This sustainable Communities Initiative effort directed by Marcela Cambor on behalf of the South Florida and Treasure Coast Regional Planning Councils and the Southeast Florida Regional Partnership, was aimed at creating an investment plan for public, private and civic organizations within a seven-county area (Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River Counties). Seven50 is a blueprint for a more prosperous, more resilient future for the residents of the region for the next 50 years and beyond. This visioning process was the most extensive and comprehensive public outreach and regional planning effort ever conducted in Southeast Florida. Over 6000 people worked hands-on on the vision for the future over a 24 month period that involved close to 1.5 million people.

Reference: Mayor Sam Ferreri, City of Greenacres Greenacres,
Chair Executive Committee South Florida Regional Partnership
5800 Melaleuca Lane, Greenacres FL 33463
561.642.2017 | Sferreri@ci.greenacres.fl.us



Riviera Beach CRA – Riviera Beach, Florida; 2008 – 2011

Marcela Cambor led a public charrette and process to develop a master plan, comprehensive plan amendments, form-base code and updated CRA plan for the 8-square mile area of Riviera Beach's Community Redevelopment Area. A public participation process was held for each of the components outlined, all of which have been adopted and are being implemented. The key components of the plan included redevelopment without displacement, setting the stage for international investment with the location and growth of the marine and megayacht industries in the City. The plan includes preserving and integrating the city's working marine waterfront with residential and mixed use neighborhoods, re-developing an historic neighborhood and balancing the impacts of a new mixed-use district in, revenue-driven, economically feasible and sustainable plan.

Reference:
Michael Busha, Executive Director
Treasure Coast Regional Planning
Council
421 SW Camden Avenue
Stuart, Florida 34994
772-221-4060 | mbusha@tcrpc.org





MARCELA CAMBLOR & ASSOCIATES
Town Planning

Town of Palm Beach - Royal Poinciana District – Palm Beach, Florida; 2008 - 2010

Marcela Camblor led the consultant team and developed a form based code for the Town of Palm Beach's Citizen's Vision for the Royal Poinciana District. This vision and regulatory framework represent a community's hopes for character preservation, evolution, and unification of the Town's commercial district. The plan and code outline strategies to grow and adapt to market changes while preserving one of Florida's most unique and historically significant urban environments for generations to come. A challenging process that required balancing a community's vision with improved traffic flow (especially during tourist season), parking, exemplary architecture and historic preservation while addressing long-standing zoning conflicts.

Reference: John Page, Planning, Zoning and Building Director, Town of Palm Beach
561.838.5431 | jpage@townofpalmbeach.com



Project Area: The seven counties of Southeast Florida
Client: Southeast Florida Regional Partnership
Year Initiated 2012
Website: seven50report.org
Reference: Michael Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994
772-221-4060
mbusha@tcrpc.org

Planning for Resilience

South Florida's barrier islands already see the impacts of climate change. Seven50 modeled the potential severity in Southeast Florida, and describes strategies for adaptation, retrofit, and retreat.



1. Existing Conditions



2. Rise of 4 feet, no adaptation



3. Rise of 8 feet, no adaptation



4. Rise of 8 feet, significant adaptation



The Project

Seven50 ("seven counties, 50 years") is a blueprint for growing a more prosperous and resilient Southeast Florida during the next 50 years and beyond. The plan works to encourage socially inclusive communities, a vibrant and robust economy, and careful stewardship of the fragile Southeast Florida ecosystem as it quickly becomes one of the world's most important mega-regions.

Dover, Kohl & Partners led a multidisciplinary consultant team to create the plan, mapping a strategy for the best possible quality of life for the over six million residents in Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River counties. Dover-Kohl worked closely with the South Florida and Treasure Coast Regional Planning Councils and led a multidisciplinary team of consultants that included leading regional and national experts such as Carras Community Investment, Cardno-Entrix, Jean Scott, HDR Engineering, MetroQuest, Duany Plater-Zyberk & Company, Criterion Planning, and Roar Media, among others.

The Process

Seven50 included an extensive public process using both interactive online forums and hands-on live events. Online forums included polling, interactive mapping of civic and cultural assets throughout the region, a Data Warehouse, which is a collection of GIS layers for the region that is viewable without proprietary software, an online scenario modeler, and active Facebook and Twitter conversations.

Project events included television and radio appearances, four regional summits, travelling roadshows in each county, and several planning directors' forums. Each live event included multiple methods of gathering information from the public including keypad polling, keshot videos, one-word cards translated into word clouds, small table discussions, one-on-one conversations, and surveys. Overall the process reached over a million different people in a region of six million.

The project's executive committee consisted of regional leaders from university vice presidents and local artists to DOT, EPA and US HUD representatives. Citizen workgroups met throughout the plan to address the issues they deemed most important, including Growing the Economy, Celebrating Arts & Culture, Valuing the Environment, Climate & Energy Resilience, and Inclusive Regional Leadership. The Seven50 Southeast Florida Prosperity Plan established existing conditions, modeled the future, and provided specific suggestions as to how municipalities, individuals, and the private sector could all work to improve the quality of life in the region.

Status

Numerous independent coalitions have been formed to implement strategies and ideas presented within the document. Coalitions formed to build transit oriented development, implement the regional business plan, and bulwark the coast are just a few examples of ongoing efforts. Implementation will continue for the next 50 years and beyond.

Creating a Region in Motion



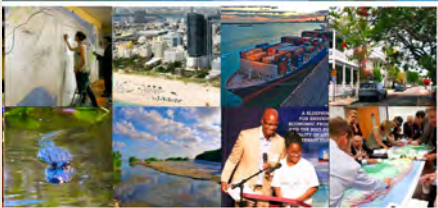
Seven50: An Innovative Process

Seven50 provided a forum for people of all backgrounds to work together to determine the region's future. To make the plan even more accessible, Dover, Kohl & Partners worked with award-winning production company First+Main to create a video that presents the principles found throughout the plan in an easily understood short film that has been viewed by thousands and translated into three languages.

To quickly find out more about Seven50 go to www.seven50report.org to view the film.



SE Florida Prosperity Plan: Better Region. Better Life.



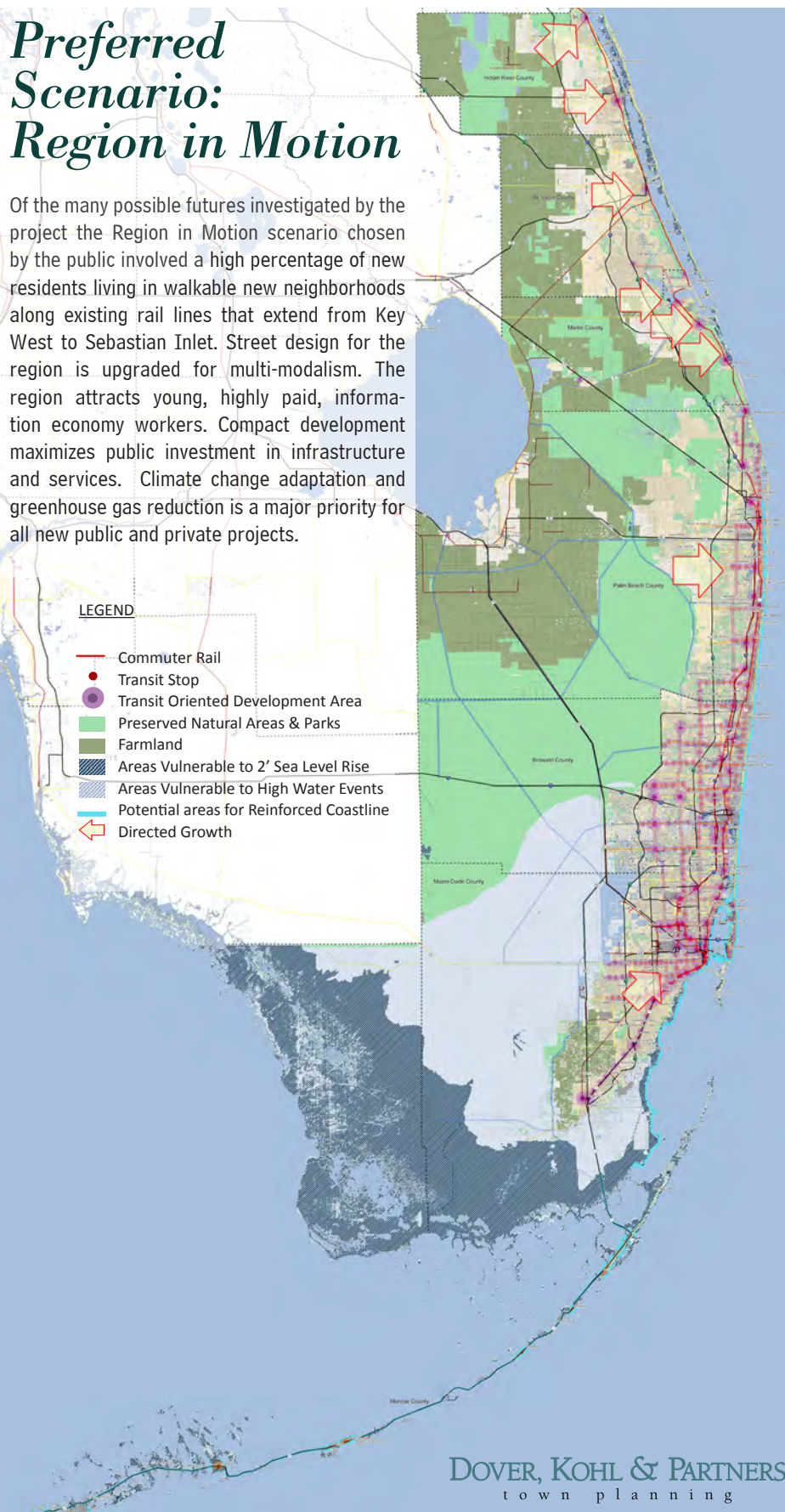
Seven50: A Dynamic Plan

The Seven50 Plan is a living, dynamic document online. The Report was designed to be primarily visual, with an emphasis on simplicity and usability. Vibrant infographics, renderings, maps and other imagery are present on every page, simplifying complex concepts from sea level rise to diversifying the region's energy portfolio.

View the report at www.seven50report.org

Preferred Scenario: Region in Motion

Of the many possible futures investigated by the project the Region in Motion scenario chosen by the public involved a high percentage of new residents living in walkable new neighborhoods along existing rail lines that extend from Key West to Sebastian Inlet. Street design for the region is upgraded for multi-modalism. The region attracts young, highly paid, information economy workers. Compact development maximizes public investment in infrastructure and services. Climate change adaptation and greenhouse gas reduction is a major priority for all new public and private projects.



CONNECTING EL PASO

El Paso, TX

DOVER, KOHL & PARTNERS
town planning

Project Area: 4 sites (40 to 450 acres)
Client: City of El Paso
Year Adopted: 2010
Website: planelpaso.org
Reference: Carlos Gallinar, AICP, CNUA
Deputy Director for City
Development, Planning
222 S. Campbell Street
El Paso, Texas 79901
GallinarRC@elpasotexas.gov
915.541.4662



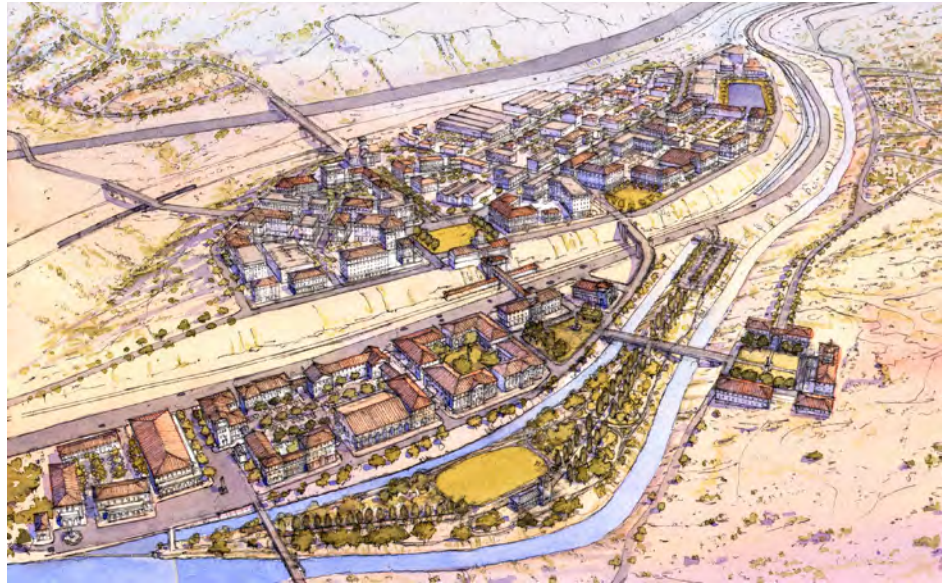
Despite certain use restrictions on the former ASARCO smelter plant site, new commercial, office, and light industrial development can be designed to create a traditional urban fabric that enhances the public realm.



Arroyos throughout the project areas can be designed as parks that are faced by homes and lined by pathways, allowing residents to experience long views and adding value to new neighborhoods.



Existing big box development can be integrated into a walkable urban fabric over time.



The Project

The Connecting El Paso Plan creates detailed plans for the redevelopment of the closed ASARCO smelter plant and adjacent industrial properties, as well as plans for three transit-oriented development sites around the City's newly constructed and renovated bus transfer centers. Each of the sites will be connected by the City's proposed Bus Rapid Transit (BRT) system. Dover-Kohl lead a project team that included Charlier Associates, Urban Advisors, IPS Group, CEA Group, UrbanAdvantage, and Matrix Environmental.

The Process

The process to create the Connecting El Paso Plan was interactive and bilingual, including a charrette, community meetings, and a project website. The two-week long charrette held at a Downtown location between the four sites provided an equal opportunity for participation by all members of the public. During the charrette the Dover-Kohl team worked on-site, hosting public presentations, multiple hands-on design sessions, and stakeholder meetings. By "designing in public" the team was able to receive immediate feedback on the plan. The website, planelpaso.org, served as a one-stop source of information about the public process and the draft work products for the plan.

Plan Principles

Through the charrette process the Dover-Kohl team worked with the community and the City to determine shared values for the future of El Paso. Specific transit-oriented principles included: restore great historic neighborhoods, revive transit-oriented neighborhood building, complete the streets, create great public spaces, and expand the City's commitment to transit. Redevelopment principles for the ASARCO site included: create a regional destination, reknit the site into the fabric of the City ("extend the grid"), plan green spaces and parks, clean up the site and only use those uses which are appropriate and safe, create a museum of ASARCO history on-site, utilize the site's unique position on the Rio Grande River. These principles are used to guide the specific plan strategies and action steps, as well as the small area plans and illustrations for the Comprehensive Plan.

Status

The Connecting El Paso Plan was adopted unanimously by the City of El Paso. Within the study areas the City has partnered with local developers and land owners to develop walkable urban places. The entire 450 acre ASARCO site was rezoned by the City from heavy industry to the City's SmartCode form-based code.

A City of Neighborhoods

El Paso is composed of neighborhoods that provide social and cultural stability and nurture a strong sense of community. The Connecting El Paso Plan reimagines the western and central areas of the City as a series of walkable neighborhoods connected by a robust transit system and a network of multi-modal streets. The Connecting El Paso Plan addresses strategic opportunities to mend the gaps in the urban fabric, such as redevelopment of the former ASARCO and CEMEX industrial sites. The plan recommends infill development of important nodes in the existing pattern of neighborhoods, such as Downtown, the Oregon Corridor, Five Points, and Remcon Circle. Plans for each area are designed with the neighborhood unit as the building block for connecting the City.

As part of the Connecting El Paso Plan, the team designed each of the study areas to be SmartCode compliant so that properties can be rezoned under the City’s adopted SmartCode. The SmartCode is a form-based code which allows greater flexibility of land use and prescribes urban form to ensure more walkable places. The SmartCode is applied through the creation of a Transect Map – a regulating plan that functions like a zoning map.

The Dover-Kohl team created Transect Maps and detailed SmartCode applications for the plan study areas. Previously developed sites like the ASARCO smelter plant site were codified in accordance with the illustrative plans. In infill areas such as Five Points, blocks were examined, the main qualities of each block were assessed, the location of each block within the larger City context was considered, and the appropriate Transect Zone was assigned to balance the existing conditions with the preferred physical form.



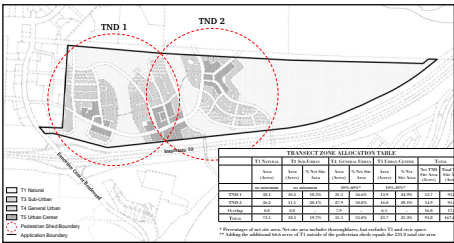
The Connecting El Paso Plan focuses on the redevelopment of key areas centrally located within the City (illustrated on the map above). The revitalization and proper development of these areas has the potential to reconnect key neighborhoods and improve the quality of life for all El Pasoans.



The redevelopment of the former ASARCO smelter plant and the surrounding industrial properties opens up the possibility for new regional connections throughout El Paso, including a new street network, bus rapid transit routes, and enhanced pedestrian and bicycle facilities.



Key interventions proposed in the Five Points neighborhood include infill, historic preservation, street retrofits, and civic gathering places.



Each study area is designed to be SmartCode compliant for rezoning under the City’s adopted SmartCode. Following the first charrette, the Dover-Kohl team created detailed SmartCode applications for the study areas to submit to the City for rezoning.

BRADENTON FORM-BASED CODE

Bradenton, FL

DOVER, KOHL & PARTNERS
town planning

Project Area: 1830 acres
Client: City of Bradenton
Year Adopted: 2011
Website: <http://tiny.cc/z7wgf>
Reference: Timothy Polk, Director
City of Bradenton,
Planning & Community
Development
101 Old Main Street,
Bradenton, FL 34205
941-932-9408
timothy.polk@cityofbradenton.com



New buildings are constructed in the parking lots that currently are a barrier to pedestrian connectivity between Downtown and the Village of the Arts. Renderings are meant to show the development potential under the form-based code.



An urban-format grocery store provides doors and windows on the street, as well as a public plaza at its entrance.



A segment of 14th Avenue is added to complete the grid of streets. New buildings are sited to front onto the new street segment.

The Project

From 2000 to 2009, the City of Bradenton embarked on a series of planning exercises that sought to reverse a long decline of the downtown core and surrounding historic neighborhoods, and to protect local industries such as citrus processing. In 2010, the City hired Dover, Kohl & Partners to lead a public process, the goal of which was the creation of a form-based code implementing the community's goals of revitalization, sustainability, and preservation of community character. While the previous Euclidian-based zoning included regulations such as setbacks and buffers that promoted formulaic sprawl development, the form-based code includes metrics that were derived from the historic, walkable, city fabric in Bradenton. The form-based code unleashes development potential in the city by removing suburban parking ratios, making zero-foot setback developments legal, and eliminating minimum lot-size requirements that kept parcels from being redeveloped. Unlike the previous code, the form-based code includes designs for pedestrian-friendly, multi-modal thoroughfares, Architectural Standards that promote climate-responsive, authentic buildings, Landscape Standards that encourage habitat creation and local food production, and Sustainability topics such as dark-sky lighting, renewable energy generation, and low-imprint stormwater design. All regulations in the code are tied to the transect-based regulating plan. Karin Murphy Planning & Consulting, Inc. and Hall Planning and Engineering, Inc. collaborated with the creation of the form-based code.

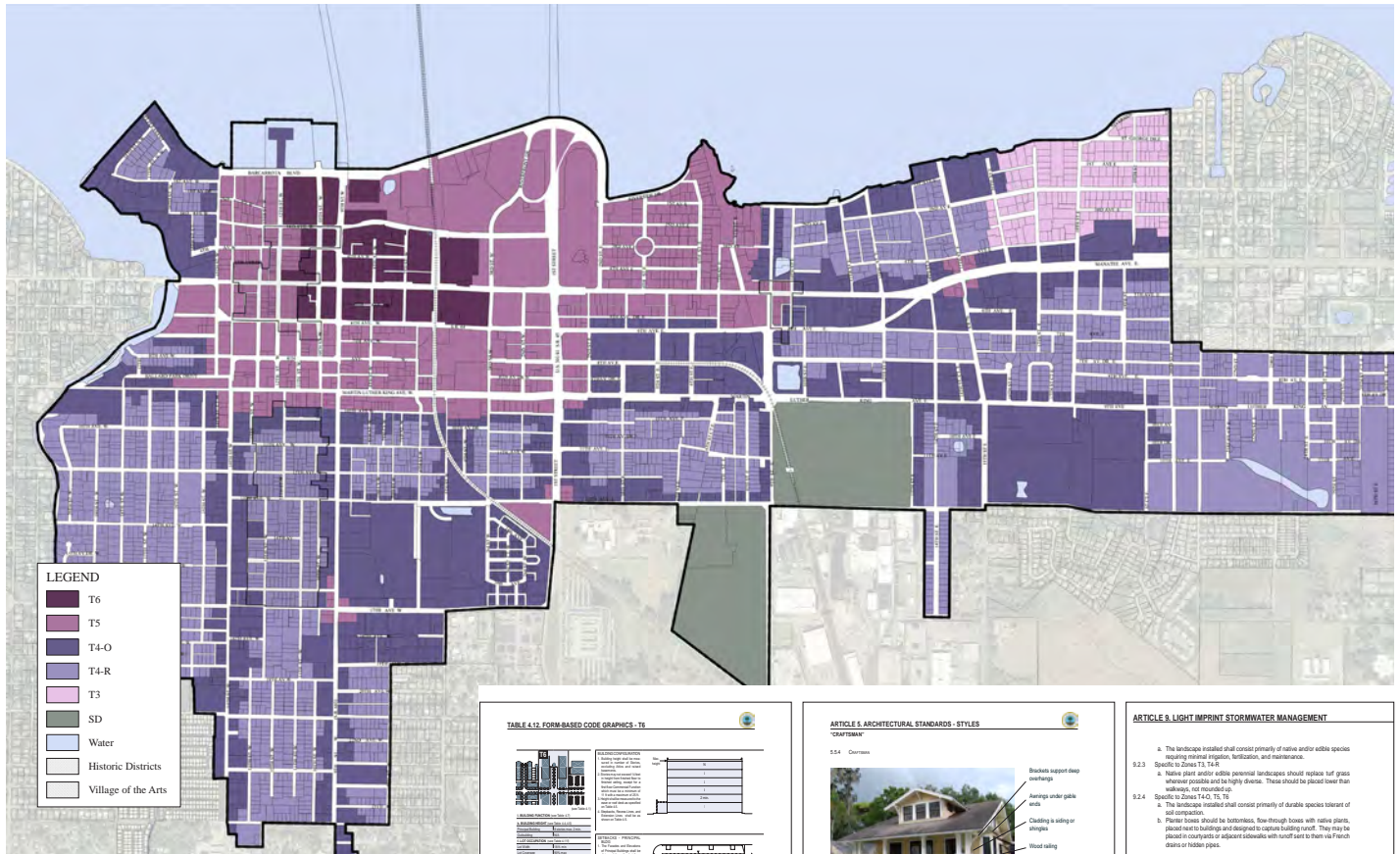
The Process

During the hands-on design session, Dover Kohl & Partners asked citizens and stakeholders to perform urban design surveys and measure parts of the city that embody the walkable, attractive, and enduring character of Bradenton. Next, Dover Kohl & Partners helped the citizens to use the metrics that they extracted in the first exercise to demonstrate how to repair eroded portions of the city, and propose infill and redevelopment. The drawings and documents that resulted became the basis for the content of the form-based code. This exercise was an innovation to the usual charrette process. Rather than merely visioning, the participants became acquainted with the "DNA" of their city and how to equate good urban "DNA" with healthy urban fabric. Over the following months, drafts were extensively reviewed and the code was refined.

Status

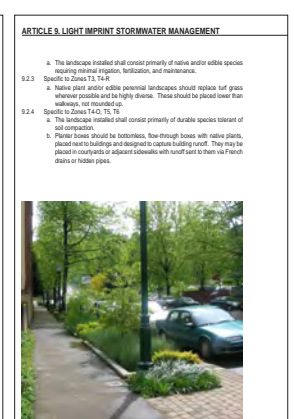
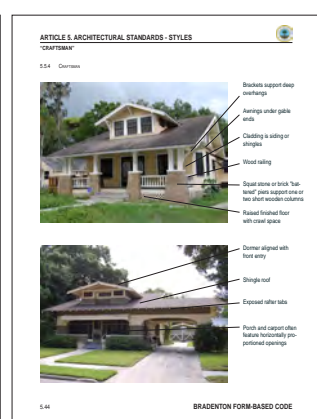
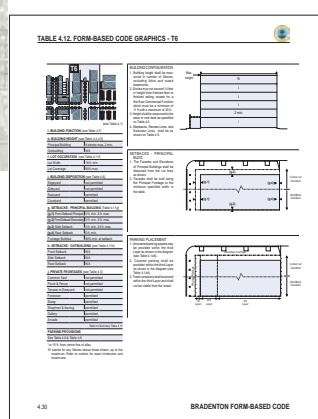
The City Council voted to adopt the Form-Based Code on June 8, 2011. The Code won the 2012 Driehaus Award for Form-Based Codes on May 10, 2012.

A Transect-Based Regulating Plan



The **Regulating Plan** deploys T6 just east of Old Main Street and the blocks surrounding the historic rail station. This will preserve the scale of the Main Street, which is compatible with heights suggested by T5, the zone found in the rest of downtown. The corridors are designated T4-O, which has shorter buildings than T5 but mixes uses more and has more spatial enclosure than T4-R or T3, the zones that constitute the residential fabric of the in-town neighborhoods. Special Districts are assigned to two major employment centers, including Tropicana, whose main processing plant is located in the city and whose building envelopes and operations are deliberate exceptions to the metrics found in other transect zones.

Architectural Standards provide guidance on the design of climate-responsive buildings that are authentic to Bradenton. Photographs and diagrams, mostly of local buildings, illustrate the proper composition, details, and materials that contribute to aesthetics, durability, sustainability, and resilience to hurricanes. Architectural Standards and other Articles are transect-based and are tied to the Regulating Plan.



Development potential was increased around the historic Downtown train station, a property that could be revitalized and returned to its original use should passenger rail service resume in the region.

Maryland Neighborhood Conservation Plan

Client: Maryland Department of Transportation
Location: Maryland
Reference: Dennis German, Maryland State Highway Administration
(410) 585-8900, dgerman@sha.state.md.us

Prior to joining Kittelson and Associates, Inc. (KAI), Yolanda Takesian established Maryland's Neighborhood Conservation Program (NCP), now known as the Community Safety and Enhancement Program, within the Maryland Department of Transportation. Focused in urban areas, suburban centers, and rural towns throughout Maryland, NCP was a key growth management policy tool linking the roadway network to land use, mass transit, and non-motorized transportation options at the project level. A major contributor to Maryland State Highway's "Thinking Beyond the Pavement" effort, the planning process she developed is detailed in the SHA handbook *When Main Street is a State Highway: Blending Function, Beauty and Identity*.

The program focused transportation resources and designs to revitalizing communities and areas with transit and pedestrian system needs. Planning involved collaboration with local officials and community advocates, other state agencies, property owners, and developers to ensure successful project-related local and private decision outcomes. Community-based project plans have been developed, funded and completed throughout Maryland and specifically within the Baltimore Region in Baltimore City, Baltimore County, and Anne Arundel County.



SR 50 Multimodal Corridor study

Client: Florida Department of Transportation
Location: Florida
Reference: John P. Moore, EI, Systems Planner
(407) 482-7882

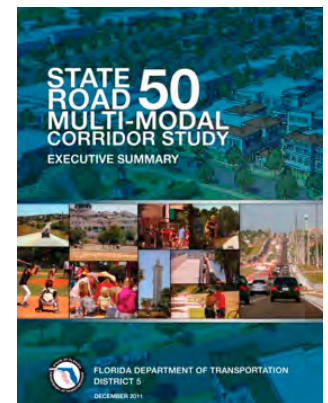
KAI worked with Florida DOT in partnership with local stakeholders to develop a plan to better accommodate multimodal travel along State Road 50 between the Florida's Turnpike and the City of Clermont.

KAI did a thorough evaluation of current transportation characteristics. Working with the stakeholders through one-on-one interviews and in an interactive charrette, KAI developed various scenarios to illustrate the transportation implications of different land use scenarios. One scenario is more aligned with the ongoing trend of land development, while another provides an alternative land use pattern that better supports effective multimodal mobility.

The study finds that there is tremendous opportunity to re-shape future land use patterns and community design so that the corridor can better accommodate multimodal travel. The study concludes with a set of actionable land use and transportation strategies to be accomplished by each of the corridor partner agencies to arrive at a more livable and sustainable SR 50.

The Study has been well-received by regional and local agencies and has served as a venue for numerous in-depth discussions and educational presentations on how to integrate land use and transportation planning and

decision-making. The Study was given the **2012 Lake Sumter MPO Horizon's Award** and the **2013 FPZA Planning Award**. For FDOT, the project's process is now being used as a model on how to more effectively conduct thoughtful, multimodal planning that can lead to transportation actions that are responsive to both the Department's goals and community visions.



South Waterfront Master Plan

Client: City of Portland
Location: Portland, Oregon
Reference: Art Pearce, Senior Project Manager
(503) 823-7791, Art.Pearce@pdxtrans.org

Kittelson & Associates, Inc. (KAI) collaborated with Thomas Balsley Associates as part of the consultant team for the 130-acre redevelopment on Portland's Willamette River in the North Macadam District. KAI analyzed and developed the multi-modal transportation components. The former industrial site includes approximately 1.6 million square feet of office space related to the Oregon Health and Sciences University (OHSU); a hotel and conference facility; over 200,000 square feet of retail uses; and, approximately 1,800 apartments, condominiums, and town homes. KAI analyzed the transportation infrastructure requirements for the project, including the now-operational aerial tramway to the main OHSU campus, the extension of the streetcar from downtown, enhanced transit service into the district, and needed street and intersection improvements.

KAI assisted the City of Portland in project development of transportation improvements along Macadam Avenue (SR 43) to provide access for successful redevelopment of the South Waterfront District. The projects' transportation framework required work with ODOT, the City of Portland, the Portland Development Commission, and the Central District developer's collaboration.

KAI's long-term involvement in the multi-modal needs of South Waterfront provide us with an in-depth knowledge of the mobility and accessibility issues that need to be considered as part of the design of the LRT alignment and bridge into and through South Waterfront District.



Miami-Dade County River of Grass Greenway, FL



The River of Grass Greenway (ROGG) is a proposed non-motorized transportation, educational and recreation corridor, extending 75 miles across the Everglades from Krome Ave (the eastern edge of Everglades National Park near Miami) to the western edges of Collier-Seminole State Park (near 6-L Farm Rd and the outskirts of Naples). The vast majority of this corridor is through public lands, including six national and state parks, preserves, forests, and wildlife refuges.

The ROGG is envisioned as a 12-14 foot wide separated pathway, running roughly parallel to U.S. 41 (Tamiami Trail), suitable for a wide range of non-motorized transportation and recreation activities for people of all abilities. This project to determine ROGG feasibility and develop a master plan is funded by grants from the federal Paul S. Sarbanes Transit in Parks (TRIP) program.



As a subconsultant to AECOM, Alta assisted in identifying pathway routing within a wetland, which included a two day kick off meeting, conceptual design alternatives, public presentations, and an implementation workshop.

Client: Miami-Dade County Parks, Recreation and Open Spaces Department; AECOM (prime)

Contract: \$57,280

Dates: 2012

Contact: Nicholas Kuhn, Nick.Kuhn@aecom.com, (919) 854-6200, 701 Corporate Center Drive, Suite 475, Raleigh, NC 27607



Lee County MPO TIGER V Grant Application & Map-21 Project Prioritization Study, FL



The Lee County, FL metropolitan planning organization (MPO) retained Alta on a team to develop a grant application for the 2013 USDOT TIGER (Transportation Investments Generating Economic Recovery) program. Working closely with the MPO and local advocates, the team submitted an application for the Lee County Complete Streets Initiative aimed at closing the gaps in a network of priority on- and off-street walking, bicycling, and transit connections. The application requested \$10.5 million and included 55 letters of support. As part of the grant application, Alta prepared a Benefit-Cost Analysis that quantified the value of transportation, health, and air quality benefits that will result from the TIGER investment. The grant was successfully awarded \$10.4 million.

Following the development of the TIGER V grant application, the Lee County MPO contracted with the Alta team to develop a study of current funding mechanisms for bicycle and pedestrian projects within the Lee County MPO jurisdiction. Based on the new guidelines and funding avenues provided through the MAP-21 federal legislation, the Alta team is developing recommendations for improving the local funding processes to better access those funds and for updating the criteria used in prioritizing bicycle and pedestrian projects. The project builds upon the MPO's previous Bicycle and Pedestrian Master Plan and includes a custom guide to assist local municipalities in seeking funding for bicycle and pedestrian projects and in successfully implementing them.

Client: Lee County MPO

Year: 2013

TIGER V Grant Application: \$17,410 | Map-21 Project Contract: \$64,640

Contact: Don Scott, MPO Director, (239) 330-2241, dscott@leempo.com



Alta teamed with Memphis-based firms Looney Ricks Kiss and Blair Parker Design to prepare a redevelopment plan for the Uptown West area in Memphis, Tennessee. Uptown West is an approximately half-mile stretch of land bounded by the Wolf River on the west, Levee Road on the north, Second Street and Main Street on the east, and Willis Avenue on the south in the Uptown neighborhood. Currently, this area is developed primarily as an industrial and heavy commercial zone with a considerable amount of vacant property. A floodwall bisects most of the area.

Alta helped to develop major concepts for open space, greenway alignments, and pedestrian connections, with the goal of tying nearby neighborhoods to the waterfront. The team refined the vision plan for the project, and prepared draft alignments along Wolf River Harbor, a waterway that has served the industry along the harbor. The harbor trails include an upper “main” trail that would flood infrequently, and a lower “nature” trail that will flood more frequently, but will provide an opportunity for users to get close to the water.

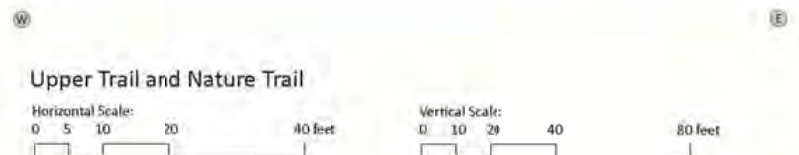
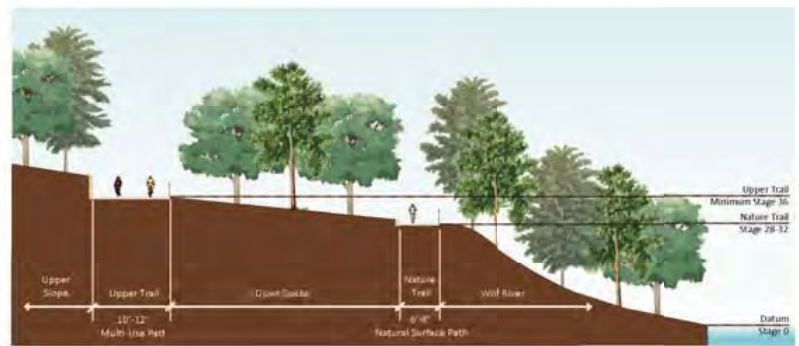
Winner of the 2012 Outstanding Planning Award for a Large Community from the Tennessee Chapter of the American Planning Association

Client: Memphis Riverfront Development Corporation/City of Memphis

Year: 2011–2012

Alta Contract Amt: \$50,000

Contact: Steve Auterman, Looney Ricks Kiss, ([\(901\) 521-1440](tel:9015211440), sauterman@lrk.com)



TAB 11

ADDITIONAL INFORMATION

TAB 11
Additional Information



MARCELA CAMBLOR & ASSOCIATES

Town Planning

Experience

Ms. Marcela Camblor-Cutsaimanis, AICP, is president of Marcela Camblor & Associates, Inc., a town planning firm established in 2007, which has conducted charrettes and projects throughout south and north America, and Europe. Prior to starting her own firm, she was Urban Design Director of the Treasure Coast Regional Planning Council, a quasi-State organization. Ms. Camblor-Cutsaimanis is currently project director for Seven50, Southeast Florida Prosperity Plan, a HUD Sustainable Communities Initiative.

Under her 12-year leadership of the Council, she conducted over 90 design charrettes for which Council received numerous planning awards, including the first ever Nolen Planning Medal for contributions to planning in the State of Florida, and the first Driehaus Award for Form Based Codes. A pioneer in the New Urbanism movement and past Chair of the Florida Chapter of the Congress for the New Urbanism, she is a leader in the public process and has vast experience conducting public charrettes for local governments. The scope of her professional experience and town planning services includes master planning for infill, greyfield, and greenfield development, Corridor and Transit-Oriented Development planning, comprehensive plan amendments, land development regulations, developments of regional impact, transfer of development right ordinances, architectural design guidelines, building design, and development and assistance with the creation and implementation of form-based codes.

Marcela is co-author of the Building Plans and Urban Design Principles for Towns, Cities and Villages book, and has contributed to publications such as the Guidebook to the New Urbanism in Florida and the National Charrette Institute's Charrette Handbook. Her published work also includes a feature of the Towns, Villages & Countryside Form Based Code as a model code in the book Form Based Codes: A Guide for Planners, Urban Designers and Developers.



MARCELA CAMBLOR-CUTSAIMANIS

Town Planner/Architect

Education

Masters in Architecture and Town Planning

University of Miami
Coral Gables, Florida

Architect

Universidad de Belgrano,
Buenos Aires, Argentina

Professional Registrations/ Certifications

Colegio de Arquitectos de Buenos Aires - Mat #13644

American Planners Association

AICP, Certified Planner

Affiliations/ Memberships

Congress for the New Urbanism

American Planners Association

Florida Redevelopment Association

23 years of professional experience

Victor B. Dover, FAICP, LEED-AP, CNU-Accredited

Principal



Education

Master of Architecture
in Suburb and Town Design
UNIVERSITY OF MIAMI
Coral Gables, Florida

Bachelor of Architecture
VIRGINIA POLYTECHNIC INSTITUTE
AND STATE UNIVERSITY
Blacksburg, Virginia

Professional Experience

Principal, 1987 to present
DOVER, KOHL & PARTNERS
Coral Gables, Florida

Exhibition Designer, 1985
NATIONAL GALLERY OF ART
Washington, DC

Teaching

Faculty, 2004 - present
FORM-BASED CODES INSTITUTE

Faculty, 1995, 1997, 2003
MAYORS INSTITUTE ON CITY DESIGN

Visiting Professor, 1988-1997
UNIVERSITY OF MIAMI
School of Architecture

Faculty, 1986 & 1991
FLORIDA GOVERNOR'S SUMMER PRO-
GRAM FOR ARCHITECTURE AND DESIGN

Victor Dover was among the founders who established Dover, Kohl & Partners in 1987 and serves as Principal-in-charge. Along with his partner Joseph Kohl, Mr. Dover's practice focuses on the creation and restoration of real neighborhoods as the basis for sound communities. Victor has personally led over 100 charrettes worldwide. He holds a Bachelor of Architecture degree from Virginia Tech and a Master of Architecture degree from the Suburb & Town Design Program at the University of Miami. Mr. Dover lectures widely around the United States and internationally on the topics of livable communities and sustainable development.

Mr. Dover was cited by *Architecture* magazine as being among "the country's best urban designers and architects." Work by Dover & Kohl has been published in *Southern Living*, *Urban Land*, *Metropolitan Home*, and featured on HGTV, *National Public Radio*, CNN's *Earthwatch*, and in *BusinessWeek* magazine. Their projects are also profiled in a number of planning textbooks, including *The New Urbanism* by Peter Katz, *Community by Design* by Kenneth Hall, *Sustainable Urbanism* by Doug Farr, and *Retrofitting Suburbia* by Ellen Dunham-Jones and June Williamson.

Victor Dover is former Chair of the Congress for the New Urbanism (CNU) and was the Founding Chair of the CNU Florida Chapter, the first of its kind. He is a CNU-Accredited Professional. He was a key player in the creation of the Form-Based Codes Institute and the National Charrette Institute, both leading think tanks for sustainable urbanism and community-based planning. Victor is a Fellow of the American Institute of Certified Planners. He serves on the core committee setting sustainable urbanism certification standards for the Leadership in Energy and Environmental Design for Neighborhood Development rating system (LEED-ND). Victor has successfully completed all portions of the Architectural Registration Exam.

Service

Chair, Congress for the New Urbanism (CNU), 2010 to 2012

Vice Chair, Congress for the New Urbanism, 2008 to 2010

Founding Chair, Florida Chapter, Congress for the New Urbanism (CNU Florida), 2004-2006

Charter Member, Congress for the New Urbanism (CNU), 1993 to present

Emeritus Board Member and Founding Board Member, National Charrette Institute, 2001 to present

Board Director and Co-Founder, Form-Based Codes Institute, 2004 to present

Paul Harris Fellow, Rotary International, 1996

Assistant District Governor, Rotary Club of South Miami, 1998-1999 and President, 1996-1997

Co-Chair, Administrative Council, First United Methodist Church of South Miami, 1997-1999

Director, Jubilee Community Development Corp. (Miami District, United Methodist Church), 1994-1996

Selected Lectures

Opening Plenary, CNU 17, 2009, Denver, CO

Florida Trust for Historic Preservation, 2009, Palm Beach, FL

APA National Conference, 2009, Minneapolis, MN, and 2004, Washington, DC

AARP/NAHB Livable Communities Award Ceremony, 2008, Washington, DC

National Association of Home Builders, 2008, Orlando, FL, and 2004, Las Vegas, NV

Australian Council for New Urbanism (ACNU), 2008 and 2005, Brisbane, Australia

Urban Land Institute (ULI), "Reality Check," 2007, Charleston, South Carolina

USGBC Greenbuild international conference and expo, 2006, Denver, CO

American Institute of Architects, 2005, Las Vegas, NV

New Partners for Smart Growth Conference, 2005, Miami Beach

The Princes Foundation, 2004, London, England

Hawaii Congress of Planning Officials, 2003, Maui, HI

Council on European Urbanism (CEU), 2003, Brussels & Bruges, Belgium

The Seaside Institute, "The Florida Tapes," 1998, Seaside, Florida

AIA "21st Century Outlook" National Conference on Green Building, 1997, Miami, Florida

American Public Transit Association, Transit Oriented Development, 1997, St. Louis, Missouri

Joseph A. Kohl, CNU-Accredited

Principal



Education

Master of Architecture
in Suburb and Town Design
UNIVERSITY OF MIAMI
Coral Gables, Florida

Bachelor of Architecture
VIRGINIA POLYTECHNIC INSTITUTE
AND STATE UNIVERSITY
Blacksburg, Virginia

Professional Experience

Principal, 1987 to present
DOVER, KOHL & PARTNERS
Coral Gables, Florida

Project Director, 1986-1987
Image Transformation Laboratory
UNIVERSITY OF MIAMI
School of Architecture
Coral Gables, Florida

Intern Architect, 1985
WARD/HALL ASSOCIATES
Fairfax, Virginia

Teaching

Faculty, 2004 - present
FORM-BASED CODES INSTITUTE

Visiting Professor, 1986-1991
UNIVERSITY OF MIAMI
School of Architecture

Faculty, 1986
FLORIDA GOVERNOR'S SUMMER PRO-
GRAM FOR ARCHITECTURE AND DESIGN

Joseph Kohl was among the founders who established Dover, Kohl & Partners in 1987. Concerned with ever increasing urban sprawl, Joe and Victor began designing sustainable streets, towns, and regions for municipalities and private clients across the country and internationally. Together, they have developed a successful public design process, combining cutting-edge visualization techniques with community participation strategies.

Joe is recognized nationally as an innovator in urban design and graphic communication. He pioneered the use of computer imaging simulations for urban design projects, winning several national awards for his work. He is known for his expertise in applying graphic techniques to development ordinances, and he has authored many of the firm's illustrated land development regulations. Joe is responsible for daily business operations and internal management of the firm. He oversees the firm's urban design, working hands-on with the Town Planners to refine and constantly improve designs for walkable, sustainable urban places.

Joe received his Bachelor of Architecture degree from Virginia Polytechnic Institute, where he also studied at their Washington-Alexandria Center for Architecture. He received his Master of Architecture in Suburb and Town Design from the University of Miami. Joe is a founding member of the Congress for the New Urbanism (CNU), the leading organization promoting walkable, neighborhood-based development as an alternative to suburban sprawl, and is a CNU-Accredited Professional. Joe is also a founder and board member of the Form-Based Codes Institute, a not-for-profit think tank that focuses on quality control, education, and advancement of form-based codes as an alternative to Euclidean zoning. He serves as the Institute's treasurer and he frequently instructs courses on the application and implementation of Form-Based Codes. Joe has also taught numerous design and media courses at the University of Miami.

Service

Member of the Board, Form-based Codes Institute, 2004 to present

Treasurer, Form-Based Codes Institute, 2004 to 2012

Instructor, Form-Based Codes Institute courses:

FBCI 201 Course, Tampa FL, April 2013

FBCI 201 Course, Providence RI, June 2011

FBCI 201 & 301 Courses, Portland ME, May 2011

Panelist, Urban Land Institute's Technical Advisory Panel, Coral Springs, FL, May-June 2013

Panelist, FBCI Codes Forum, Chicago IL, April 2013

Trustee Member, Chamber South, 2008

Member, Technical Review Committee, South Miami-Dade Watershed Plan, 2004-2006

Design Expert/ Resource Team Member, Florida Public Officials Design Institute, 2002

Charter Member, Congress for the New Urbanism, 1993 to present

Board Member, Urban Environment League, 2003-2004

Professional Design Advisory Board, Fairchild Tropical Garden, 1994-1996

Selected Lectures

"Introduction to New Urbanism," Univ. of Miami Law School, November 2013

"1st Generation Transit-Oriented Developments, What Did We Learn?" Rail~volution Annual Conference, Hollywood CA, October 2012

"Form-Based Coding: the Tool for Sustainable Community Design," National Trust for Historic Places National Conference, Austin TX, October 2010

"Form-based Codes," Governor's Annual Conference on Smart Growth, Atlantic City NJ, 2005

"Retail Architecture and the Street," Congress for the New Urbanism, Milwaukee, WI, June 1999

"Making complete neighborhoods," Jax Pride 1999, Jacksonville, Florida, March 1999

"Infill Development in the Urban Corridor, Miami to West Palm Beach," First South Florida Sustainable Building Conference and Exhibition. 1997

James Dougherty, AICP, CNU

Director of Design



Education

Master of Architecture
Town and Suburb Design Program
UNIVERSITY OF MIAMI
Coral Gables, Florida

Bachelor of Architecture
HAMPTON UNIVERSITY
Hampton, Virginia

Professional Experience

Director of Design, 1996 to present
DOVER, KOHL & PARTNERS
Coral Gables, Florida

Intern Architect, 1995
MMM DESIGN GROUP
Norfolk, Virginia

Assistant Construction Superintendent, 1991
PROJECT MANAGEMENT & DESIGN, INC.
Virginia Beach, Virginia

Teaching

Faculty, 2007 - present
FORM-BASED CODES INSTITUTE

Adjunct Professor, 2006, 2012
UNIVERSITY OF MIAMI
School of Architecture
Coral Gables, Florida

James Dougherty is the Director of Design at Dover, Kohl & Partners. James has dedicated his career to helping communities envision and implement a more walkable, sustainable future. James began working with Dover-Kohl in 1996 and has since participated in over 120 design and form-based coding charrettes in the United States and abroad. James works closely with the firm's Principals, Project Directors and Urban Designers to establish the design direction of each of the office's projects. He participates in all aspects of the office's work, including public involvement, development of master plans, regulating plans and form-based codes. James also specializes in the creation of many of the company's three-dimensional illustrations, using a blend of hand-drawn and computer techniques.

James holds a Bachelor of Architecture degree from Hampton University and a Master of Architecture degree from the Town & Suburb Design Program at the University of Miami, where he serves as an Adjunct Professor. He is certified by the American Institute of Certified Planners and by the Congress for the New Urbanism. James is an instructor with the Form-Based Codes Institute (FBCI), and has led numerous sessions at FBCI workshops. James has successfully completed all portions of the Architectural Registration Exam.

James' graphics and visualizations illustrating sustainable urban design and form-based code principles have been published in over fifteen books. He co-curated the 2012 exhibit "The Art of the New Urbanism" featuring over 200 visualization artworks by leading practitioners of the New Urbanist movement. James was honored to receive the 2012 Congress for the New Urbanism Florida's "Charles A. Barrett Memorial Award for Continuing Excellence in Architecture And Urban Design".

Affiliations

Member, American Planning Association, 2005 to present (AICP certification)
Member, Congress for the New Urbanism, 2002 to present (CNU-A certification)
Member, American Society of Architectural Illustrators, 2008 to present
Awards of Excellence, Architecture in Perspective 24 and 25 competitions

Lectures

"The Importance of Art and Illustration in the New Urbanism" Lowe Museum, 2011, Miami, FL
"Brief History of American Urbanism," "Brownfield and Greenfield Projects," and
"Infill and Redevelopment Projects," Form-Based Codes Institute, 2007-2012
"Neo-Traditional Design - Do's and Don'ts," Virginia Homebuilders Association, 2008
"Designing in Public - New Urbanist Charrettes," Co-keynote speaker with Elizabeth Plater-Zyberk,
American Institute of Architecture Students, South Quad conference, 2008, Miami, FL

Publications of Illustrations and Writings

Sustainable Urbanism and Beyond, Tigran Haas, 2012
Sprawl Repair Manual, Galina Tachieva, 2010
Retrofitting Suburbia, Ellen Dunham-Jones and June Williamson, 2009
Form-Based Codes, Daniel G. Parolek, AIA, 2008
Sustainable Urbanism, Douglas Farr, 2008
Redesigning Cities: Principles, Practice, Implementation, Jonathan Barnett, 2008
The Charrette Handbook, National Charrette Institute, 2006
Getting to Smart Growth II, Smart Growth Network, 2003
Urban Spaces No.3, John Dixon, 2003
Mixed-Use Development Handbook, ULI, 2003
New Urbanism: Comprehensive Report & Best Practices Guide, Robert Steuteville, 2003
Greyfields into Goldfields, Dead Malls Become Living Neighborhoods, CNU, 2002
PlaceMaking: Developing Town Centers, Main Streets & Urban Villages, C. Bohl, 2002
Community by Design, Kenneth B. Hall and Gerald A. Porterfield, 2001
New American Urbanism, John A. Dutton, 2000

Pamela Stacy, CNU-Accredited

Project Director



Education

Master of Architecture
in Suburb and Town Design
UNIVERSITY OF MIAMI
Coral Gables, Florida

Bachelor of Architecture
UNIVERSITY OF MIAMI
Coral Gables, Florida

Professional Experience

Town Planner, 2006 to present
DOVER, KOHL & PARTNERS
Coral Gables, Florida

Designer I/Job Captain, 2005-2006
FORUM ARCHITECTURE & INTERIOR
DESIGN
Altamonte Springs, Florida

Senior Designer/Project Manager
2002-2005
CANIN ASSOCIATES, INC.
Orlando, Florida

GIS Intern, 1999-2000
WALT DISNEY IMAGINEERING,
MASTER PLANNING DIVISION
Orlando, Florida

Publications

Form-Based Codes, Daniel G. Parolek,
AIA, 2008
Sustainable Urbanism, Douglas Farr, 2008
*A Legal Guide to Urban and Sustainable
Development for Planners, Developers
and Architects*, Daniel K. Slone, Doris
S. Goldstein, W. Andrew Gowder, 2008

Pam has a strong background in both planning and architecture and she serves as both a Project Director and Town Planner at Dover Kohl, focusing on master plans, form-based codes, and architectural standards. Pam's experience in both writing form-based codes and designing according to regulations give her a unique understanding of the administration and implementation of codes. While at Dover-Kohl, Pam has worked on plans and codes for multiple municipalities across the country.

Pam received her Bachelor of Architecture and her Master of Architecture in Suburb and Town Design from the University of Miami. Prior to joining Dover-Kohl, Pam worked in architecture offices for five years, designing homes and community buildings, and producing construction documents. During this time she gained experience working with municipalities to get projects approved, and working with construction managers on-site, both skills that give her a valuable perspective when creating new master plans and form-based codes. During this time, Pam gained experience designing new towns throughout the United States and internationally, including a Hope IV New-Urbanist public housing project in Daytona Beach, Florida and the Lisi Lake new neighborhood in Tblisi, Republic of Georgia.

Selected Projects

EL PASO COMPREHENSIVE PLAN, El Paso, Texas, 2010-2012

Pamela assisted in and managed the production of over 250 square acres in El Paso while working on the Comprehensive Plan for the City. Pamela was the primary writer for the Urban Design Element and head editor for the overall document. Connecting El Paso Plan was a first step in the comprehensive planning initiative and was unanimously approved by the El Paso City Council and was awarded a 2011 National Award for Smart Growth Excellence by the US Environmental Protection Agency. The complete comprehensive plan has been submitted to the City for estimated approval by May 2012.

JAMESTOWN MALL AREA PLAN, St. Louis County, Missouri, 2010

Jamestown Mall, located in north St. Louis County is in decline. As project manager, Pamela led the team in an effort to find ways to redevelop the mall property in a way that is sustainable and a benefit to the surrounding community. The area plan shows the transformation of the mall parking fields into a diverse walkable, mixed-use village center.

WEST FAIRVIEW AVENUE, Montgomery, Alabama, 2010

The plan proposes transforming the avenue, an auto-dependent strip of commercial uses, into a "main street" with pedestrian provisions like sidewalks, street trees, benches, awnings and on-street parking and encouraging a greater variety of street-oriented civic and retail uses. The plan was designed in conformance with the City's existing form-based code overlay for ease of implementation and included a Transect map for the study area. Pam served as project manager for this effort.

HAMMOND COMPREHENSIVE MASTER PLAN, Hammond, Louisiana, 2009

Hammond has a vibrant main street and downtown. The planning team worked with residents to identify the principles of quality design and efficiency present in the City's most valued places and discuss how those elements could be applied to newly developing areas of the City. Local goals correlated closely with state-wide goals: citizens seek to create enduring places that succeed economically while also contributing to a high quality of life. Pam served as project manager for this project.

THE BLUEPRINT FOR SPRING HILL AND OVERLAY ZONING ORDINANCE, Mobile, Alabama, 2007

The Blueprint for Spring Hill outlines the necessary steps to create much-needed walkable centers for this gracious district of Mobile. The plan identified three key commercial intersections and demonstrated their evolution over time from auto-oriented strip shopping centers into memorable meeting places. Pam served as project manager for this effort.

HUDSON MASTER PLAN & DEVELOPMENT STANDARDS, Montgomery, Alabama, 2007

Pam was a town planner for the Master Plan for the new town of Hudson located in Montgomery, Alabama. The plan for Hudson embodies the best of sustainable planning and land stewardship practices, providing a compact urban form, light imprint infrastructure, local food production, and engagement with nature.

Jason King, AICP, CNU-A

Town Planner



Education

Master of Community Planning
UNIVERSITY OF RHODE ISLAND
South Kingston, Rhode Island

Bachelor of Arts in English
UNIVERSITY OF RHODE ISLAND
South Kingston, Rhode Island

Professional Experience

Town Planner, 2006 to present
DOVER, KOHL & PARTNERS
Coral Gables, Florida

Senior Planner, 2004-2006
MONROE COUNTY PLANNING DEPARTMENT
Monroe County, Florida Keys, Florida

Assistant Planner, 2002-2004
WASHINGTON COUNTY
Hopkinton and Richmond, Rhode Island

Affiliations

Certified by the American Institute of
Certified Planners (AICP)
Accredited Member, Congress for the
New Urbanism, 2006 to present
Certified Charrette Planner, National
Charrette Institute, 2007

Selected Lectures

Florida Department of Community Affairs:
"Comprehensive Planning for the
21st Century", 2010
Alabama Public Works Conference:
"Public Works & Civic Art", 2009
FAPA Annual Conference:
"Protecting Sensitive Habitat in the
Florida Keys", 2005

Jason has extensive experience with smart growth, comprehensive planning and form-based codes. His previous experience as a municipal planner assists in the creation of successful, effective plans and codes. Jason leads projects across the country through to implementation, and has participated in over 40 design and comprehensive plan charrettes worldwide. He is a specialist in Geographic Information Systems (GIS), Transfer of Development Rights programs, and the Smartcode. His writings and graphics have been published in numerous planning texts.

Selected Projects

EL PASO COMPREHENSIVE PLAN, El Paso, Texas, 2010

Jason headed the Plan El Paso planning initiative involving multiple charrettes and over fifteen consultant firms as they worked with residents, stakeholders, and officials from the City, state and Fort Bliss Army Base, to create a guide to the City's future growth and enable Transit-Oriented Development. The Connecting El Paso Plan was a first step in the planning initiative and the plan was unanimously approved by the El Paso City Council.

HAMMOND COMPREHENSIVE MASTER PLAN, Hammond, Louisiana, 2009

As Project Director Jason headed the planning team as it worked with residents to identify the principles of quality design and efficiency present in the City's most valued places and discuss how those elements could be applied to newly developing areas of the City. Local goals correlated closely with state-wide goals: citizens seek to create enduring places that succeed economically while also contributing to a high quality of life.

LEE COUNTY DR/GR PLAN, Lee County, Florida, 2008

As Project Director for the Lee County Density Reduction/Groundwater Resource Plan, a 150 square mile region of southeast Lee County, Jason led a planning effort that involved detailed ecological mapping, surface and groundwater modeling, traffic impact evaluation, multiple land use studies, a transferable development rights program, form-based coding for new communities and implementing amendments to the County's Comprehensive Plan and Land Development Regulations. In 2009 the DR/GR Plan received an award from 1,000 Friends of Florida and the Florida APA Chapter's Award of Merit for Grassroots Initiatives.

MASTER PLANNING AND CODING, Montgomery, Alabama, 2007

Jason served as Town Planner and later as Project Director for the Downtown Plan, where he has focused efforts on plan implementation. He has worked closely with the Planning Department throughout the implementation process, assisting in the review of new development and leading design implementation workshops for the City. Since the Downtown Plan Jason has led five additional master plan and coding charrettes in the City. In 2008 the Downtown Plan received an Outstanding Planning Award from the Alabama Chapter of the American Planning Association.

CITY PLAN 2025, Fayetteville, Arkansas, 2006

City Plan 2025 was created to illustrate alternatives to conventional development and to construct a regulatory environment that creates sustainable settlements. Jason worked as a Town Planner using his GIS expertise to create a sector map, and drafting growth strategies for the City. The plan received the Achievement in Comprehensive Plan Development Award from the Arkansas Chapter of APA in 2006 and Charter Award from the Congress of New Urbanism in 2007.

LIVEABLE COMMUNIKEYS PLAN, Tavernier, Florida, 2005

Prior to joining Dover-Kohl, Jason was Project Director for the Tavernier Liveable CommuniKeys Plan. The plan led to Design Standards for the Upper Keys portion of U.S. 1, as well as the creation of the first historic district in the Upper Keys.

Publications

Form-Based Codes, Daniel G. Parolek, AIA, 2008
Sustainable Urbanism, Douglas Farr, 2008
A Legal Guide to Urban and Sustainable Development for Planners, Developers and Architects,
Daniel K. Slone, Doris S. Goldstein, W. Andrew Gowder, 2008
The SmartCode Solution to Sprawl, Chad Emerson, 2007



Mary has dedicated over 20 years to assisting public transportation agencies in planning and implementing multimodal and livable transportation solutions for small- and large-scale communities. She has worked extensively throughout the country on a variety of transportation modes and projects, including rail systems, busways, highways, national parks, scenic highways, and bridges. She has a proven track record of working with multidisciplinary teams to develop transportation and land use solutions that are community-driven, sustainable, affordable, and meet agency needs. Mary served as the project manager and project planner for numerous transit Alternatives Analyses/NEPA projects, including the Euclid Corridor Bus Rapid Transit Project (now operating as the HealthLine); the North Shore Connector in Pittsburgh; the New York Avenue Station in Washington, DC; and the Second Avenue Subway in New York.

MARY RAULERSON

Principal Planner

EDUCATION

BS Biology, University of Central Florida

YEARS OF EXPERIENCE

23

AFFILIATIONS

Transportation Research Board's Management and Productivity Committee (ABC 20), Member

Women's Transportation Seminar, Member and past officer of Orlando and Philadelphia Chapters

New Starts Working Group, Washington, DC, Member

PUBLICATIONS

Smart Transportation – What, Why and How? – Pennsylvania Engineering and Safety Conference, State College, PA (December 2007)

Getting Ready for Transit – Making Land Use and Transit Work for You – Canadian Urban Institute and City of Mississauga, Canada (February 2006)

Integrating Land Use and Transportation Planning on the Route 9 Corridor – NJDOT Smart Growth Conference (November 2005)

The Street Manual Hits the Street - Now What? Congress for New Urbanism, Denver, CO (June 2009)

Revitalizing Downtowns with Streetcars – RailVolution (September 2003)

Redesigning Urban Expressways – American Society of Civil Engineers (May 1998)

Planning and Building Livable Communities with Complete Streets – Transportation Educational Seminar, Orlando, FL, Portland, OR, and Anchorage, AK (2010)

LIVABLE TRANSPORTATION

This project was not completed while at KAI Mary conducted livable transportation and integrated land use/transportation projects for the Pennsylvania Department of Transportation and the New Jersey Department of Transportation. These projects focus on developing context-sensitive solutions that support community goals and future visions, are affordable, and provide sound economic development opportunities. Mary's notable experience includes the Marshalls Creek Traffic Relief Project; Route 202 Section 700 Parkway in Bucks and Montgomery Counties; Route 41 in Chester County; Route 23 in Lancaster County; Route 9 in Ocean County, NJ; and numerous historic bridges in the Philadelphia area.

COMPLETE STREETS

Mary conducts Complete Streets projects for a variety of transportation agencies, including state transportation departments in Florida; Pennsylvania; Washington, DC; and New Jersey. These projects focus on developing multimodal, context-sensitive solutions that support community goals and future visions of both the community they serve and the transportation agency. She has developed state, regional and municipal Complete Streets policies and has advanced projects from concept through construction. Mary's notable projects include Route 50 in Lake County, FL; the Route 202 Section 700 Parkway in Bucks and Montgomery Counties, Route 41 in Chester County, and Route 23 in Lancaster County, PA; Route 9 in Ocean County, NJ; and numerous historic bridges and multi-use trails in the Philadelphia, PA area.



Jessica is a key contributing Associate Planner at KAI. Although she was trained as a civil engineer, Jessica discovered a passion for planning several years into her career. Her multifaceted expertise in both engineering and planning has made her a valuable, unique addition to project teams. She has a keen ability to think through and solve complex technical issues without losing focus on the big picture, client needs, and community values. Her experiences cover a vast array of projects stretching across the nation, but her work has focused predominantly in transportation planning in the state of Florida, with a majority of efforts occurring in the southernmost counties. Jessica's areas of expertise include regional and long range transportation planning; corridor analysis; performance measurement and prioritization; transit planning; public involvement; and public agency coordination.

JESSICA JOSSELYN

Associate Planner

EDUCATION

BS Civil Engineering, Rensselaer Polytechnic Institute

YEARS OF EXPERIENCE

11

AFFILIATIONS

South Florida Women's Transportation Seminar, President (Present)

South Florida WTS, Vice President (2010-2012), Treasurer (2009-2010)

WTS (2010), Chapter Leadership Training

Transportation Research Board, Art & Design Excellence in Transportation Subcommittee of AP045 Intermodal Transfer Facilities Committee, Member

PUBLICATIONS

Stacy Eisenman, Jessica Josselyn, and George List. Operational and Safety Performance of Modern Roundabouts and Other Intersection Types. Project NYSDOT C-01-47. January 24, 2004

Phillip Worth (KAI), Jocelyn Bauer (SAIC), Michael Grant (ICF), Jessica Josselyn (KAI), Terence Plaskon (ICF), Mario Candia-Martinez (KAI), Brian Chandler (SAIC), Michael C. Smith (SAIC), Beth Wemple (KAI), Elizabeth Wallis (ICF), Anna Chavis (ICF), and Harrison Rue (ICF). FHWA-HOP-10-027. Advancing Metropolitan Planning for Operations: The Building Blocks of a Model Transportation Plan Incorporating Operations - A Desk Reference. Federal Highway Administration. Washington, D.C. April 2010

BROWARD BOULEVARD TRANSIT STUDY

Jessica served as Project Manager of the Broward Boulevard Transit Study, which was contracted by the Florida Department of Transportation (FDOT) in partnership with Broward County Transit (BCT), Broward Metropolitan Planning Organization (MPO), and the South Florida Regional Transportation Authority (SFRTA). The purpose of this project was to increase corridor mobility, access to transit, and transit ridership in the Broward Boulevard 8-mile corridor. As Project Manager, Jessica led a team of five consulting firms to identify geometric and operational improvements to reduce bus travel times and improve access to bus stops. At the conclusion of the transit study, the team developed a preferred conceptual design alternative that included a Rapid Bus route addition, enhanced bus stops, an enhanced sidewalk system, bicycle lockers, additional access to downtown locations, a Park-n-Ride lot, enhanced connections to regional commuter rail, and enhanced signal system elements (e.g. Transit Signal Priority).

NE 125TH STREET/NE 6TH AVENUE/WEST DIXIE HIGHWAY INTERSECTION STUDY

Jessica served as the contract manager for the NE 125th Street/NE 6th Avenue/West Dixie Highway Intersection Study prepared for the Florida Department of Transportation District 6. The purpose of this project was to identify potential operational and safety improvements for the busy North Miami intersection. Jessica performed multiple project tasks, including conducting a subarea existing conditions analysis; developing future year alternatives concepts; performing operational evaluations of viable alternatives; developing conceptual designs of viable alternatives; and researching programming and funding needs. As a result of her team's unique system- and performance-based approach to a typical operations-related project, the DOT and City of North Miami unanimously agreed to a preferred alternative at the conclusion of the project, and it was fed directly into a Project Development and Environmental Study.



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



Kelly has a breadth of experience that includes transportation planning and transit planning for a variety of studies and projects and a variety of clients. She is particularly familiar with Florida's growth management laws and the comprehensive plan amendment process. Kelly is also particularly skilled in transit corridor alternatives analyses, transit project cost estimation, evaluation of transit-oriented developments and transit-supportive land use patterns, and evaluation of transit quality of service measures. Kelly has expertise in traffic operations analysis, having managed and conducted numerous traffic impact studies.

KELLY BLUME, PE

Associate Engineer

EDUCATION

MS Civil Engineering, Texas A&M University

BS Civil Engineering, Rice University

YEARS OF EXPERIENCE

15

LICENSES

PE: FL

PE: OR

AFFILIATIONS

Institute of Transportation Engineers (ITE), Member

ITE Central Florida Chapter, President (2007-2008)

ITE Central Florida Chapter, Vice President (2006-2007)

ITE Central Florida Chapter, Secretary/Treasurer (2005-2006)

Women's Transportation Seminar (WTS), Co-Treasurer of Portland Chapter (2002-2003)

Transportation Research Board (TRB), Member

TRB Intermodal Transfer Facilities Committee, Member (2004-present)

TRB Major Activity Center Circulation Systems Committee, Member (2004-present)

City of Orlando Board of Zoning Adjustment, Member (2005-2009)

ITE, Member, Florida Section, Annual Meeting Local Arrangements Committee Chair (2007)

City of Fort Lauderdale Community Appearance Board, Member (2012-present)

AWARDS

2008 ITE Past Presidents' Award for Merit in Transportation

2002 Portland WTS New Voice Award

FORT LAUDERDALE MULTIMODAL CONNECTIVITY PROGRAM

In recognition of the quality of life, economic development, and environmental benefits of a transportation system that is oriented toward Complete Streets and multimodal travel, the City of Fort Lauderdale developed a citywide Multimodal Connectivity Program. Kelly led a team of KAI staff in assisting the City with development of this program. This program allows the City to identify, prioritize, and fund multimodal transportation projects that support the City's investment in The Wave streetcar, improve overall multimodal connectivity in the city, help the City of Fort Lauderdale become a leader in the development of a multimodal transportation system, and create significant positive changes in livability, sustainability, and economic development. The project included two key tasks. First, Kelly and her team developed a detailed and prioritized list of pedestrian, bicycle, transit, and other multimodal infrastructure improvements that the City can program and use as a basis for grant applications and transportation mitigation associated with proposed land development projects. This list includes short- and long-term multimodal transportation improvements ("mobility projects") and is accompanied by planning-level cost estimates. This effort was conducted in parallel with and complementary to the development of the City's Multimodal Connectivity Map. Both efforts were supported by public and stakeholder involvement activities. Secondly, the project developed a new process for mitigating the transportation impacts of proposed developments. This process focused on improving access to multimodal transportation systems (including The Wave streetcar) through the implementation of mobility projects and/or contributions to funds dedicated to implementing mobility projects. The mitigation process was linked to the HB 319 legislation passed in 2012.

SAWGRASS AREA INTERMODAL STATION

The goal of this study, led by Kelly under contract to FDOT District 4, was the development of planning and design parameters for a proposed intermodal transit facility in Sunrise, FL, and provision of strategic advice for the City of Sunrise, Broward County Transit, the Broward County Metropolitan Planning Organization (MPO), and FDOT as development of the intermodal facility moves forward. The intermodal facility will function as a Gateway Hub as





Jane Lim-Yap draws from her broad experience and training in architecture, urban design, traffic engineering, and transportation planning, in creating holistic solutions for a more livable and sustainable built environment. As an urban designer and transportation planner, she has over fifteen years of experience in helping various communities, transit agencies, and state agencies develop successful plans for redeveloping urban and suburban corridors, town centers, and transit station areas. In addition, Jane is also involved in state-level policy initiatives to align transportation and land use planning and decisions. Her experience includes developing area and corridor plans, communication and presentation materials, training materials, and facilitating community outreach and design work sessions.

JANE LIM-YAP AICP, LEED AP

Associate Planner

EDUCATION

MCRP (City and Regional Planning) and MS (Civil) Transportation, Georgia Institute of Technology
BS, Architecture, University of the Philippines

YEARS OF EXPERIENCE

15

LICENSES

AICP, NJPP, LEED AP

AFFILIATIONS

American Planning Association, Congress for New Urbanism,
Florida American Planning Association

AWARDS

Florida Planning and Zoning Planning Award 2013, for the SR 50 Multimodal Corridor Study

Lake Sumter MPO 2012 Horizon's Awards for Exemplary Planning Project, for the SR 50 Multimodal Corridor Study
Florida Redevelopment Association, 2008 President's award, for the Downtown Orlando Community Venues Master Plan
1st Coast Chapter FPZA 2008 Best Planning Award, City of Jacksonville Beach Vision Plan

Charlie Brown Urban Design Fellowship, 2001

Int'l. Honor Society of Phi Kappa Phi Acad. Excellence Award, 1996

PUBLICATIONS

USDOT Livability in Transportation Guidebook (lead contributor)

FDOT District 5 Multi-Modal Corridor Planning Guidebook (lead author)

PennDOT/NJ DOT Smart Transportation Guidebook (contributor)

DOWNTOWN REVITALIZATION PLANS

Jane managed a number of downtown redevelopment plans, all focused on integrating land use, urban design, and transportation interventions with policy and market realities. Jane was the project manager for the Downtown Orlando Community Venues Master Plan, an effort that is guiding one of the largest redevelopment efforts reshaping the City's downtown. The plan established the land use, transportation, and urban design frameworks for the billion dollar initiative aimed at building a new Performing Arts Center, a new Events Center, and the renovation of the Florida Citrus Bowl. The plan called for laid out the necessary pedestrian improvements to successfully link the existing and proposed community venues to the Downtown's entertainment core. The recommendations included the curbside section of Church Street in front of the new Amway Center which now functions as the a festival street/pedestrian plaza during game days.

Jane was lead designer or project manager for various other successful vision plans supporting downtowns and activity centers throughout the Country; including Jacksonville Beach, North Miami Beach, and Winter Park in Florida; Charlotte and Mooresville in North Carolina; and Stockton and Ocean County in New Jersey. Strategies from the plans consider not just the physical needs of a downtown that incorporate urban design, land use, and transportation aspects, but also actionable policies, programs, and projects-- many of which have been successfully implemented with built projects on the ground.



Chris has participated in a variety of transportation and land use projects throughout Florida. His experience includes GIS mapping support, existing/future conditions analyses, data collection, stakeholder involvement, graphic design, alternatives development, and research. Chris has participated in a variety of transportation and land use planning and engineering projects including corridor improvement programs, multimodal mobility programs, complete streets, bicycle and pedestrian projects, and best practices research.

CHRIS R. ROMANO, LEED, AP ND

Transportation Analyst

EDUCATION

MS Urban and Regional Planning, Florida Atlantic University

Masters Business Administration, Florida International University

BS Public Administration, University of Central Florida

BS Criminal Justice, University of Central Florida

YEARS OF EXPERIENCE

1

LICENSES

LEED Green Associate: FL

AFFILIATIONS

American Planning Association, Member

Urban Land Institute, Member

MULTIMODAL MOBILITY PROGRAM: FORT LAUDERDALE, FL

The Fort Lauderdale Multimodal Mobility Program is intended to allow the City to create, prioritize, and fund transportation projects that are oriented toward Complete Streets and multimodal travel. Chris provided background mapping and used that information to help categorize the City into 11 multimodal connectivity districts. He then assisted in developing a Street Typology Classification System that was used to identify the multimodal needs in the City. Chris also assisted in creating and analyzing the prioritization and implementation processes.

SPACE COAST TPO STATE OF THE SYSTEM REPORT: BREVARD COUNTY, FL

For the past two years, Chris has participated in the annual update of the State of the System Report for Florida's Space Coast TPO. This report is comprised of a series of performance measures that are meant to support the TIP project prioritization process, provide insight into system-wide trends, and ensure that the TPO and County are capturing federal and state transportation and economic dollars where possible. Focuses of the report include identifying trends in the following areas: demographics; vehicular mobility; roadway safety; transit; bicycle, pedestrian, and trail conditions; ports and airports; and air quality, as well as developing a comparison of Brevard County to the rest of Florida. Finally, a segment technical ranking is developed in conjunction with the TPO that assists in prioritizing roadway segments for projects based on established performance measures.

ORANGE AVENUE CORRIDOR PLANNING STUDY: ORANGE COUNTY, FL

The Orange Avenue Corridor Planning Study explores possible multimodal improvements along the Orange Avenue Corridor surrounding the future Sand Lake Road SunRail station. Chris provided GIS mapping for background analysis of the Orange Avenue corridor and aided in the development of conceptual future cross-sections with the goal of enhancing future multimodal mobility within the corridor. Chris was also involved in the public participation process and provided graphic design support.





John Preston Cock

Principal



Over the last two decades, John has worked on urban trail, bicycle, pedestrian, complete streets, and urban redevelopment projects with national and local agencies, non-profit organizations, and numerous cities across the Southeast. John has special expertise in the areas of planning and design for walking and bicycling, land use and transportation integration, complete street design, transit station area planning, bike share planning, project management, and group facilitation. He has participated in planning trails and bikeways in urban, suburban, and rural contexts including Atlanta, Memphis, Chattanooga, Greenville, and Charlotte.

Education

- Master in City and Regional Planning, Rutgers University, 1999
- BA, Religion, Davidson College, 1989

Professional Highlights

- Alta Planning + Design, 2009–
- Associate Planner, The Lawrence Group, 2005–2009
- Principal Planner, Charlotte-Mecklenburg Planning Commission, 1999–2005

Recent Projects

Lee County MPO TIGER V Grant Application & Map-21 Project Prioritization Study, FL

Alta was on a team that developed a 2013 TIGER grant application for Lee County, FL MPO. As part of the grant application, Alta prepared a Benefit-Cost Analysis that quantified the value of transportation, health, and air quality benefits that will result from the TIGER investment. Following the development of the TIGER V grant application, the Lee County MPO contracted with the Alta team to develop a study of current funding mechanisms for bicycle and pedestrian projects within the Lee County MPO jurisdiction. The Alta team is developing recommendations for improving the local funding processes to better access those funds and for updating the criteria used in prioritizing bicycle and pedestrian projects.

Inverness Bicycle Master Plan, FL

Alta prepared a Bicycle Friendly Community Audit and completed the initial draft application for the Bicycle Friendly Community application for the City of Inverness. Based on existing conditions in Inverness, Alta made recommendations for improving infrastructure, programs, and policies to enhance the bicycling environment in the city. These recommendations were incorporated into a bicycle master plan completed for the city by Kimley-Horn and Associates.

Uptown West Redevelopment Plan, Memphis, TN

John led this redevelopment plan for the Uptown West area in Memphis. Uptown West is developed primarily as an industrial and heavy commercial zone with a considerable amount of vacant property. The project will include the development of alternative streets, walkways, and public open space facility locations and pedestrian connections to Uptown and Downtown.

Cycle Atlanta: Phase 1.0, Atlanta, GA

Alta is working with City staff and key local stakeholders to develop concepts for connecting existing bikeways and key destinations and developing concepts for new, innovative bikeway treatments based on guidance from the NACTO *Urban Bikeway Design Guide* and other resources. The study is looking at five "Core Bicycle Connection" corridors and parallel streets: The study corridors are located on the east side of the City of Atlanta, in Fulton County. The study coverage area is generally bounded by the Atlanta Beltline corridor, except where more logical termini were selected. The area includes the neighborhoods of Bankhead, Brookwood, Downtown, English Avenue, Grant Park, Home Park, Inman Park, Midtown, Old Fourth Ward, Vine City, West End and West Midtown.



G. Wade Walker, PE

Complete Streets Regional Leader



For the past 15 years, Wade has been focused on rebalancing transportation systems to support urban and rural areas. He creates context sensitive solutions that increase community livability. He is a recognized expert in walkability and Smart Growth, and often speaks at national conferences on the subject of Complete Streets and balanced multi-modal solutions. He works with multi-disciplinary teams, efficiently collaborating with architects, planners, landscape architects, urban designers, and stakeholders to create great communities through a community-driven process.

Education

- MS, Transportation Systems, University of Central Florida, 1994
- BS, Civil Engineering, University of Arkansas, 1991

Professional Registrations

- Professional Engineer, FL (51535), NC (035533), MS (20621), TN (00115128), SC (30539)

Professional Highlights

- Alta Planning + Design, 2013–
- Fuss & O'Neill, 2009–2013
- Kubilins Transportation Group, 2005–2009
- Glatting Jackson Kercher Anglin Lopez Rinehart, 1993–2005

Recent Projects

Pensacola Downtown Waterfront Master Plan, Pensacola, FL*

Wade served as the transportation consultant for the update of the Pensacola Community Revitalization Association (CRA) Master Plan. Development of the plan took place in a multi-day charrette. The recommended transportation initiatives included road diets, walkability enhancements, one-way street conversions, a partial freeway tear down through the City Center, shared-use pathways along the waterfront, and transit and water taxi service enhancements.

A1A Scenic and Historic Coastal Byway, St. Johns County, FL*

Wade was project director for the corridor master plan for 53 miles of SR A1A through St. Johns County as part of its designation as a Florida Scenic Byway. The plan was developed through a series of design charrettes. Initiatives developed included a series of park master plans for new and renovated parks along the Byway, intersection gateways consisting of roundabouts at various intersections, design modification of the new bridges at Matanzas Inlet to incorporate separated bicycle facilities, development of a continuous linear bikeway system, interpretive wayfinding that told the cultural and ecological story of the corridor, and context-sensitive roadway designs that reflected the local character of each community through which the

SR 7/US 441 Corridor Master Plan, Broward County, FL*

As part of the charrette team for the Treasure Coast Regional Planning Council, Wade led the transportation planning efforts for SR 7 through Broward County. The plan was developed in ten community charrettes encompassing fourteen jurisdictions, including the Seminole Nation. Initiatives included development of a walkable urban street through the urban centers of Margate, Lauderdale Lakes, Lauderhill, and Pembroke Pines and accommodation for multi-modal choices within the corridor.

Riverfront Master Plan, Columbus, GA*

Wade led the transportation planning efforts for the Riverfront Master Plan for Columbus. The plan was developed to leverage redevelopment opportunities in Downtown Columbus as a result of the creation of an urban whitewater course along the Chattahoochee River. Initiatives included development of a 4-mile bicycle loop connecting across the river, lane diets on downtown streets to accommodate additional on street parking and widened sidewalks, return of three downtown one-way streets to two-way operation, development of a transit loop to connect areas of the Riverfront, and a parking strategy to add downtown parking while enhancing the viability of existing underutilized garages.



Oliver Seabolt

Senior Designer



Oliver has more than fifteen years of combined experience in landscape architecture, urban design, and real estate. He is a landscape architect and urban designer with extensive experience in the management and implementation of complex domestic and international projects of varying scales. He has worked closely with both public and private entities and is experienced in handling high profile and complex projects. Oliver has directed extensive master plan projects and led multi-disciplinary teams through successful design, permitting and construction phases. His wealth of experience in master planning projects and his ability to guide teams contributes to his success in keeping projects on schedule and within budget.

Education

- Post-Professional Master in Landscape Architecture, Harvard University, 2001
- Bachelor of Landscape Architecture, University of Georgia, 1998

Professional Highlights

- Alta Planning + Design, 2011–
- SWA Group, Associate, 2010–2011
- Seabolt Designs, Principal, 2005–2009
- Seabolt Associates, President and Real Estate Investment Manager, 2002–2009

Recent Projects

Memphis Main to Main Multimodal Connector, TN

Alta developed the streetscape amenities for the Main to Main Multimodal Connector Project (M2M) for the City of Memphis. Funded largely by a USDOT TIGER IV Grant, the M2M project provides transportation and aesthetic improvements along a 14-mile corridor that connects the cities of Memphis and West Memphis. In addition to the on- and off-street bicycle facilities, Alta was charged with overall streetscape improvements and provided landscape architecture services for the Memphis section of the corridor. Oliver was the Project Manager for Alta and successfully delivered professional services including conceptual design through construction documents.

Santa Monica Beach Path Ground Graphics and Signage, Santa Monica, CA

Working with the City of Santa Monica, Oliver was the project manager charged with completing design and construction plans for bike path striping and signage for various locations along the world famous Marvin Braude Beach Bike Path Trail and the associated pedestrian path within the City of Santa Monica. The project developed progressive signage, striping plans along the bike path and other ground markings to minimize user conflict and keep pedestrians on the pedestrian

Pismo Beach Shell Beach Road Streetscape, CA

Alta is preparing preliminary and final design plans, construction documents, and construction specifications for improvements along Shell Beach Road as part of the City of Pismo Beach Shell Beach Road Streetscape Project. The project area encompasses the Shell Beach commercial areas and extends from Dinosaur Caves Park to Shell Beach Elementary School. Streetscape improvements include a multi-use path, pedestrian improvements (including new and improved roadway crossings), landscaping, fencing, signs, lighting, stormwater facilities, drainage, and undergrounding utilities.

Rancho Palos Verdes California Coastal Trail Improvements, Rancho Palos Verdes, CA

Oliver led the design efforts in Rancho Palos Verdes to provide a contiguous multi-use trail along 9 miles of the City's Coastline. As part of the project, Oliver was responsible for the trail design, routing, site amenities, interpretive signage, and wayfinding program and developed the working drawings for permitting. The trail is a part of the California Coastal Trail and provides public access to beaches, parks, and historic sites along the hillside bluffs of Rancho Palos Verdes.

**Completed prior to joining Alta*

TAB 11

ADDITIONAL INFORMATION

TAB 11
Additional Information

JEAN LAFFITE RESILIENCY PLAN

Jean Lafitte, LA

DOVER, KOHL & PARTNERS
town planning



A fishing market at Rosethorn Park will allow local fisherman to sell their catch directly to consumers and mark the entrance to Jean Lafitte. The market stalls will be organized into small open air pavilions connected by pedestrian paths, allowing visitors to stroll and enjoy the weather while experiencing the sights and sounds of bayou commerce.

Project Area: Jean Lafitte, Louisiana
Client: Center for Planning Excellence
Timeframe: 2011-2013
Reference: Camille Manning-Broome,
Director of Planning
Center for Planning Excellence
225.389.7198 | camille@cpex.org

The Project

Jean Lafitte is an historic fishing community south of New Orleans, outside the current levee system. The community has been hit hard by flooding from natural disasters, made worse by the loss of bayou and higher flood waters due to the levee systems around New Orleans, and the BP oil spill in the Gulf. The Town of Jean Lafitte, working with the Center for Planning Excellence, set out to create a comprehensive resiliency plan that combines previous planning efforts and studies to create a roadmap to guide decisions related to economic, social and physical resiliency.

The Process

Working with local and economic consultants, Dover, Kohl & Partners held a public charrette in the Town in November 2011. During the charrette, six principles for resiliency were developed: Assess Opportunities & Threats, Enhance Local Assets, Focus on the Heart of Town, Diversify Mobility Options, Build Stronger & Safer, and Live with Water. With these elements a series of Town projects like the expansion of their boardwalk system through the Bayou, developing a nature center, adding a new dock and creating a fish market at Rosethorn Park for local fisherman to sell their catch, and enhancing the availability to their long history to help draw tourists were developed to show short term success giving confidence to the people in the town that they could still be there tomorrow.

Status

As a result of the outpouring of community participation and working with consultants from the Army Corps of Engineers, Jean Lafitte's ring levee is included as part of phase 1 projects in the 2012 Coastal Master Plan for a Sustainable Coast. The Jean Lafitte Tomorrow Plan was unanimously adopted in April 2013.



Economically and resilient ways to build throughout Jean Lafitte were explored.

REVITALIZING THE WATERFRONT

Fort Myers Beach, FL

DOVER, KOHL & PARTNERS
town planning

Project Area: Citywide
Client: The Town of Fort Myers Beach
Consultants: Dover, Kohl & Partners
Spikowski Planning Associates (Subconsultant)
Year Adopted: 2002
Website: fortmyersbeachfl.gov/index.asp?nid=180
Reference: Fran Myers
Red Coconut Realty Enterprises, Inc.
3001 Estero Boulevard
Fort Myers Beach 33931
239.463.3003



The Master Plan reconnects the beach to the bay along Old San Carlos Boulevard. Other features include streetscape improvements, new civic buildings, public greens and squares, and moderate infill development.



Old San Carlos Boulevard can be restored as the signature public space on the island. Proposed improvements include infill that meets the street, continuous shopfronts on the ground floor, sun protection, streetscape improvements, and parallel parking.

The Project

The Old San Carlos area in Fort Myers Beach is an older waterfront neighborhood that was once the downtown heart of the island. The original entrance to the island, a low swing-bridge, was replaced by a "sky-bridge" bypassing the historic urban street grid; as a result, the area began to stagnate economically and physically deteriorate. By the late nineties the Old San Carlos area was poised for a renaissance, with several property owners undertaking modest upgrades and others interested in doing more. There was also a sense that the vitality of the adjacent "Times Square" could extend into this core area. An incorporated town government was then formed, which focused on the details of revitalization throughout the area. Spikowski Planning Associates and Dover-Kohl jointly created the Town's first Comprehensive Plan in 1999, placing emphasis on the area's unique beach-to-bay connection as a place of character and high visibility. Detailed concepts for the Red Coconut, Villa Santini, and Civic Center areas were proposed as part of the plan, with a Special Area Plan subsequently designed for the Old San Carlos Boulevard/Crescent Street area of the town core. A form-based code was created with the architectural assistance of Chael, Cooper and Associates, to ensure that the community's vision was realized during the implementation phase.

The Process

In November 1998, Dover-Kohl led a public design workshop, where local stakeholders and citizens worked with the design team to create a vision for the area's future. Two draft proposals were created, offering moderate and intense infill development solutions, with both inspired by previous planning ideas. In a preliminary meeting with Town Council and the Local Planning Agency (LPA) in January 1999, preference was given to moderate infill development, and refinement of the plan began. Final recommendations, revised plan drawings, and completed perspective sketches were presented in a subsequent meeting of Town Council and the LPA in February 1999.

Objectives

The community's objectives, which sought to improve the beauty, vibrancy, and livability of Fort Myers Beach, formed the framework for the plan. Specific goals were to expand the Times Square pedestrian-friendly zone along Old San Carlos Boulevard so as to connect the beach to the bay; improve the existing parking situation; consider the future of Crescent Street, and First, Second, Third, Fourth, and Fifth Streets; and propose specific strategies the Town could use to implement the plan.

Status

The Comprehensive Plan and the Old San Carlos/ Crescent Street Special Area Plan were adopted in January 1999. The same year, the Comprehensive Plan received an award from the Florida Planning and Zoning Association as an "outstanding public report." Revision of the Town's Development Regulations were adopted in 2002.

Comprehensive Plan Update



Six years after the adoption of the Comprehensive Plan, the Town of Fort Myers Beach initiated a subsequent community design process to evaluate and improve upon the plan. Spikowski Planning Associates and Dover-Kohl led a public workshop in March 2005, asking community members to identify the physical design features most critical to future improvements in Fort Myers Beach. Two topics arose, which included the need for park space and the desire to improve Estero Boulevard for motorists, pedestrians, bicyclists, and trolleys. Concepts for re-routing portions of Estero Boulevard further inland were drawn to allow redevelopment of ground-floor level shopfronts given updated flood zone requirements. The team also explored design interventions to relieve traffic congestion along this corridor, including a new parallel street to Estero Boulevard and the introduction of a roundabout at the intersection of Estero Boulevard and Fifth Street. In addition, buildings along the beach side of Estero Boulevard opposite of Seafarers Area were removed and replaced with a grand, central greenspace; the open space was to be created in exchange for allowing greater density across the street, with the additional goals of opening views to the water, and giving the community a signature space with water views.



The planning concepts resulting from the community design workshop were incorporated into the Evaluation/Appraisal Report for the Fort Myers Beach Comprehensive Plan (prepared by Spikowski Planning Associates); this report was adopted by Town Council in January 2007.

Top: A beach front park along Estero Boulevard opens views to the water and functions as a gathering space for the community.

Bottom: Streetscape improvements on the re-located Estero Boulevard include placing utilities underground, adding trees and pedestrian crossings, widening sidewalks, and providing better storm drainage.

REVITALIZING OCEAN SPRINGS

Ocean Springs, MS

DOVER, KOHL & PARTNERS
town planning

Project Area: Ocean Springs, MS
Client: City of Ocean Springs
Year Completed: 2008
Website: mississippirenewal.com/documents/Rep_OceanSprings.pdf
Reference: Mayor Connie Moran
Ocean Springs
1018 Porter Avenue
Ocean Springs, MS 39564
228.875.6722
cmoran@oceansprings-ms.gov



Ocean Springs is a city of neighborhoods as represented by the above illustration. The circles indicate a 1/4 mile, 5-minute walking distance.



More refined concepts were created for a new transit-oriented development along a corridor.



Proposed redevelopment transforms the Broome Grocery property into a multi-story, mixed-use building. With retail fronting the street and residential or office uses on upper floors, the new plan activates Government Street and can help to catalyze additional redevelopment in the area.

The Project

When Hurricane Katrina battered the Mississippi Gulf Coast, it left behind thousands of displaced families and 30 million cubic yards of debris. As part of a collaborative effort, Ocean Springs was one of 11 coastal communities studied during the Mississippi Renewal Forum charrette organized by the Congress for the New Urbanism following the hurricane. Dover, Kohl & Partners directed comprehensive studies of the city, identifying key opportunities to rebuild that would also reverse the momentum of region-wide sprawl existing before the devastation.

The Process

Following an all-day debriefing from Governor Barbour and intensive tours of the city's post-Katrina conditions, the Mississippi Renewal Forum design team held a public design charrette in October 2005 to prepare redevelopment and growth strategies for Ocean Springs. The initial plan, which was the result of extensive community input and feedback, was the foundation for all future planning.

The Plan

The primary goal to adopt a Green City framework that was also a "City of Neighborhoods" was a driving force of the plan. Understanding that redevelopment would happen over time, the design team promoted incremental infill in existing neighborhoods and created specific design plans for new development in special places, including: Ocean Springs Harbor; West End Landing & Front Beach; the Railroad Historic District; Singing River Hospital; Transit Oriented Developments; and the Berlin Property ("100 Acre Wood"). Encouraging mixed-uses throughout the city was also a central planning idea. Particularly, the plan envisioned the redevelopment of the Highway 90 "strip" (Bienville Boulevard) as a mature urban boulevard as one of the primary goals.

Status

As a follow-up to the Mississippi Renewal Forum in October 2005, Dover, Kohl & Partners was invited back in 2006 for to lead a charrette to create a plan for the waterfront. The team later returned in March 2008 to design the Downtown Master Plan and assist in calibrating the SmartCode for the city. Following the success of these projects, Dover-Kohl completed the Bienville Boulevard plan in June 2008, creating a plan for a transit-ready, mixed-use community along Ocean Spring's main commercial corridor. Dover-Kohl collaborated with numerous consultants in the creation of these plans, including Torti Gallas and Partners, Hall Planning & Engineering, TND Engineering, Chad Emerson, and Chael, Cooper & Associates. The City intends to adopt the Downtown Master Plan and calibrated Ocean Springs SmartCode in the spring of 2010.

Subsequent Projects Addressing a "Post-Katrina" Ocean Springs

The Waterfront

The Waterfront charrette was held to more closely evaluate the waterfront areas of Ocean Springs and to work with the community and private property owners to envision the area's future. Two distinct waterfront areas were addressed – Plummer's Point, which is the front door of the community and located where Highway 90 enters town, and Ocean Springs Harbor, the community's beach and a major waterfront access point. Numerous plans and renderings were created to illustrate how more compact and complete development could be incorporated without overwhelming the scale of neighboring residences. Studies exploring a more monumental entryway into the city were also produced. In one example, architectural bridge abutments (shown at right) were incorporated to highlight the landing of the bridge in Ocean Springs. The abutments act as vertical circulation, facilitating the movement of pedestrians and cyclists down to the street level.



An aerial view of Plummer's Point demonstrates the way in which more intense development could help mark the entrance to the city.

Downtown Plan & SmartCode

Building upon the foundation of the previous studies, the Downtown Master Plan focused on tying the downtown neighborhoods and specific opportunity sites together into a single cohesive Ocean Springs Master Plan – thus providing a solid foundation for the implementation of the Ocean Springs SmartCode. The guiding principle was to extend the best historic patterns of architecture, urbanism, and green networks in Old Ocean Springs into strategic redevelopment opportunities and surgical infill projects.

In addition to the plans and renderings produced during the charrette, a SmartCode was calibrated and a Downtown Regulating Plan was created. The SmartCode regulations are based on design details from the most revered places in Ocean Springs.



The Ocean Springs Downtown Master Plan is based on the transect as identified in the SmartCode.

Bienville Boulevard Plan

The Bienville Boulevard charrette mapped out specific plans for the network of streets along Ocean Springs' primary commercial corridor. Multi-way boulevards, two-way parallel roads, alleys, bike paths, and widened, tree-lined sidewalks were introduced to accommodate traffic patterns and parking as well as to provide a safe, pedestrian-friendly environment. Mixed-use neighborhoods and parks were also designed so that as Ocean Springs develops eastward from its historic center, the boulevard will be a destination for visitors and a place to live, shop, and recreate.



A tree-lined main street leads from the multi-way boulevard into the center of a new neighborhood.

SPRING HILL COMMUNITY PLAN

Mobile, AL

DOVER, KOHL & PARTNERS
town planning

Project Area: 3 key intersections in Spring Hill
Client: The Village of Spring Hill, Inc.
Year Adopted: 2008
Website: thevillageofspringhill.com
Reference: Linda St. John, President
The Village of Spring Hill, Inc.
4354-A Old Shell Road
#145, Mobile, AL 36608
251.209.6111
linda@cbroker.com



Existing conditions, southwest quadrant of Old Shell Road and McGregor Avenue



Proposed conditions, southwest quadrant of Old Shell Road and McGregor Avenue



A computer visualization shows what the intersection of Old Shell Road and McGregor Avenue will look like with the addition of a new public building, on-street parking, street trees and buildings that front the street.



The Project

Located at the top of the highest hill overlooking Downtown Mobile, Spring Hill is treasured for its natural beauty, elegant residences, and its abundance of civic amenities. The main retail corridors and public infrastructure, however, are characterized by empty storefronts, buildings set back from the street, large asphalt parking lots, and discontinuous sidewalks. A volunteer non-profit organization called The Village of Spring Hill, Inc. was established to improve the pedestrian, aesthetic and commercial amenities of the area. Dover, Kohl & Partners, along with consultants Hall Planning & Engineering, Urban Advisors, and UrbanAdvantage, were hired to create a plan for the redevelopment of the main commercial areas.

The Process

During a seven-day charrette, 600 residents and stakeholders participated in the visioning process for three key intersections in Spring Hill – Old Shell Road and McGregor Avenue, Old Shell Road and Bit & Spur Road (including Lavretta Park), and Museum Drive and McGregor Avenue. The resulting Blueprint for Spring Hill demonstrates the power a community can have when it decides to take control of its future and work together.

Blueprint for Action

The Blueprint for Spring Hill is the culmination of the planning principles, master plan and visualizations, market analysis and the implementation strategies created through the charrette process. The Plan calls for the transformation of the existing strip commercial intersections into vibrant, mixed-use centers with comfortable sidewalks, street trees, on-street parking, and mixed-use, multi-story, street-oriented buildings. The Plan provides a unified vision and outlines necessary public improvements, while encouraging the coordinated redevelopment of private properties over time. A Traditional Center District Overlay Zoning Ordinance, a form-based code, was drafted by Dover-Kohl to reform the existing City of Mobile code to allow street-oriented development in Spring Hill as envisioned by the *Blueprint*.

Status

The *Blueprint for Spring Hill* and the Traditional Center District Overlay Zoning Ordinance were unanimously approved by the City of Mobile Planning Commission in August 2008. Since the approval, the first properties under the new Code are being reviewed by the city, a new public plaza at the intersection of Old Shell Road and McGregor Avenue is completed, and several properties are improving the streetscapes in front of their businesses in accordance with the recommended improvements.

Creating Vibrant Neighborhood Centers

Museum Drive and McGregor Avenue



The intersection of Museum Drive and McGregor Avenue serves as a gateway to Spring Hill and Joseph Langan Park, but the intersection is considered dangerous by residents. In order to enhance the safety of the intersection while continuing to handle traffic flow, two options for the redesign of this intersection were explored: a "T" intersection and a modern roundabout.

Additional redevelopment ideas for the area include: street improvements, new neighborhoods, a new hotel, and the repositioning of the fire station to create a formal civic presence.



A modern roundabout can manage traffic speeds and circulation.

Bit & Spur Road and Old Shell Road



Bit & Spur Road and Old Shell Road can be redeveloped with street-oriented buildings that front the street and define a new public green at the intersection. On-street parking supports retail and shields pedestrians from passing cars. A generous twelve-foot sidewalk can accommodate outdoor dining or sidewalk sales, and street trees will provide shade for pedestrians. As the neighborhood center transitions into the surrounding residential areas, smaller, detached buildings are recommended.

Down the street from the Bit & Spur intersection, Lavretta Park can be better defined as a community destination and a neighborhood entrance by fronting the park with mixed-use buildings and traditional townhomes.



Left: Mixed-use buildings and townhomes are added along the crescent of Lavretta Park to establish a neighborhood entrance.

Wichita Downtown Revitalization Masterplan

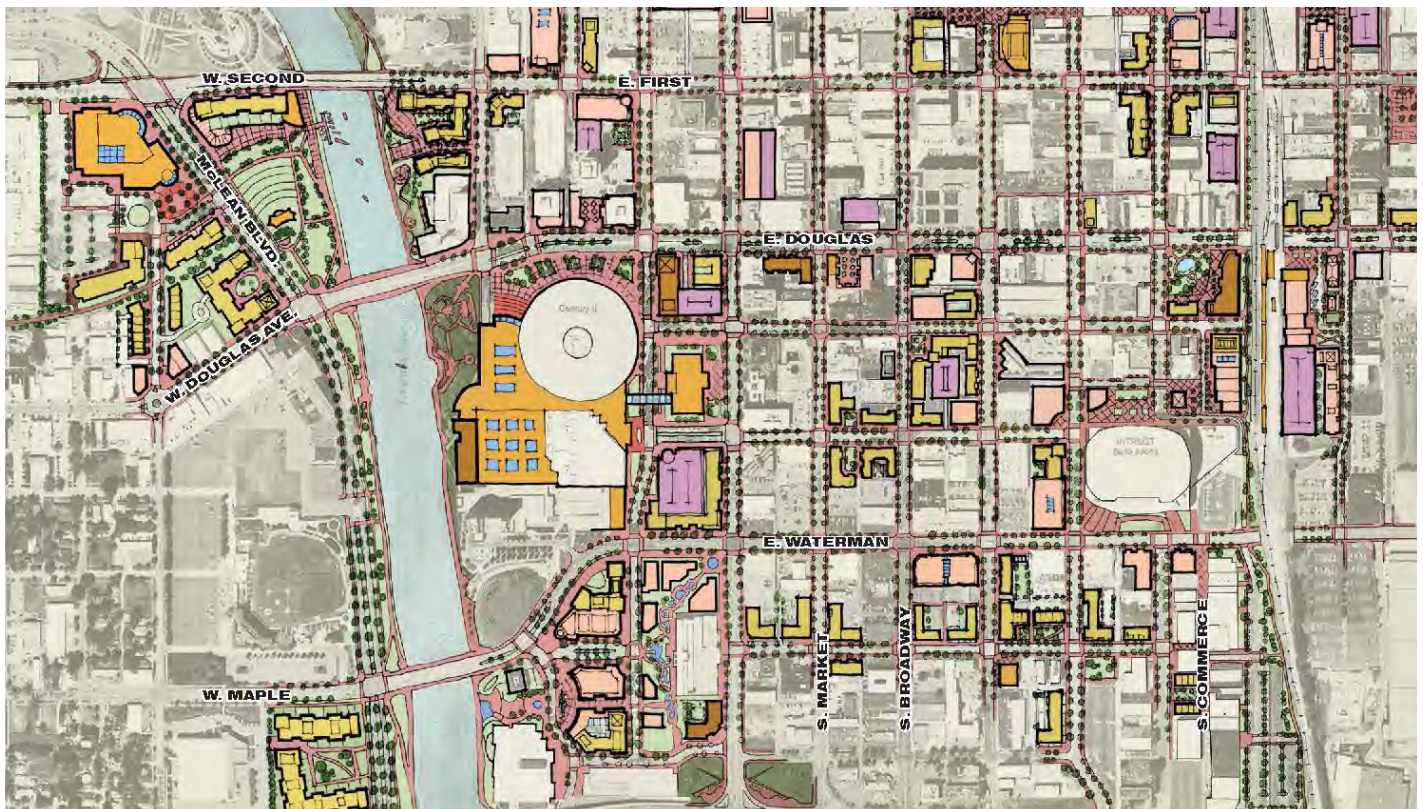
Client: Wichita Downtown Development Corporation
Location: Wichita, Kansas
Reference: Jeff Fluhr, President
(316)264-6005, jeff@downtownwichita.org

Kittelson & Associates, Inc. (KAI) collaborated with Goody Clancy for the recently adopted Wichita Downtown Revitalization Masterplan. The plan introduces a more livable and walkable downtown after years of demolition and disinvestment, building on several recent downtown projects including a mixed-use revival of an historic warehouse district and the construction of the InTrust Bank Arena.

KAI recommended key strategies and a routing plan to bring regional and circulator service into a comprehensive system in support of linkages between key destinations along fewer, more amenity-rich downtown streets.

The plan also proposed a complete bicycle network and integration of bicycle parking into redevelopment planning,

street conversions from one-way to two-way, signal coordination and re-timing, and the introduction of more shared public parking that serves multiple destinations simultaneously supported by good walking, transit, and biking connections. Working with city planners, local engineering and landscape design firms, the team introduced a multi-modal “complete street” network that creates a strategic mix of street types over the short- and near-term to help rebalance Downtown’s street network, allowing it to better accommodate the full range of traveler modes (pedestrians, bicycles, and transit). The primary street types include automobile balanced streets, transit balanced streets, bicycle balanced streets, pedestrian streets, plaza streets, service streets, and pedestrian-only areas.



PennDOT Smart Transportation Program and Guidebook

Client: Pennsylvania Department of Transportation
Location: Pennsylvania
Reference: Danielle Spila, Director
(717) 787-0787, dspila@dot.state.pa.us

Kittelson and Associates, Inc. (KAI), assisted the Pennsylvania Department of Transportation (PennDOT) in creating and implementing policy changes related to Smart Transportation. This initiative seeks to redirect the way PennDOT and its partner agencies and communities think about transportation and land use decisions in response to today's realities. Smart Transportation is a call for linking land use and transportation planning, a focus on system maintenance and preservation, balancing priorities among all transportation modes, collaboration with planning partners, and true fiscal responsibility.

KAI and staff members Mary Raulerson, Jane Lim-Yap, Yolanda Takesian, and Ed Myers led this complex and comprehensive organizational shift by crafting strategic policy and program changes including the 10 Smart Transportation Principles and the award-winning Smart Transportation Guidebook, which translated the principles into concrete policies and standards. The study led to the design and planning efforts for a number of Smart Transportation demonstration projects throughout the Commonwealth. These projects include efforts in Cranberry Township, Bucks & Montgomery Counties, Erie, and workshops throughout Lancaster & York Counties among other venues.



Aberdeen TOD Master Plan, Feasibility Study and Transportation Plan

Client: City of Aberdeen
Location: Aberdeen, Maryland
Reference: Phyllis Grover, Director of Planning and Community Development
(410) 297-4216, phyllis@aberdeem-md.org

KAI prepared the Transportation Element and Major Thoroughfare Plan for the City of Aberdeen's Comprehensive Plan in 2008. As part of this effort, KAI reviewed existing transportation conditions within the context of existing land use patterns and proposed growth and expansion/annexation plans, including proposed Base Realignment & Closure-related growth at the Aberdeen Proving Ground, MARC commuter rail expansion plans, and future traffic conditions. KAI worked with the city planning staff and an agency advisory committee in a series of work sessions to identify needs, opportunities, and future improvement priorities. Major elements of the Plan build on the existing street network to create a more connected and multimodal system, fill gaps

in street connectivity, ensure major development constructs connections between arterial roads, identify a street-based bicycle network, and create street types and intersection designs to improve pedestrian safety. Short-, mid-, and long-term transportation improvements were identified, including those needing financial or technical support by partner agencies including Harford County and the Maryland State Highway Administration. The plan was approved by the Planning Commission and adopted by the Aberdeen City Council in 2011 and is currently being implemented. KAI is continuing to support the City to implement the plan and is currently advancing the TOD masterplan's open space component.



City of Eustis Downtown Masterplan

Client: City of Eustis, Florida
Location: Eustis, Florida

Prior to joining Kittelson and Associates, Inc. (KAI), John Paul Weesner and Jane Lim-Yap assisted the City of Eustis in Florida to complete a citizen-driven master planning study for the Downtown. This planning effort intended to build upon the community vision and provide a broad foundation for public consensus on strategic actions to implement the vision. Eustis has seen significant decline in its Downtown commercial and retail economic vitality and

this Masterplan builds on Eustis' strengths and addresses emerging redevelopment opportunities as well as public concerns of walkability and beautification. The plan ensures that Eustis will be a diverse urban center serving the City's residents and visitors. The effort resulted in a Masterplan, a five-year strategic action plan, a developers toolkit, and policy changes including a form-based code



Smart Transportation Efforts for Erie

Client: Pennsylvania Department of Transportation
Location: Erie, Pennsylvania

Prior to joining Kittelson and Associates, Inc. (KAI), Mary Raulerson and Jane Lim-Yap worked with the Pennsylvania Department of Transportation, as part of the agency's Smart Transportation Initiative on a series of studies geared to creating a more effective and sustainable transportation system for Erie, Pennsylvania. The first task was to analyze access to Erie's bayfront and the relationship between the bayfront and downtown. As a part of this effort, the study team presented a number of potential bayfront development scenarios and created transportation solutions that served to balance that development with the type of

pedestrian-friendly environment desired by the City of Erie. In the end, these recommendations were not merely confined to the bayfront, but spanned the entire downtown area.

The initial study was followed with a study of parking and transit and its role in Erie. The goal of this study was to assure that the City's land could be developed in a way that makes the most efficient use of parking and transportation infrastructure. Opportunities for shared parking, public-private partnership and re-imagined transit operations were all part of an overall economic development-based vision.

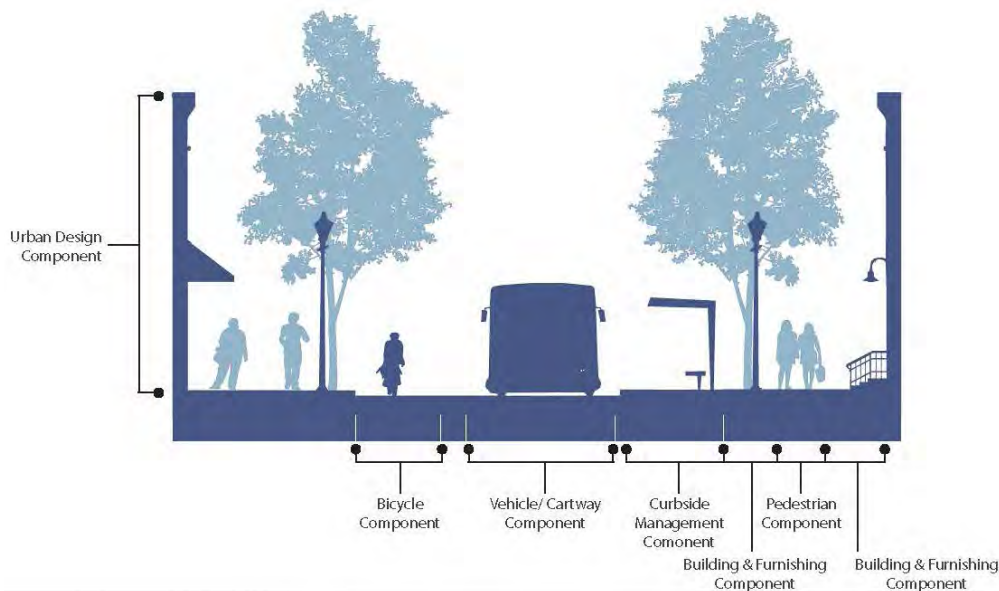


Philadelphia Complete Streets Handbook

Client: City of Philadelphia (Mayor's Office of Transportation and Utilities)
Location: Philadelphia, Pennsylvania
Reference: Ariel Ben-Amos, AICP, Senior Planner
(215) 686-9001, ariel.ben-amos@phila.gov

Kittelson and Associates, Inc. (KAI) led an effort for the Philadelphia Mayor's Office of Transportation and Utilities to develop a Complete Streets Handbook to update the City's street design policies and standards to incorporate best practices for accommodating pedestrians, bicyclists, transit, and motor vehicles. The project included extensive research and stakeholder outreach to identify existing

barriers to developing Complete Streets, local facility needs and preferences, as well as national and international best practices. The resulting Handbook is an easy-to-use manual that will provide the Streets Departments (and other public agencies), designers, and the development community with a practical guide for implementing Complete Streets solutions that effectively serve all modes.



Howell Neighborhood Street Design and Downtown Plan

Client: City of Howell, Michigan
Location: Howell, Michigan

Prior to joining Kittelson and Associates, Inc. (KAI), John Paul Weesner and Jane Lim-Yap assisted the City of Howell to develop the design intent for the reconstruction of approximately eleven miles of City streets and an updated downtown master plan. Through a citizen-driven charrette process, the consultant team met with the residents and key stakeholders to understand values and issues related to community form. Following the stakeholder meetings, the consultant team conducted nine “walkabouts” in the neighborhoods and the downtown with residents and

business owners and generated a series of typical sections and distinct solutions to unique engineering problems in each neighborhood. During the “design week”, the consultant team utilized an open house forum to continue to receive public input during the design process and the end result was a community backed design vision for each mile of reconstructed road in the study area, as well as a consensus vision for the downtown master plan.



Jacksonville Beach Downtown Vision Plan

Client: City of Jacksonville Beach, Florida
Location: Jacksonville Beach, Florida

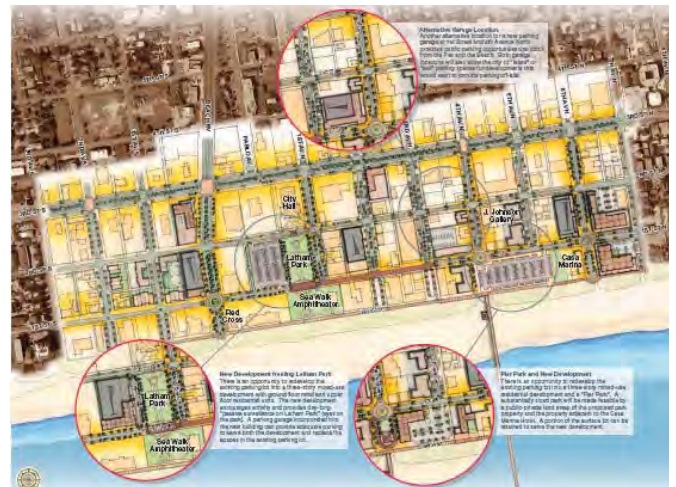
Prior to joining Kittelson and Associates, Inc. (KAI), Jane Lim-Yap provided services to the City of Jacksonville Beach.

The City of Jacksonville Beach was experiencing a renewed development interest in and around Downtown. The City was careful to ensure that new development does not take away from this beach town's charm and livability. The consultant team led a visioning and planning process that resulted in a plan that provides a thoughtful approach to how new development would not only maintain but improve quality of life.

The process of creating the Vision Plan relied on a strong community involvement process which provided a variety of opportunities for public input through stakeholder interviews, a walking audit of the Downtown and a multiple day charrette and open house working sessions.

Some of the key elements of the Vision Plan are the redevelopment of existing parking lots located in prime beach-front properties into mixed-use developments, development of shared-use parking garages in strategic locations, and the creation of key place-making elements along the corridors to the beach. The study also included a set of form-based land development guidelines that allows for new development to build healthy densities within the community's accepted building height, character, and massing.

The plan, now implemented has led to the reconfiguration of First St. as a curb-less festival street, prioritizing pedestrians and better connecting downtown to the city's prime asset, the beach.



Downtown Hampton Master plan

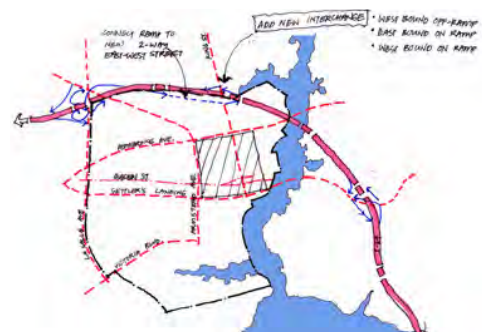
Client: City of Hampton, Virginia
Location: Hampton, Virginia

Prior to joining Kittelson and Associates, Inc. (KAI), Jane Lim-Yap was part of the consultant team for the Downtown Hampton Master plan.

This Plan is based upon a comprehensive and balanced approach towards improving entry-ways into Downtown, reinforcing and extending the street network along with reconfiguring the block structure to support new development, and enhancing and connecting parks and open spaces. The Framework of Open Space provides the organizing structure for coordinating future development and investment, both, public and private. It also identifies and defines the Master Plan in the context of the Downtown and its relationship to the greater region.

The Transportation Analysis identified several strategies for improving the circulation system of Downtown and re-establishing a balance where the public right of way serves the multiple needs of pedestrians, motorists, visitors, and property owners.

The plan recommended a new interchange to both provide direct access to Downtown and improved development opportunities in the underutilized industrial areas. The Plan also recommended utilizing the wide boulevard rights-of-way around Downtown to create pedestrian-and bicycle-friendly streets with on-street parking and generous landscaping. The town has already advanced the ideas from the plan, reclaiming Settlers Landing Road to become Downtown Hampton's main street.



Memphis Main to Main Multimodal Connector, TN



Alta Planning + Design, in association with Powers Hill Design, is developing design and construction documents for this TIGER Grant funded project in Memphis, TN. The Main Street to Main Street Multimodal Connector Project (M2M) is a partnership among the states of Tennessee and Arkansas and the municipalities of Memphis, Tennessee; West Memphis, Arkansas; and the Counties of Shelby in Tennessee and Crittenden in Arkansas. This project will establish a 12-mile regional multimodal corridor that will increase and improve alternative transportation options in the Memphis metro area.

Client: City of Memphis, Powers Hill Design

Year: 2013–

Alta Contract Amt: \$75,000

Contact: Kyle Wagenschutz, (901) 576-6710 |
kyle.wagenschutz@memphis.gov



Charles River Basin Path and Bridge Master Plan, Boston, Cambridge, Newton and Watertown, MA

Alta worked with the Massachusetts Department of Transportation's Accelerated Bridge Program to develop a plan addressing the needs of pedestrians, joggers and cyclists along an eight-mile stretch of the Charles River Basin. The 18-month effort included oversight, recommendations for path improvements along the river, and review and comment of current final design efforts for enhanced pedestrian and bike connections to and across the multiple bridges within the Basin.



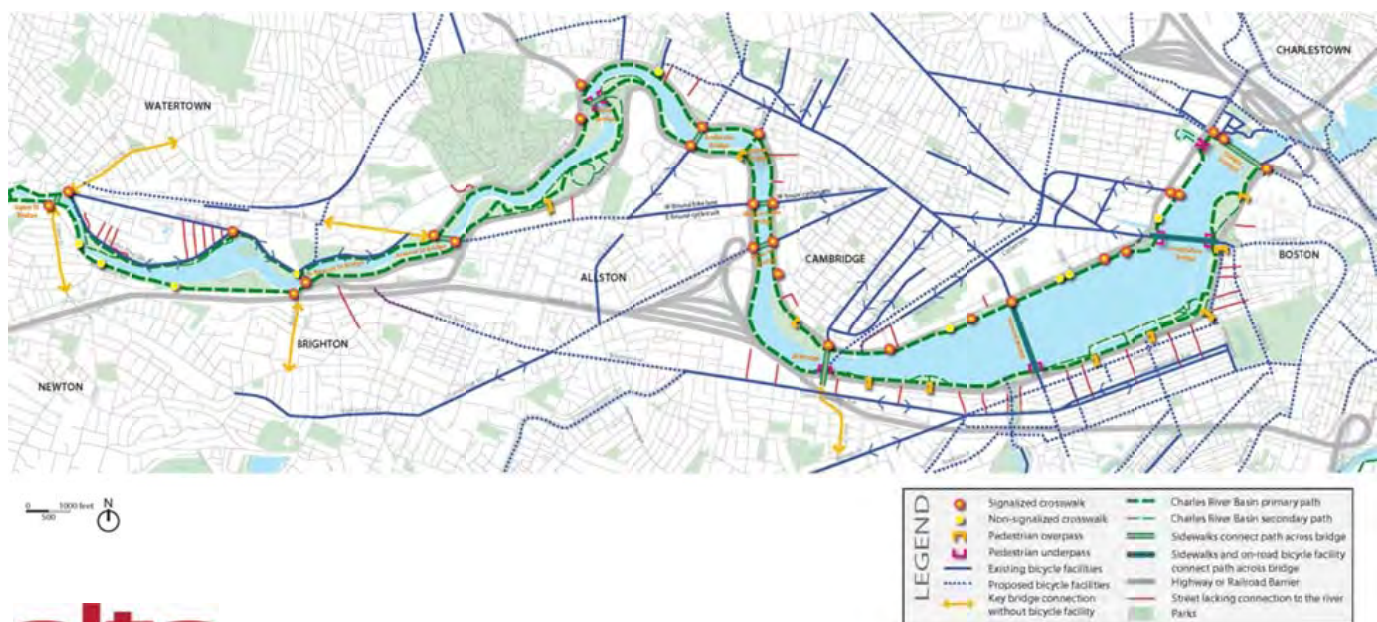
Alta also conducted a gap analysis to determine locations for enhanced connections to adjacent neighborhoods and open spaces, in addition to conceptual design work for on- and off-street facilities for cyclists. Helping to inform some of this design work are bi-annual Alta-led counts of pedestrians, joggers and cyclists at 23 locations along the entire bridge and pathway system during weekday afternoons and weekends. These efforts began in the fall of 2009 and have continued roughly every six months since then.

Client: Massachusetts Department of Transportation (MassDOT)

Year: 2009–2011

Contract Amount: \$200,000 (out of \$1,000,000 total)

Contact: Amy Getchell, MassDOT, (617) 973-7000, amy.getchell@state.ma.us



Eastbank Esplanade, Portland, OR



The award-winning Eastbank Esplanade has become an essential element of the Portland transportation network and an icon of the city. While working at the City of Portland, Alta Principal George Hudson managed the design of this premier path in the heart of downtown Portland. The Eastbank Esplanade features a floating trail section in the Willamette River, ramps to the Hawthorne Bridge, and a bicycle/pedestrian cantilevered path attached to the Steel Bridge. Wedged between Interstate 5 and the Willamette River, the project presented numerous design, environmental, and funding challenges. Alta provided further design assistance in several areas, such as connections to the path from adjacent neighborhoods, an elevator to the Burnside Bridge, art and interpretation.

Though a pathway existed on the site prior to the development of the esplanade, the site was dominated by criminal activity, including drug packaging, graffiti, and transient activity and was seldom used by the general public. George worked with the local community policing office and the surrounding business and neighborhood associations to identify specific crime problems and developed both programmatic and design solutions to improve public safety. Police access was enhanced, vegetation was placed and selected to allow easy surveillance, areas used for overnight camping were sealed off or opened up to eliminate cover, connections were made to local streets and bridges wherever possible to improve access, coordination with local firemen created around the clock presence on the site, a park ranger program was deployed, and the site was wired for remote video monitoring. Today, the site is recognized as one of the most photographed places in the state of Oregon and has become a popular local, regional, and national destination.

Client: City of Portland, Parks Bureau; Portland Development Commission, Jennifer Nolfi, 503.823.0271, NolfiJ@pdc.us

Date : 2000 – 2001

Contract Amt: \$3,000,000