

City of
FORT LAUDERDALE

Federal Transit Oriented Development (TOD)

Planning Services • RFP# 12093-885

January 25, 2018 • 2:00 PM



LIVE. WORK. PLAY. CONNECT.

**THE
CORRADINO GROUP**

CAM #18-0268
Exhibit 7
Page 1 of 82

ENGINEERS • PLANNERS • PROGRAM MANAGERS • ENVIRONMENTAL SCIENTISTS

January 24, 2018

Attn: Procurement Specialist II, Laurie Platkin
City of Fort Lauderdale Procurement Services Division
100 N. Andrews Avenue, Suite 619
Fort Lauderdale, FL 33301 (City Hall)

**RE: City of Fort Lauderdale Federal Transit Oriented Development (TOD)
Planning Services • RFP# 12093-885**

We look forward
to delivering
excellence to
the City of Fort
Lauderdale on
this Contract!

Dear Ms. Laurie Platkin:

Change is inevitable. What the hand of planning and policy does is guide us towards where we wish to go. For Fort Lauderdale, where neighbors have voiced the desire to preserve their neighborhoods, growth will occur as a natural result of opportunity, and that opportunity exists and grows because of the City's emphasis on a live, work, play environment that continuously strives to improve and enhance local quality of life. A world class city, the development of the Wave system Downtown provides ample opportunity for further growth. Yet, the realization of vision and dreams often touted as the cornerstones of solid planning is reliant on ensuring that these opportunities are supported by the incorporation of sound policies to ensure affordability, accessibility, mobility, and economic development.



Of importance here, is understanding the City's vision, a process enhanced through neighbor engagement within the City and the Study Area. Additionally, just as life does not occur in a vacuum, the tapestry planning weaves must be the same, incorporating into the vision and story a comprehensive, multidisciplinary viewpoint and approach. Our approach, inclusive of tasks and goals to ensure mobility, connectivity, affordable housing, and an understanding of market conditions to realize economic development, requires an understanding of local strengths, weaknesses, threats, and opportunities, and was carefully considered in the development of this team.

The Corradino Group and our partners - Clary Consulting Company, Keith & Schnars, Lambert Advisory, Walker Parking Consultants, and Erin L. Deady, P.A. - are pleased to present you with our qualifications. Our team's diverse experience involves work on the City's Comprehensive Plan; land use and district master plans, including the Downtown Master Plan; financial studies leading to the development of the Wave; TOD implementation; and affordable housing in Broward and nationally. Our team, having worked extensively with the City and in Broward County, has a sense of history and understanding of local conditions conducive to successful planning. In our service to the City of Fort Lauderdale on this contract, we will blend local qualities and goals with best practices to form an implementable plan, one that will become reality as opposed to simply being a study on a shelf.

Corradino currently works with the City on transportation, land use, and long-range planning. Our unique position in serving as the City's Comprehensive Plan consultant will benefit this study as it will provide immediate incorporation of the findings of the various tasks within this project into the planned revisions to the City's goals, objectives and policies, ensuring that the resulting recommendations have the framework to become a successful reality.

I, Joseph Corradino, AICP will serve as the Principal-in-Charge for this project, and Edward Ng, AICP will be your designated project manager. As with prior and current projects Corradino has with the City, you will have our complete and undivided attention.

Sincerely,

Joseph M. Corradino, AICP
President - The Corradino Group, Inc.

CAM #18-0268
Exhibit 7
Page 2 of 82



TAB 4.2.1: TABLE OF CONTENTS



4.2.1: TABLE OF CONTENTS

Page #

TAB 4.2.1 TABLE OF CONTENTS.....1

TAB 4.2.2 EXECUTIVE SUMMARY.....3

TAB 4.2.3 EXPERIENCE AND QUALIFICATIONS.....15

TAB 4.2.4 APPROACH TO SCOPE OF WORK.....41

TAB 4.2.5 REFERENCES.....57

TAB 4.2.6 MINORITY/WOMEN (M/WBE) PARTICIPATION.....59

TAB 4.2.7 SUBCONTRACTOR.....61

TAB 4.2.8 REQUIRED FORMS.....63



TAB 4.2.2: EXECUTIVE SUMMARY



Corradino understands that Fort Lauderdale has as its primary infrastructure goal, of being “a pedestrian friendly, multi-modal City that allows neighbors to move seamlessly and easily through a safe transportation system where the pedestrian is first.” We understand that over the years, the City has advanced towards achieving that goal and most recently has won an FTA 5309 Capital Improvement Grant in relation to its Wave Streetcar project. The City would like to define and advance 6 other objectives as it implements the system and develops its transit oriented core. These include:

- Enhance economic development and ridership;
- Facilitate multimodal connectivity and accessibility;
- Increase non-motorized access to stations;
- Enable mixed-use development;
- Identify infrastructure needs associated with the Wave Streetcar and a transit-oriented core; and
- Include private sector participation.

Our approach takes a comprehensive look at the City’s potential TOD development by the Wave streetcar to be built. Critical to any redefinition of city form is an understanding of public wants and needs, and incorporating an understanding of best practices to the mix. An intensive, thorough, and technologically advanced public engagement strategy will be developed, prior to, during and after formative analysis and recommendations are undertaken.

A robust market study, with an understanding of any retail leakage, identifiable through gap analyses, will provide for a better understanding of opportunities for future development. This, when combined with an understanding

of developmental barriers and urban design, will allow for recommendations to improve the area. Knowing that live/work/play involves attainable and affordable housing, opportunities for alternative, and potentially cheaper modes of transportation, our philosophy is to ensure that the current land use, urban design, and financing options contribute to a comprehensive and cohesive approach. This approach involves policies which will create an easier framework for the development and financing of new buildings and infrastructure, as well as aligning opportunities to market realities to ensure local job growth.

Ultimately, the City’s efforts for this plan will have to be consistent with existing Press Play and Fast Forward documents, as well as adopted plans such as the Downtown Master Plan. In this regard, this consistency can be achieved by incorporation of adopted visions and goals, or via revisiting existing plans and updating those plans to fit the new realities around the Wave, which may provide for new opportunities. Corradino is familiar with these documents through its work with the Comprehensive Plan, and understands that the City desires to concentrate new growth in designated areas within the City in order to be responsive to neighbor’s stated preferences for neighborhood preservation within Fort Lauderdale. This project provides the perfect opportunity to contribute positively to City-wide goals. These goals, in turn, need to be codified into the Comprehensive Plan amendments. Corradino can provide implementation efficiency for the City by connecting the processes to ensure planning cohesion and frequent communications across all disciplines in the review of vital policy questions, review of best practices research already being conducted, and subsequent recommendations. Exhibit 7

FIRM OVERVIEW - PRIME AND SUBCONSULTANTS



Established in 1971, **The Corradino Group (Corradino)** is a 200+ person firm which has been providing municipal services to clients in South Florida and across the nation for over 40 years. As a multi-disciplinary firm, Corradino is adept at handling the myriad of issues faced by cities of all sizes and all stages of development. Having practiced these services in South Florida the firm understands the enormous pressures that municipalities are under. Corradino is an expert in the fields of Land Use, Comprehensive Planning and Zoning, Urban Design, Civil Engineering, Roadway Design, Drainage Design, Traffic Engineering, Growth Management, Transportation Planning, Environmental Planning, and Construction Engineering and Inspection. The firm has worked on a great variety of similar projects, and understands how to move projects from initial concept on to implementation and capital improvements programs.

Currently headquartered in Doral (4055 NW 97th Avenue, Suite 200, Doral, FL 33178), with offices in Fort Lauderdale, Miramar, Orlando, Jupiter, Louisville, Nashville, Indianapolis, and Detroit, Corradino has gained a reputation as a “Can Do” firm. As municipalities have continued to evolve in our region, Corradino has assisted cities to form and implement comprehensive, transportation and strategic plans, and land development regulations. As cities are becoming extremely efficient, Corradino often serves as adjunct staff, providing the technical expertise needed without the full-time expense. The firm works on comprehensive plans, EARs, and regularly acts as reviewer of development applications for traffic and site plans. Corradino’s work also includes TOD analyses from land use, transportation planning and engineering, and economic development standpoints, most recently working on such analyses for the Miami-Dade TPO’s SMART Plan, Tri-Rail Coastal Link, Oakland Park, and other places.

Corradino continues to deliver quality products and services on-time and within budget for a multitude of municipalities in South Florida under contracts just like this one. The Corradino Group and the principals assigned to this project have a long history of successfully completing plans and projects with similar scopes and approaches to the diversity of tasks within this RFP. These include:

- Miami-Dade SMART Plan - Land use, economic/market, and station area transportation and urban design
- Tri-Rail Coastal Link analyses
- City of Oakland Park Culinary Arts District Mobility Plan
- City of Doral Transportation Master Plan

Our team’s strength lies in our ability to plan districts and corridors while understanding and balancing the needs and opportunities for transit oriented development, taking into account both regional and highly localized station area contexts.

Our project team members have a strong understanding of comprehensive plan related issues and goals specific to the City of Fort Lauderdale. As long-time South Florida residents and as participants in regional planning organizations and efforts, our team members have a strong working knowledge of the City. **Joseph M. Corradino, AICP**, will serve as the Principal-in-charge for this effort. Our Project Manager, **Edward Ng, AICP**, currently serves as the Project Manager for the City’s Comprehensive Plan revision, and has worked on the City’s understanding for truck routing and other projects. Through his work with the City, he has specifically gained a strong understanding of the City’s various master plans and development review goals and procedures in his work on the Evaluation and Appraisal Report. This understanding and work provides for a streamlining of processes for the City’s implementation of the recommendations that will result from this process, which includes items such as affordable housing and the Multimodal LOS and guidelines for the district’s planning which must ultimately be incorporated into the City’s revised Comprehensive Plan.

Our subconsultant teammates were specifically chosen because of their expertise, and will assist in crafting policies for urban design, parking, land use, economic development planning, and financial programming for the TOD area’s programs.



Keith & Schnars (K&S) is a premier full-service consulting firm that has served clients throughout the state of Florida since 1972. K&S offers multi-disciplinary expertise in the fields of planning, landscape architecture, environmental sciences, engineering and land surveying. *The firm has played a key role in shaping the development of Florida’s growing commercial, residential, recreational, educational, and transportation infrastructure.* K&S is headquartered in Fort Lauderdale, with satellite offices in Altamonte Springs, Miami, Naples and Jacksonville, to better serve our clients throughout the state.



WALKER
PARKING CONSULTANTS

Walker Parking Consultants (WPC) is a global leader in providing parking consulting and design services. Walker is not “a jack of all trades,” but rather treats parking as an auxiliary service with a singular focus. Parking has been WPC’s specialty for

CAM #18-0268
Exhibit 7

more than fifty years. This singular focus on parking allows the firm to collaborate with a wide variety of parking operators, developing best practices to address specific demands and unlock the full potential of their valuable parking assets.

Founded in Kalamazoo, Michigan in 1965, WPC's first parking structure was a design-build project completed in 1968 for a Montgomery-Ward Distribution Center in Albany, New York. By 1969, the firm had designed several parking structures in western Michigan and realized that parking was now a large component of their company portfolio. To date Walker has performed more than 3,000 parking studies, designed more than 2,500 parking structures, and provided restoration design for more than 2,500 parking structures.



Clary Consulting Company (CCC)

specializes in infrastructure finance for federal agencies, state governments, local municipalities and private entities. CCC has extensive experience in a variety of financial solutions including public/private partnerships and design/build finance. Understanding that no two projects are alike, CCC offers a unique approach to every project to meet your financial needs and get the job done. We look forward to assisting others with the knowledge and experience gained through more than a collective total of 50 years in public and private service.



Founded in 1995, Lambert Advisory is an internationally recognized economic, real estate, and community development advisory firm, working with both public agencies and private entities specifically on economic, financial and strategic analyses. Importantly for this engagement, Lambert has dedicated practices to TOD planning and housing strategy. We have completed economic and housing strategies for: Miami Dade County, City of Miami, City of Pompano Beach, City of Hallandale Beach, City of Jacksonville, Tampa Housing Authority and the City of New Orleans among others.

Our firm is extremely familiar with Broward County and the Downtown Fort Lauderdale area. Lambert is currently serving as the economic consultant on Broward MPO's Countywide Mobility Hub Planning, Design & Implementation, and is assisting Broward Mobility Hub planning process through an evaluation of more than 100 mobility hub locations. In Downtown Fort Lauderdale, our firm assisted in the implementation of the Downtown Fort Lauderdale Mobility Hub, with a key objective to maximize leverage through the creation of a joint public/private development. Our long relationships in Broward County and our knowledge of what is required to successfully

execute TOD studies, demonstrate our firm's ability to interface and deliver valuable expertise throughout this engagement.

ERIN L. DEADY, P.A.

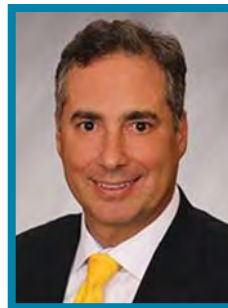
Erin L. Deady, P.A., is a full service legal and consulting firm. Firm President, Erin Deady, is a licensed attorney in Florida, a certified land planner by the American Institute of Certified Planners ("AICP") and a LEED AP. Ms. Deady's practice is primarily focused on public sector government representation but also includes numerous private sector and agricultural clients. Ms. Deady's practice includes environmental restoration initiatives, water, energy, climate, local government, administrative law and land use issues.

KEY STAFF

The following are our officers, principals, supervisory staff and key individuals proposed for this contract.

JOSEPH M. CORRADINO, AICP

President/Principal-In-Charge (Corradino)



Mr. Joseph M. Corradino, AICP, President, is an award-winning urban planner who has managed multiple comprehensive planning projects for local municipalities such as Miami Beach, Hialeah, Hialeah Gardens, Coral Gables, Doral, Palmetto Bay, El Portal and Miami, to name just a few. He is currently the Development Services Director for the City of Homestead as well as the Mayor of the Village of Pinecrest.

He is the former Chair of the American Planning Association, Gold Coast Section Executive Board, former Chair of the Village of Pinecrest Planning Board, and a member of the Metropolitan Planning Organization Citizen's Transportation Advisory Committee. He has distinguished himself with the depth and ability to develop and integrate quality urban design plans with the functional, aesthetic, and economic needs of local communities. Mr. Corradino will maintain an active "hands-on" approach for all aspects of the project.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

Work Experience with Land Use and Transportation Planning

- Miami-Dade TPO
- Town of Cutler Bay
- City of Doral
- City of Oakland Park
- City of Miami Beach



TAB 4.2.2: EXECUTIVE SUMMARY

- City of Miami
- City of South Miami
- Town of Miami Lakes
- City of Miami Springs
- Village of Virginia Gardens
- City of North Miami Beach
- City of Sarasota
- City of Aventura
- Village of Palmetto Bay
- Village of El Portal
- Village of Pinecrest
- City of Homestead
- City of Clearwater



streets. Edward’s current/recent projects in the past year involves various planning and associated services with the municipalities of Doral, Cutler Bay, Key Biscayne, North Miami, North Miami Beach, Hallandale Beach, Palmetto Bay, Cutler Bay, Virginia Gardens, Miami Beach, Miami Springs, South Miami, Lake Park, and Homestead, among others; and the Fort Lauderdale Comprehensive Plan and EAR, among other plans. Edward is currently the Chair of the American Planning Association, Gold Coast Section Executive Board, and teaches the AICP exam preparation course for planners in Miami-Dade, Broward, Monroe, and Collier Counties.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

Outstanding Accomplishments

- American Planning Association, Award of Excellence for the “Miami Beach Municipal Mobility Study”
- American Planning Association, Award of Excellence for the “Clearwater ‘One City, One Future’ Strategic Plan”
- American Planning Association, Award of Outstanding Achievement for the “Alton Road Traffic Calming”
- Florida Redevelopment Association, Award for “Hialeah Transportation Concurrency Management Areas”
- American Planning Association, Award of Outstanding Achievement for the “Transportation Concurrency Management Areas”
- American Planning Association, Award of Outstanding Mobility Project for the “Palmetto Bay Transportation Master Plan”
- American Planning Association, Florida, Gold Coast Section, 2008 Award of Excellence for the “Coastal Communities Transportation Master Plan”

Work Experience with Land Use and Transportation Planning

- Tri-Rail Coastal Link
- Miami-Dade TPO SMART Plan
- Miami-Dade TPO Technology Study
- City of Doral
- City of Oakland Park
- City of Aventura
- City of North Miami Beach
- City of North Miami
- Town of Cutler Bay
- City of Opa-Locka
- Village of Palmetto Bay
- Village of Pinecrest
- Town of Miami Lakes
- Town of Lake Park
- City of Fort Lauderdale
- City of Miami Springs
- City of South Miami
- City of Homestead
- Village of Virginia Gardens



EDWARD NG, MPP, MPL, AICP

Project Manager (Corradino)



Mr. Edward Ng, AICP is a Planner/Project Manager with experience in transportation, economic development, transit oriented development, and land use planning. His work involves demographic analyses, analyses and updates to comprehensive plans, grant writing, land use code revisions, geospatial planning analyses, the creation of GIS maps, public outreach (including public participatory GIS), and gathering & analyses of traffic facilities and operational data.

Edward specializes in interdisciplinary aspects of planning, including transit oriented development and complete

MIKE CISCAR, PE

QA/QC (Corradino)



Corradino’s Vice President of Engineering and Planning has thirty-one years of experience in the field of civil and transportation engineering. Mr. Ciscar oversees all of Corradino’s engineering operations in South Florida. Corradino’s projects range from planning and design to major expressway corridor studies, highway design, and construction assistance.

Prior to joining Corradino, Mr. Ciscar had a distinguished 16-year career with the Florida Department of Transportation’s District 6 office and served as the District Environmental Management Engineer for 5 and ½ years. In his capacity

CAM #18-0268
Exhibit 7
Page 11 of 82

as the Environmental Management Engineer, he directed the activities of the District Environmental Management Office to ensure compliance with all FDOT objectives, Departmental policies, and FHWA requirements, as well as all federal, state, and local laws and regulations. The primary function of the office was to perform Project Development and Environment (PD&E) Studies. This entails performing engineering and environmental studies, documenting the studies in the form of engineering reports and environmental documents, and conducting extensive public and inter-governmental coordination. Mr. Ciscar was responsible for obtaining all environmental permits and approvals for all of the District's projects.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

FREDERICK C. P'POOL

QA/QC (Corradino)



Mr. P'Pool is responsible for Corradino's day-to-day operations including financial management and policy direction as well as leadership and direct participation in business development activities of Corradino throughout the United States. Mr. P'Pool advises public sector clients and participates directly in economic development projects, infrastructure development, and transportation planning utilizing local, state, and federal funding. He also advises public sector clients in the development of public/private partnerships for major infrastructure projects.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

SCARLET R. HAMMONS, AICP, CTP

Land Use Planning/Comprehensive Planning (Corradino)



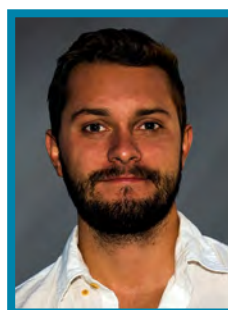
Ms. Scarlet Hammons, AICP specializes in the analyses of land use issues related to comprehensive plans, zoning, due diligence and the site planning process. Her experience also includes preparing zoning regulations, writing comprehensive plans, drafting ordinances, assisting with transportation master plans and preparing graphics, exhibits and maps. She has managed numerous planning projects for Corradino's municipal and agency clients, including the Florida Department of Transportation District 6 planning division where she was the in-house growth management analyst for three years.

Ms. Hammons managed planning projects which include developing land development regulations, site plan reviews, comprehensive plan amendments, and a variety of other advanced level planning assignments. While working with Corradino's clients, Ms. Hammons has gained experience in all aspects of the multi-disciplinary field of land use planning. Ms. Hammons was the on-call planning consultant for municipalities such as Cutler Bay, Doral, Miami Beach, El Portal, Virginia Gardens, West Park, Hallandale Beach, Homestead, and Palmetto Bay.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

KYLE DOST

Land Use Planning/Comprehensive Planning (Corradino)



Kyle Dost is an Urban Planner with the Corradino Group, specializing in regional sustainability and resiliency planning. Kyle is a graduate of the University of Florida's Master of Urban and Regional Planning, where he focused on Environmental Management, Water Resources, and International Development, and earned his Bachelor of Science from Virginia Tech, where he was also a research and field work research assistant and on-campus outreach leader while completing his studies. As a research assistant while at the University of Florida, Kyle was responsible for the development of excel-based data management tools, creation of web based resources for data sharing, data analyses, and administration of surveys. His work internationally involves experience on community outreach on housing, water, waste, and health variables, as well as assessment of community capacity, resiliency and adaption, and water planning. Kyle's current work with Corradino involves GIS based geospatial analysis evaluating land use, roadway LOS, parking and park and ride utilization, and transit corridor planning in Miami-Dade County.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

MARK ALVAREZ

TOD Zoning & Development Regulations (Corradino)



Mr. Alvarez is a professional Planner with twenty-nine years' experience in transportation planning, land development analysis, infrastructure programming and environmental impact analysis. He brings his experience together to provide holistic approaches for integrated solutions toward sustainable development.

CAM#18-0268
Exhibit 7
Page 12 of 82

TAB 4.2.2: EXECUTIVE SUMMARY

resilient urban development that is focused on developing socially and economically viable mobility plans that leverage public, business and government resources together. Toward these ends, he brings significant experience in: land use policy planning; land use regulatory analysis toward development outcomes; transit development, policy and operational analysis; alternative-fuel vehicles; last-mile mobility planning; parking analysis; and capital improvement programming. He is very experienced in public participation processes, having delivered hundreds of presentations for community input, charrettes, advisory boards, and elected bodies.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

CARIDAD GONZALEZ

Neighbor Engagement (Corradino)



Ms. Gonzalez has worked extensively with several different aspects of public information and media relations. Her recent experiences have helped her gain knowledge of governmental affairs, special event planning, media coordination and project management. Ms. Gonzalez is fluent in Spanish, both written and verbal. She has used this skill as an additional asset to working

first-hand with the media and the public. Other areas of expertise for Ms. Gonzalez include public involvement, broadcast news, public affairs, customer service, municipal projects, social media and sponsorship fulfillments.

Office Location: 5200 NW 33rd Avenue, Fort Lauderdale, FL 33309

SRINIVAS "SRIN" VARANASI

Multimodal LOS (Corradino)



Mr. Varanasi serves as a Vice President in Corradino's nationwide transportation systems planning practice. He has fourteen years of experience in corridor planning, area wide transportation planning, travel demand forecasts, model applications, and GIS database development projects. Mr. Varanasi specializes in traffic forecasting, multi-

resolution modeling, long range plans, subarea, corridor planning studies and corridor master plans. He currently serves as the chair of Southeast Florida Model User Group.

Office Location: 5200 NW 33rd Avenue, Fort Lauderdale, FL 33309



CARLOS ALCANTARA, PE

Transportation Engineering & Design (Corradino)

Mr. Alcantara is a Senior Project Manager with over sixteen years of experience that encompasses: plans preparation and development, roadway design, maintenance of traffic, lighting design, utility

coordination, signalization design, signing and pavement marking design and drainage.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178

GREGORY A. PRYTYKA, PE

Transportation Engineering & Design (Corradino)



Mr. Prytyka has thirty-six years' experience in the civil engineering field, specializing in transportation planning, highway design, traffic engineering, traffic operations, ITS and Transportation Systems Management. Greg served for five years as County Traffic Engineer and Manager of Traffic Engineering for Hillsborough County, Florida. He was

responsible for planning, prioritizing and programming the \$12M Intersection Element of the County's Capital Improvement Program. He worked eight years with the Florida Department of Transportation and has twenty-three years in private practice. Mr. Prytyka also has significant experience in site development; water supply and sanitary sewage, paving, grading and drainage. His career path has enabled him to participate in the transportation discipline from long-range multi-modal planning, through intermediate planning, programming and budgeting, location surveying, project development, public involvement and preliminary engineering, to design, construction, operations and maintenance, in projects primarily in the state of Florida.

Office Location: 4055 NW 97th Avenue, Doral, FL 33178



KENNETH D. KALTENBACH, PE

Transportation Demand Management (Corradino)

Mr. Kaltenbach has more than forty-five years of experience in Planning with extensive background in Travel Demand Modeling, including managing signature projects as Project Manager and Lead Modeler.

CAM #18-0268
Exhibit 7
Page 13 of 82

TAB 4.2.2: EXECUTIVE SUMMARY

Mr. Kaltenbach is responsible for the nationwide management of transportation planning and travel demand forecasting projects. Mr. Kaltenbach is currently managing Corradino's work as the General Planning Consultant for Travel Demand Modeling for the Florida Department of Transportation (FDOT), District 4 (Ft. Lauderdale). He was the project manager for the development of the activity-based travel demand model for the Treasure Coast Region and performed much of the modeling work for the development of Southeast Regional Planning Model, version 7 (SERPM 7), which is the activity-based model for the Southeast Florida region. This work included updating several of the CT-RAMP submodels, development of all trip-based models, development all network procedures, and development of all Cube flowchart procedures. Mr. Kaltenbach managed the development of all earlier versions of the Southeast Regional Planning Model and the Treasure Coast Model since 1995. In other recent work for FDOT District 4, he developed models for managed lanes (high occupancy toll) for the 95 Express HOT lanes, which are now in operation, and planned extensions.

Office Location: 200 S. Fifth Street, First Trust Centre, Louisville, KY 40202

GERALD G. BOLDEN, PE, PTOE

Technology & ITS (Corradino)



Mr. Bolden has twenty-plus years of experience in traffic engineering, transportation planning and geometric design. His specific experience includes traffic signal design, operations and timing, Intelligent Transportation System (ITS) planning and design, capacity analysis and modeling utilizing HCS, CorSIM and Synchro, corridor studies, roadway safety audits, interchange studies, traffic impact studies, intersection geometric designs, parking layouts, workzone traffic control plans, and cost estimates.

Office Location: 7000 Executive Center Drive, Brentwood, TN 37027



JOSEPH C. CORRADINO, PE

Technology & ITS (Corradino)

Mr. Corradino has directed numerous projects in the fields of engineering and planning. These include analyses of transportation alternatives, environmental impact assessments, and system analyses for major projects throughout the U.S. His experience

includes alternatives analysis of major rapid transit systems in Miami and Los Angeles; highway work like Preliminary Engineering/EISs for I-65 in Indiana; feasibility studies for a proposed interstate highway (I-73) between Toledo, Ohio, and Jackson, Michigan, and The Hoosier Heartland Highway between Lafayette and Logansport, Indianapolis. The multimodal plans he has helped his clients prepare include those for South Miami-Dade County, Hallandale Beach, and Gainesville, Florida. His work in public involvement is complemented by affected citizens' groups as "inclusive" and "collaborative," resulting in enhancements to a community as infrastructure improvements are built. Joe Corradino is known for being able to address contentious/highly controversial situations in common-sense terms with positive outcomes. Part of that success comes from serving in elected office.

Recent activity includes acting as project manager for the Miami-Dade MPO's Public-Private Partnership Reference Guide, the Future Technology Study, the Aging Driver Safety Project, the Memphis LPTP Public Outreach, the SEMCOG (Detroit MPO) Freight & Economic Analysis, and widening of I-75 in Oakland County, Michigan for managed lanes.

Office Location: 4055 NW 97th Avenue, Miami, FL 33178

HEIDI SIEGEL, AICP

Urban Design (Keith & Schnars)



Ms. Siegel is the director of the firm's Planning, Public Relations and Outreach Department. She has 18 years of professional experience in the planning and development field, in both the public and private sector. Prior to joining K&S, Ms. Siegel served as the City Manager for the Village of Biscayne Park in Miami-Dade County. Ms. Siegel has experience and success in: Reviewing, Updating and Implementing Land Development Regulations and Comprehensive Plans, Zoning Review Services, Historic Preservation Planning and Legislation, Current Trends, Laws and Solutions, Department Leadership and Reorganization, Public Outreach and Consensus Building, Master Plans, and Public Speaking and Presentation.

Office Location: 6500 North Andrews Avenue, Fort Lauderdale, FL 33309

KRISTEN NOWICKI, AICP

Urban Design (Keith & Schnars)



Kristen Nowicki is a Senior Planner who possesses extensive municipal planning, urban planning, sustainability, community outreach, and leadership skills in challenging environments. She has over 18 years of experience, working in both the public and private sectors. She is valued for communication within the workplace, with developers, business owners, and residents. Ms. Nowicki is active in the planning profession and currently serves on the Board of Directors for the Broward Chapter of the American Planning Association.

Office Location: 6500 North Andrews Avenue, Fort Lauderdale, FL 33309

BRADLEY BENMOSHÉ, LEED GA, CPTED

Urban Design (Keith & Schnars)



Mr. Benmoshé has an eclectic assortment of interdisciplinary experience. Trained in architecture and urban planning, Mr. Benmoshé brings together the design skills and ambitions of both disciplines to develop holistic plans for communities around the world. His full range of urban planning experience includes assisting in the review of development proposals and site plans for conformance with codes, plans, and regulations; as well as, assisting in the evaluation of rezoning, ordinance amendments, site plans, special use permits, variances, and other proposals. His experience also consists of conducting field audits and assessments, participating in community design charrettes, reviewing zoning permit applications, and city code of ordinances.

Office Location: 6500 North Andrews Avenue, Fort Lauderdale, FL 33309

KEVIN JOHNSON II, CPTED

Urban Design (Keith & Schnars)



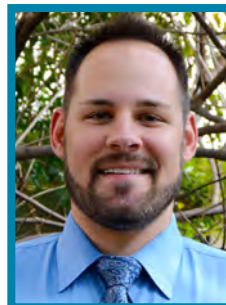
Mr. Johnson joined the Keith & Schnars Landscape Architectural division in the fall of 2016 as an intern. He attended the award-winning architecture program at Tampa Bay Tech and in May 2017

received his degree in Urban Design from Florida Atlantic University. Upon graduating, Mr. Johnson became a full-time design associate within the department. He is knowledgeable in the principles of urban design, landscape architecture, site planning & design, and urban planning. Mr. Johnson possesses a true passion for connecting with the community and refining the world through design.

Office Location: 6500 North Andrews Avenue, Fort Lauderdale, FL 33309

KIRK HOOSAC, RLA

Landscape Architecture (Keith & Schnars)

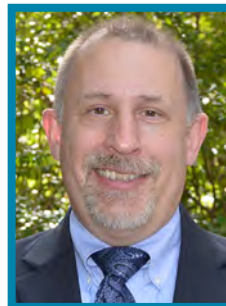


As the previous FDOT - District 6 Landscape Architect, Mr. Hoosac offers a wide range of experience in all phases of landscape architecture and urban streetscapes including plan development, concept generation, cost estimating, site inventory, site and master planning, landscape and irrigation design, project specifications, construction observation, landscape inspection and quality control. He has participated in a variety of project types including planning and design for transportation, commercial, residential and municipal projects.

Office Location: 6500 North Andrews Avenue, Fort Lauderdale, FL 33309

JOHN KRANE, PE

Transportation Demand Management (Keith & Schnars)



Mr. Krane has 29 years of experience in planning, transportation engineering, preliminary engineering/PD&E, access management, traffic operations, safety, and senior management. Prior to joining Keith & Schnars, Mr. Krane served as the Transportation Planning Engineer for the FDOT - District 4 Planning and Environmental Office. His primary areas of expertise include site impact analyses, intersection and roadway operational and level of service analyses, development and application of transportation demand forecasting models, project traffic development, and project management. He currently serves as the Director of Transportation Planning activities for K&S. In addition to acting as senior advisor on division work and project manager for complex projects, he is responsible for the oversight of workflow, staff development, and quality assurance of his division.

CAM #18-0268
Exhibit 7
Page 15 of 82

TAB 4.2.2: EXECUTIVE SUMMARY

Office Location: 6500 North Andrews Avenue,
Fort Lauderdale, FL 33309

ELLIOT HATHORN, PE, LEED AP

Parking (Walker Parking Consultants)



Elliot Hathorn has more than thirty years of experience including project management, master planning, parking consulting, structural engineering, construction administration and the development of performance specifications for design-bid-build and design-build projects. Elliot earned his Bachelor of Science in Civil Engineering from

Mississippi State University. Elliot is LEED AP® Building Design + Construction certified and applies sound sustainable practices in his design work. His projects have ranged from small parking structures with 500 or fewer spaces to the mega-size structures at Universal Studios in Orlando featuring an integrated transportation center and more than 15,000 parking spaces.

His entrepreneurial project management approach frequently influences his projects' performance far beyond the simple application of tools and techniques to achieve extraordinary results. His ability to evaluate the multiple user requirements, site limitation and traffic issues allow him to develop cohesive infrastructure solutions that creatively address all the elements of the project.

Office Location: 4904 Eisenhower Boulevard, Suite 150,
Tampa, FL 33634

JIM CORBETT

Parking (Walker Parking Consultants)



Jim Corbett is an innovative parking executive with a twenty-year history of successful parking operation leadership and fiscal governance. Jim joined Walker in 2015 after a ten-year career as the Parking Division Manager with the City of Tampa where he managed a 17 million-dollar annual budget with one million dollars of capital improvement

designation per annum. During his tenure with the City, Jim successfully initiating projects and programs that boosted the efficiency and productivity of the City's parking system while enhancing community and consumer satisfaction.

Jim earned his Bachelor of Arts, Business Psychology Degree from Miami University, Oxford, OH. Throughout his career, Jim has been responsible for ensuring operating

sustainability, by identifying and integrating significant earned income-generating opportunities. Jim has specialized experience managing municipal and private parking assets with a variety of venues including performing arts centers, convention centers, concert arenas and sports stadiums, hospitals, hotels, office buildings, community redevelopment districts, residential parking districts and on-street parking.

Office Location: 4904 Eisenhower Boulevard, Suite 150,
Tampa, FL 33634

JON MARTENS

Parking (Walker Parking Consultants)



Jon Martens brings more than thirty-five years of experience in parking planning and operations. Jon earned his Bachelor of Science, Organizational Leadership and Supervision Degree from Purdue University. Prior to joining Walker in 2003, Jon spent more than twenty years in a variety of parking operations and management positions. Jon's assignments prior to

joining Walker included City Manager for a national parking operator in Indianapolis, Indiana. In this capacity Jon was responsible for the day-to-day operations, budgeting, event-parking management, valet management, and marketing for a variety of parking facilities.

Jon earned the designation a Certified Planner through the American Institute of Certified Planners and is familiar with the challenges of planning parking in Transit Oriented Developments. Jon firmly believes that parking should be part of an integrated multi-modal network to ensure public accessibility and promote sustainable development. As a Parking Consultant, Jon's responsibilities include planning, researching, analyzing and recommending solutions to parking problems through the performance of parking supply/demand, alternatives and site analysis, market and financial feasibility, shared parking and revenue control studies. His ability to investigate, analyze and present findings in a compelling, informative and detailed format sets him apart from crowd.

Office Location: 4904 Eisenhower Boulevard, Suite 150,
Tampa, FL 33634

LOWELL R. CLARY

*TOD Market & Financial Assessments
(Clary Consulting Company)*



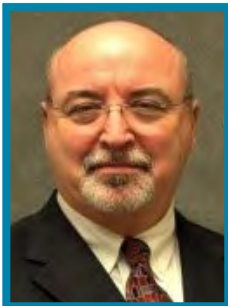
Lowell R. Clary serves as President of Clary Consulting Company, which provides advisory services to governmental and private sector clients on developing transportation projects including transportation funding and finance, and strategic advisory services. He advises state and local governments on the development of transportation

funding proposals for numerous projects and programs including in the States of California, Colorado, Connecticut, Georgia, Florida, North Carolina, Ohio, Texas, and Washington. Most recently this included assisting the development of a major transportation funding program in Georgia in 2015, Washington State PSRC Futures Task Force in 2015 to 2016, and transit funding for local governments in Florida in 2016.

Office Location: 2910-D4 Kerry Forest Parkway, Suite 413, Tallahassee, Florida 32309

EUGENE A. BRANAGAN

*TOD Market & Financial Assessments
(Clary Consulting Company)*



Eugene Branagan serves as Executive Vice President for Clary Consulting, Company, providing services related to the establishing P3 Project Teams, project financial feasibility, and direct management of project pursuit and implementation activities. He brings over 30 years of experience in governmental finance and accounting including Bond

Development, Budget Development, Budget Management, Contract Development, Contract Management, Innovative Financing, Public Private Partnerships, Toll Operations and Legislative Analysis.

Office Location: 2910-D4 Kerry Forest Parkway, Suite 413, Tallahassee, Florida 32309

LUCAS G. CLARY

*TOD Market & Financial Assessments
(Clary Consulting Company)*



Lucas Clary provides financial modeling and analysis services on project finance transactions with an emphasis on project feasibility determination, funding alternatives analysis and go-to-market project structuring. He has worked as lead modeler on numerous project teams at KPMG Corporate Finance on projects ranging from \$250 million

to \$1.5 billion in capital expenditures with a focus on toll concession, availability payment, design-bid-build and design-build structures.

Office Location: 2910-D4 Kerry Forest Parkway, Suite 413, Tallahassee, Florida 32309

PAUL LAMBERT

TOD Market & Financial Assessments (Lambert Advisory)



Paul Lambert founded Lambert Advisory in 1995 and is engaged by clients to provide expert market, financial, and strategic guidance associated with real estate and economic development efforts. Paul's clients have included Samsung Corporation, The Queen Emma Foundation, University of Pennsylvania, Harvard University,

Port Miami, as well as the cities of New York, New Orleans and Tampa. He has served as advisor to sovereign wealth funds and some of the nation's largest charitable trusts.

Between 2005 and 2007, Paul managed the post-Hurricane Katrina neighborhood rebuilding planning process ('Lambert Plans') on behalf of the City of New Orleans. Currently, Paul is heading the development of Miami Wilds, a theme park and associated entertainment development with an estimated \$1.0 billion investment requirement adjacent to ZooMiami. Prior to starting Lambert Advisory, Paul was with Arthur Andersen LLP and Goodkin Research Corporation where he oversaw the firm's South Florida and Latin America real estate economics practice.

Paul holds a BA from Miami University in Ohio. As an undergraduate he was a Beaver Fellow at the London School of Economics and graduated from the Massachusetts Institute of Technology with a Master Degree in City Planning.

Office Location: 1201 Brickell Avenue, Suite 400, Miami, FL 33131

400 #18-0268
Exhibit 7
Page 17 of 82

ERIC LIFF

TOD Market & Financial Assessments (Lambert Advisory)



Eric Liff brings 25 years of experience providing economic and financial advisory services to both the private and public sectors. He has worked with numerous national and international corporations providing economic, strategic and investment guidance in real estate acquisition, development planning and asset repositioning. His advising work also

includes mixed-use and resort development throughout the U.S., Central America and the Caribbean. Over the course of his career, Mr. Liff has served as project manager to more than fifty municipal and governmental agencies on initiatives ranging from economic development and neighborhood revitalization to complex financial and partnership structuring.

Eric has also worked extensively in transit-oriented development (TOD) planning with a specific emphasis on public/private partnership initiatives. Prior to joining Lambert Advisory, Eric was responsible for acquisition and development at WorldStar Resorts, an entity of Starwood Capital. His core focus there included corporate and asset identification, deal structuring, due diligence and strategic positioning. Prior to WorldStar, Eric served as a Manager in the Real Estate Consulting Group of KPMG Peat Marwick and a Senior Consultant with the Real Estate Consulting Group of Arthur Andersen LLP, Eric was actively involved in acquisition, disposition, and underwriting engagements for firms such as CS First Boston, Morgan Stanley, Prudential, and Heller Financial.

Eric earned his Bachelor of Science degree with a concentration in real estate management and development at the University of Southern California. He is a member of the Urban Land Institute (ULI).

Office Location: 1201 Brickell Avenue, Suite 400, Miami, FL 33131



SUSANA SIMAN

Live/Work/Play/Needs Assessment (Lambert Advisory)

With a background in urban planning, tech start-ups, and graphic design, Susana brings a human-centered approach to designing products and strategies that bridge gaps within urban development. Susana

is responsible for data collection, analysis and document

preparation associated with economic and market assessments for both public and private clients. Her focus includes data-driven strategies for economic & community development efforts and data analysis & forecasting.

Prior to joining Lambert, Susana served as a product manager at Spatially, a location analytics company in Miami where she was responsible for bringing together engineers, analysts, and business development team members to create data-driven products that allow clients to make sense of current or potential locations. She also developed data visualizations, demos, and presentations that highlighted the software's value for pitches and speaking engagements across industry segments.

Susana holds a Master of Science in Urban Planning from Columbia University Graduate School of Architecture, Planning and Preservation and a Bachelors of Arts in both Fine Arts and International Development Studies from the George Washington University.

Office Location: 1201 Brickell Avenue, Suite 400, Miami, FL 33131

ERIN L. DEADY, P.A., AICP, LEED AP

Land Use & Zoning Regulations (Erin L. Deady, P.A.)



Erin L. Deady, P.A. specializes in sustainability, climate, environmental, land use, water law and securing grants for clients. Clients include local governments, Special Districts, private sector, agricultural and Tribal entities specializing in climate planning issues, Gulf of Mexico & Everglades Restoration, PACE implementation, code development

and all types of land use issues as well as Federal and state litigation on energy, water resources management and environmental regulatory matters. Ms. Deady previously served as Environmental Counsel to Audubon of Florida and has worked for the Village of Wellington, the Broward County Department of Planning and Environmental Protection and the South Florida Water Management District.



TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

The Corradino Team works seamlessly with a Principal-in-Charge form of leadership. Joseph M. Corradino, AICP will be the Principal-in-Charge for this team. In addition to assisting with the development, presentation and analyses of concepts, alternatives, and other requirements, he will assure that all assignments are completed based on the highest quality of effort, on-time and within budget.

PAST PROJECTS SIMILAR IN SCOPE

OAKLAND PARK CULINARY ART DISTRICT TRANSIT MOBILITY PLAN

THE CORRADINO GROUP

Client: City of Oakland Park
Address: 3650 NE 12th Avenue, Oakland Park, FL 33334

Contact Person: Kathleen S. Margoles, Director of Community and Economic Development
Phone: (954) 630-4240
Email: KathleenM@oaklandparkfl.gov

Start Date: 2017
Completion Date: Ongoing

Project Cost: Work order based

Project Description: The City of Oakland Park commissioned this Transit Mobility Plan to study the multimodal needs for its Culinary Arts District. A Civic Center with great potential as a future transit hub on the proposed Tri-Rail Coastal Link, this burgeoning district is home to popular local events and regional draws such as Funky Buddha. As the District develops, main concerns include adequate provision of transportation facilities and the need to account for parking. In planning for the future, the City envisions a walkable district connected to a Tri-Rail Coastal Link Station in the center of the District.



Station Area Tomorrow



CAM #18-0268

Exhibit 7

Page 21 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

DORAL TRANSPORTATION, PLANNING AND GENERAL ENGINEERING CONSULTANT

THE CORRADINO GROUP

Client: City of Doral
Address: 8401 NW 53rd Terrace, Doral, FL 33166

Start Date: 2005
Completion Date: Ongoing

Contact Person: Jorge Gomez, PE - Public Works Director
Phone: (305) 593-6740
Email: jorge.gomez@cityofdoral.com

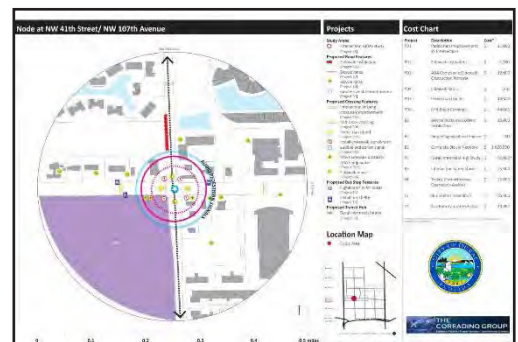
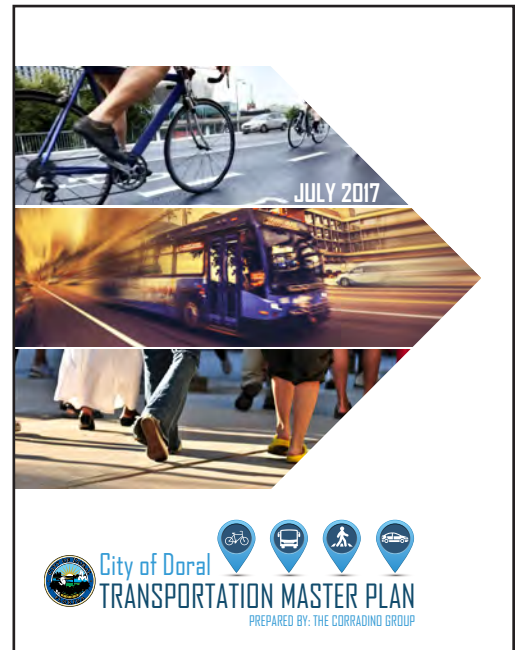
Scope of Services: Transportation, Planning and General Engineering Consultant.

Project Description:

Transportation Master Plan - As the transportation, planning and general engineering consultant, The Corradino Group, Inc. (Corradino) developed the City's first transportation master plan, reviewed developments, traffic impact analysis, developed one of the most successful municipal circulator systems, and provides in house staff to assist in day to day planning and engineering functions including General traffic engineering services to include, but not limited to, traffic counts, field observations, roadway capacity/level-of-service (LOS) analyses, traffic surveys, road safety analyses, parking and site plan studies/reviews, review of traffic impact analyses of proposed land developments, etc.

Transit Mobility Plan - As a newly incorporated municipality, Doral wanted to create a multimodal transportation infrastructure to enhance its existing network of roadways, involving pedestrian, bicycling, vehicular, freight, and mass transit elements. Through the development and adoption of a Transportation Master Plan, Doral was able to attain funding from the People's Transportation Plan, which has been instrumental in the implementation of its Trolley Circulator system, a project which Corradino also assisted the City in developing. This Master Plan focused on an intensive public involvement process would build consensus on projects developed in the areas of roadway capacity, alternative modes, and transportation demand management. A set of 27 projects was developed in these areas and implemented in a 5-year Capital Improvements Plan.

Traffic Calming Study - Corradino provided traffic calming features for the Vanderbilt Park neighborhood in Doral, Florida. The objective of this study was to determine if improvements are necessary to maintain the quality of life for the residents by managing traffic concerns in an appropriate fashion to minimize through-traffic intrusion into the residential neighborhood and to maintain vehicle speeds at suitable levels. Two public involvement meetings were held to engage residents in the local area. Following traffic count and speed measurements, traffic calming measures were recommended.



CAM #19-0266
 Exhibit 7
 Page 22 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

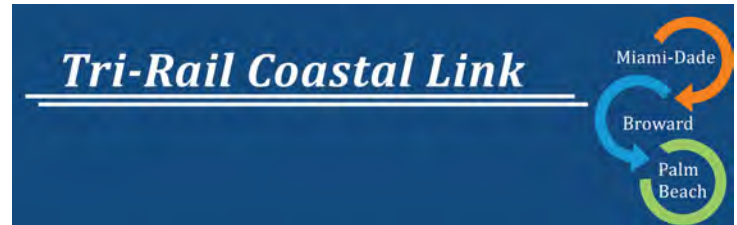
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY TRI-RAIL COASTAL LINK STATION AREA OPPORTUNITIES

**THE
CORRADINO GROUP**

Client: South Florida Regional Transportation Authority
Address: 800 NW 33rd Street, Pompano Beach, FL 33064

Contact Person: Amie Goddeau, (FDOT) District 4
Phone: (954) 777-4343
Email: amie.goddeau@dot.state.fl.us

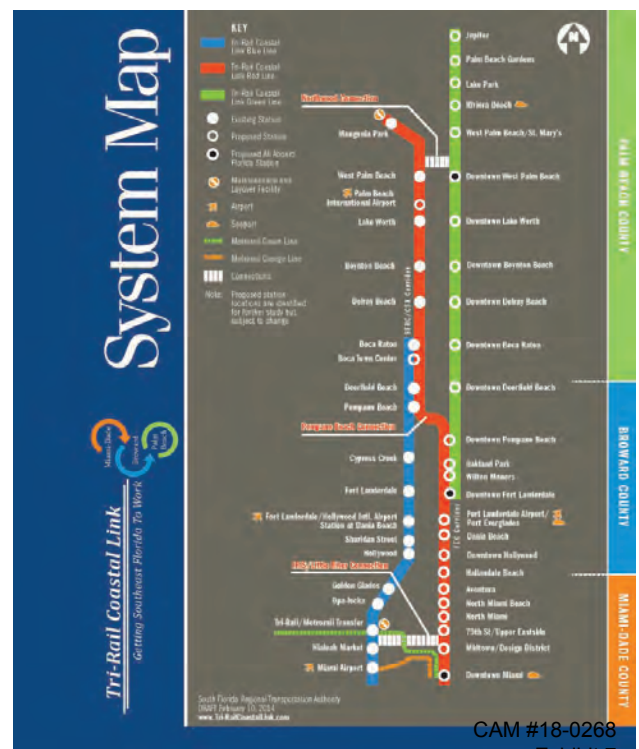
Start Date: 2008
Completion Date: Ongoing



Project Description: Since 2008, The Corradino Group, Inc. (Corradino) teamed up with the South Florida Regional Transportation Authority to provide comprehensive analyses of demographical data that was gathered to determine potential impacts of the highly anticipated Tri-Rail Coastal Link and determine disproportionate effects on special populations. The Tri-Rail Coastal Link is an 80-mile corridor that stretches along the Florida East Coastal that consists of 28 proposed station locations. The link is anticipated to increase access to transit for thousands of people who live and work along the Southeast Florida Coastline providing more than just a means of transportation but also an opportunity for capital investment livability, mobility, and transit by expanding the regional transit network.

Corradino's role in this project spanned out for multiple years to properly document the impact the 28 proposed station locations would have on the 407 block group study areas in a ½ mile radius from the proposed stations and a ¼ mile from the track. The analysis included racial make-up to determine effects on minority populations, educational attainment and English language proficiencies, and determination of levels of child and elderly populations, poverty indicators, housing mobility to account for potential displacement, and household vehicular access. Given the relative disparity of actual population numbers, the demographic data was evaluated on a percent of population basis to determine any disproportionate impact. In addition, given the differences in the population make up of Miami-Dade, Broward, and Palm Beach County, as well as the length of the corridor, the analysis split the study area up by County to provide a more reasonable comparative review. We located within the study area locations of public interest and other transit generators for this analysis to determine developmental impact as part of the EIS process required for transportation projects. The comparative analysis was broken into seven categories:

1. Race/Minority Populations
2. Disability
3. Age
4. Educational Attainment and Language
5. Poverty Status
6. Housing Mobility
7. Person Mobility: Vehicular Access



CAM #18-0268
Exhibit 7
Page 23 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

MIAMI-DADE COUNTY TPO FIRST-MILE/LAST-MILE MOBILITY STUDY

THE
CORRADINO GROUP

Client: Miami-Dade County TPO

Address: 111 NW 1st Street, Suite 920, Miami, FL 33128

Contact Person: Aileen Boucle AICP, Executive Director

Phone Number: (305) 375-4507

Email: TPO@mdtpo.org

Start Date: 2017

Completion Date: Ongoing

Project Description: This study evaluated the state of the nationwide practice of first/last mile infrastructure nationwide. It will establish goals, objectives and policies, based on this research. Guiding principles will be defined related to accessibility, safety, security, a welcoming environment, connectivity, infrastructure, efficient services, and various modal options.

Performance measures will be created containing an evaluation criterion set to achieve the desired outcomes based on the goals and objectives. Potential funding sources will be identified. A list of future hubs will be identified along each SMART Plan corridor that would be suitable for first/last mile strategies.



Data assessing the existing conditions will be collected along each corridor to locate the existing and future employment centers, the demographics in the surrounding area, as well as modal access around each. From this, a toolkit of strategies for improving access to/from transit hubs will be developed to address first/last mile conditions, needs, and measures to meet those needs. Each will be assessed for their effectiveness, by hub type A toolkit will be employed at two test-case locations, one at the end of each SMART corridor as defined and one at an intermediate stop. Here the recommendations will be put into to practice by mode.

Finally, the information of this study will be placed into an implementation plan which will serve as a guideline for how first/last mile solutions can be put into practice systemwide.

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

MIAMI-DADE COUNTY TPO TECH STUDY IMPACT OF FUTURE TECHNOLOGY IN THE 2045 LRTP

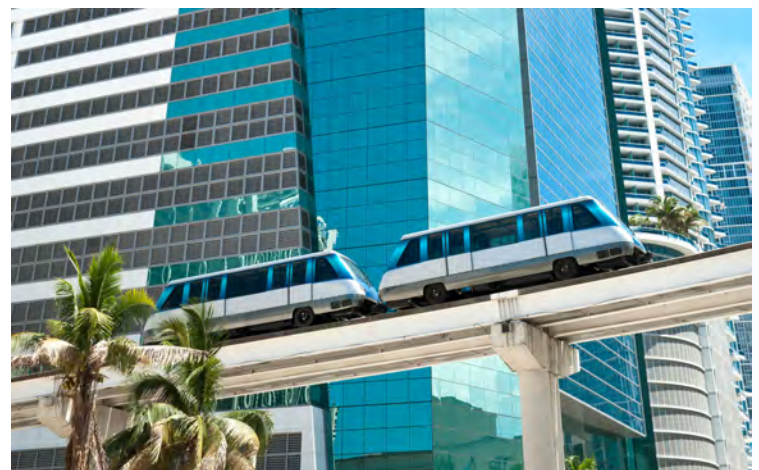
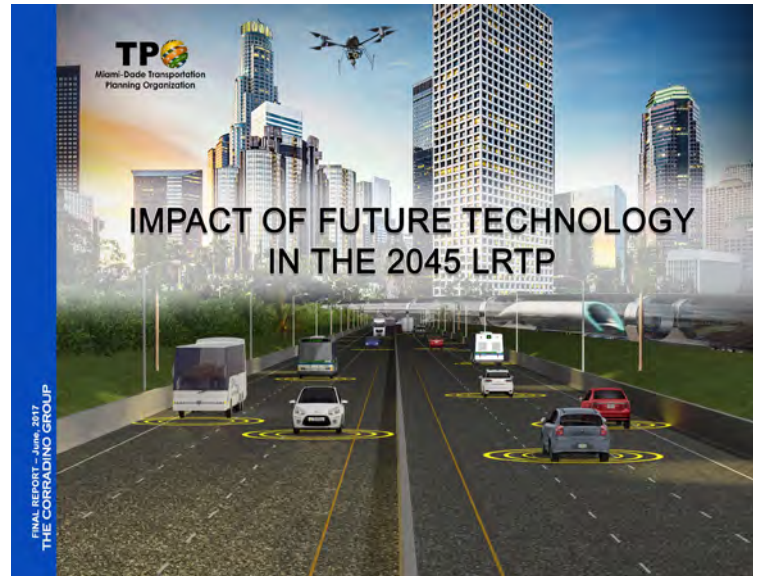
THE
CORRADINO GROUP

Client: Miami-Dade County TPO
Address: 111 NW 1st Street, Suite 920, Miami, FL 33128

Contact Person: Tewari Edmonson
Phone Number: (305) 375-1744
Email: Tewari.Edmonson@miamidade.gov

Start Date: 7/2016
Completion Date: 4/2017

Project Description: Over the next few decades, technology will continue to revolutionize our way of life. The phenomenon of connecting “everything” through technology is termed the “Internet of Things” or “IoT.” The key to planning for this future—the Internet of Things revolution—is to establish a network of technology infrastructure that is capable of supporting human needs. This network must provide for the technology infrastructure to be upgraded quickly and efficiently. With the infrastructure in place, any city, town, rural place, or area along any roadway/corridor can build out the Internet of Things. The impacts, the potential benefits, and the disruptive changes to everyday life as we know it, are just beginning. Corradino, by reviewing hundreds of sources of information, has assessed the potential to implement various technologies, from the use of connected vehicle technology autonomous vehicles or fast trains to alternatives to fossil fuel energy sources. Two assessments of implementation potential have been conducted: 1) in various phases of LRTP and, 2) for a pilot/demonstration project.



CAM #18-0268
Exhibit 7
Page 25 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

MIAMI-DADE COUNTY SMART PLAN - NORTH CORRIDOR

THE
CORRADINO GROUP

Client: Miami-Dade County TPO

Address: 111 NW 1st Street, Suite 920, Miami, FL 33128

Contact Person: Wilson Fernandez

Phone Number: (305) 375-1886

Email: Wilson.fernandez@mdtpo.org

Start Date: 2017

Completion Date: Ongoing

Project Cost: \$2.6 Million

Project Description: Corradino is solely responsible for analysis of the North Corridor, system-wide modeling and STOPS modeling, plus the overall financial analysis. The SMART Plan is to advance a program of rapid transit and supporting projects in six corridors to address mobility needs. Additionally, a Bus Express Rapid Transit (BERT) network is planned. SMART Plan implementation requires identifying the goals and priorities of the Corridor communities that will support and ultimately fund the services, assessing existing conditions and analyzing future conditions. This work is accompanied by a robust examination of funding mechanisms to develop implementation strategies.

The most basic form of transportation “infrastructure” is compact, walkable urbanism. To that end, the SMART plan will be as much about reforming land use as it is about choosing the right type of technology for each corridor. Ensuring that SMART, transit-oriented land use patterns and codes exist at transit nodes will be key to the long-term success of the plan and the economic sustainability of Miami-Dade County.

Future transit nodes must allow for safe, convenient, and pleasant walkability to attract and retain “transit populations”. However, it cannot stop there because a significant part of the county will not be within walking distance of transit stations. Understanding and planning for the first mile/last mile elements of transit nodes is critical to the success of the SMART plan. The SMART Plan vision has a significant “price tag” that ranges between \$2 billion and \$4 billion, in 2017 dollars, depending on implementation strategy.



TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

AVENTURA MASTER PLAN FOR BICYCLE & PEDESTRIAN CONNECTIVITY

THE
CORRADINO GROUP

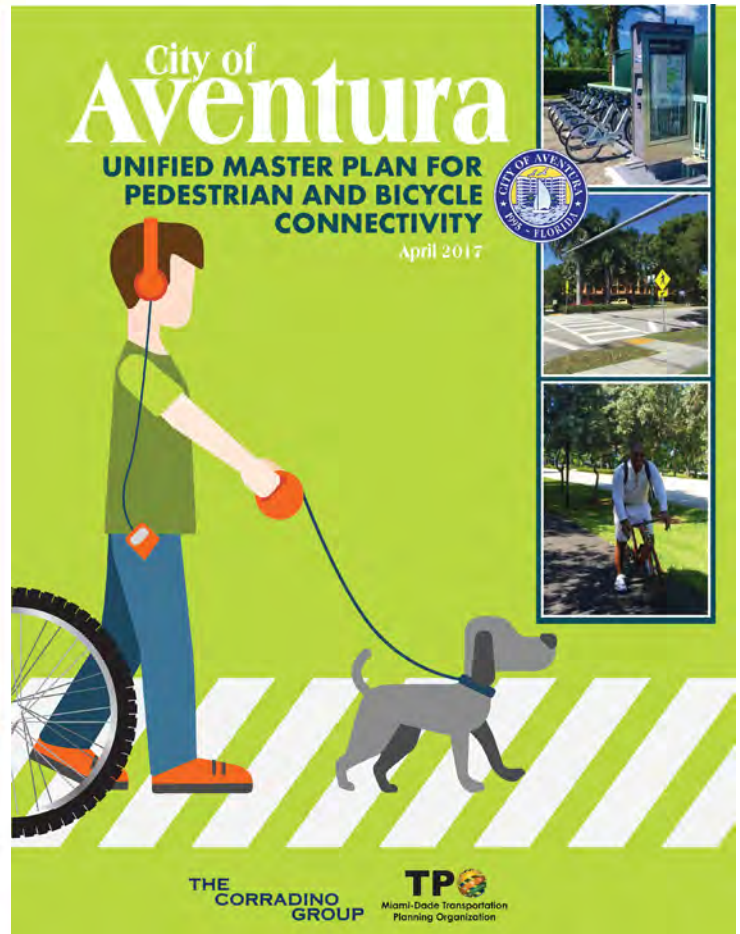
Client: City of Aventura
Address: 19200 West Country Club Drive, Aventura, Florida 33180

Contact Person: Joseph Kroll, Public Works Director
Phone Number: (305) 466-8970
Email: jkroll@cityofaventura.com

Start Date: 2016
Completion Date: 2017

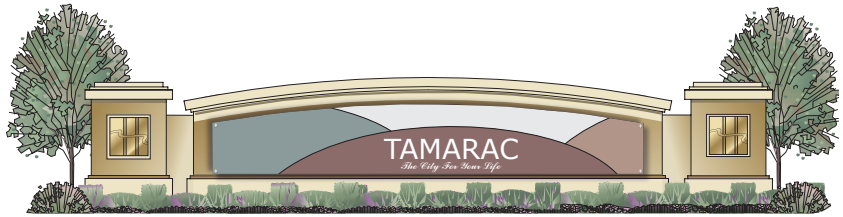
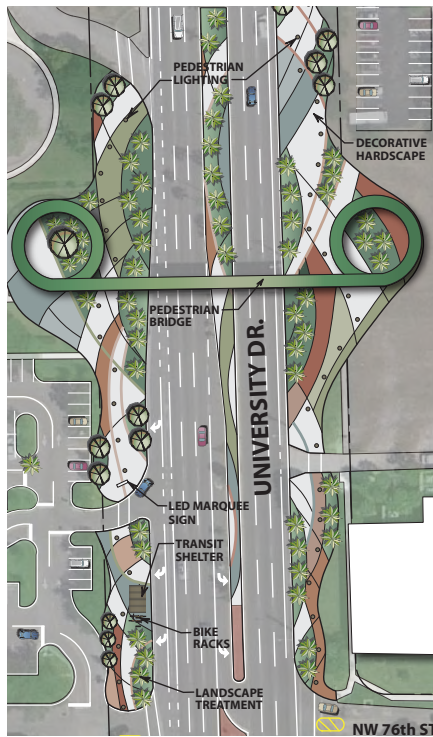
Project Cost: \$60,000

Project Description: This grant funded report evaluated the City's existing Bicycle and Pedestrian network, as well prior planned projects, to connect the various plans into one comprehensive network. A core emphasis of the Unified Master Plan for Bicycle & Pedestrian Connectivity is the future development of the Tri-Rail Coastal Link Station, and an emphasis was placed on ensuring connections between the mall/planned station area and the local neighborhoods within the City.

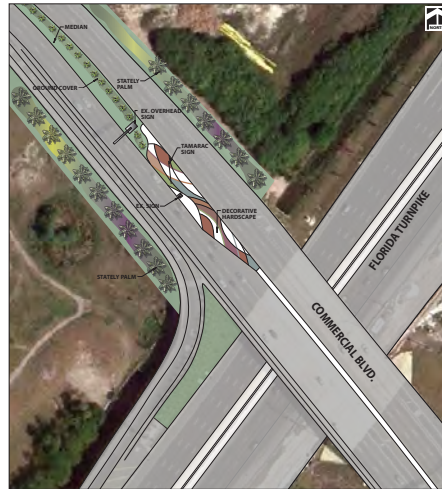


PROFESSIONAL EXPERIENCE

PLANNING, URBAN DESIGN & LANDSCAPE ARCHITECTURE



PLAN VIEW



PERSPECTIVE



PLANT PALETTE OPTIONS



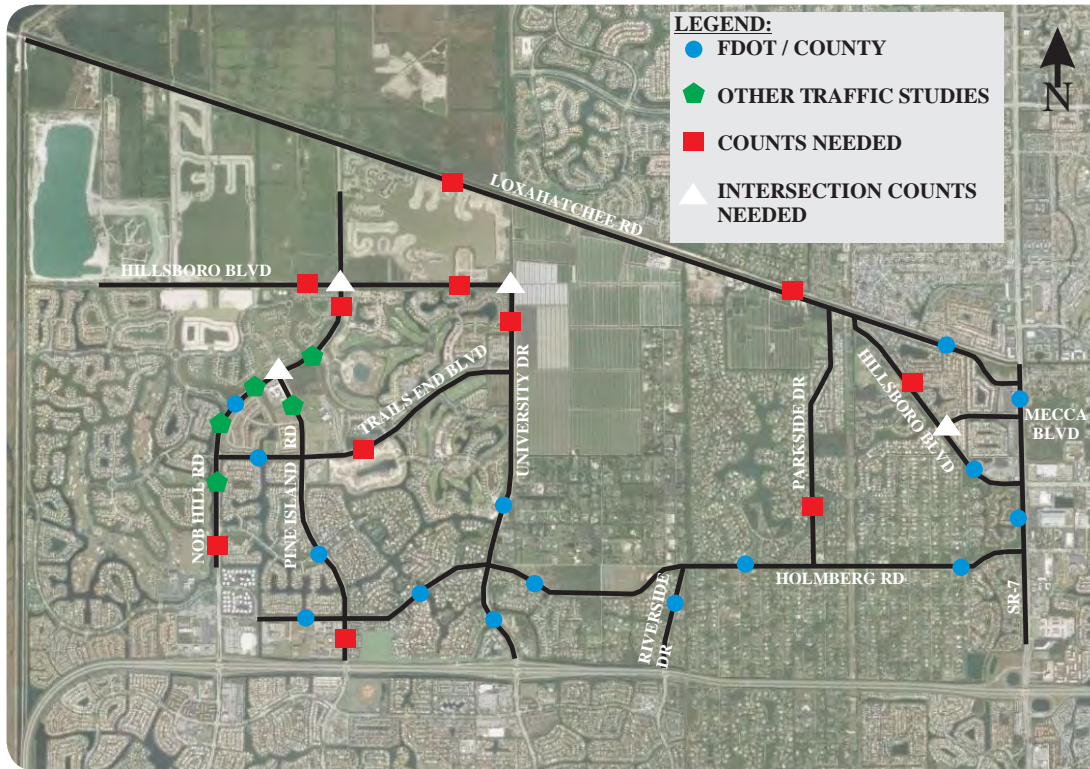
Major Arterial Corridor Study: Creating Identity and Sense of Place Tamarac, FL

The Major Arterial Corridor Study examined the City of Tamarac’s four major roadways - Commercial Boulevard, University Drive, McNab Road and SR-7 for improvements related to the study’s three design initiatives: gateways, streetscapes and neighborhood buffer walls. Keith & Schnars performed a full site inventory for fifteen miles of roadway, examining all aspects of each corridor, in order to develop design recommendations and concepts that would help create a cohesive aesthetic and begin to develop a stronger community identity and sense of place. Keith & Schnars provided graphic renderings (plans, sections and perspectives) to help illustrate the recommended improvements. In addition to the streetscape analysis, the neighborhood buffer wall initiative required an in depth evaluation of 28 residential neighborhoods. An objective, ranking system was formulated to compare attributes of all 28 neighborhoods, providing the City with an ordered list of neighborhoods recommended to receive buffer walls. As part of the study, Keith & Schnars held a community outreach meeting surveying the public to gather feedback. As a result, Keith & Schnars worked closely with City Staff to develop a document for the City to use for years to come.

Client: City of Tamarac
Contact: Frank Zickar, Planning & Zoning Manager Community Development/Maxine Calloway, AICP, Director of Community Development
Address: 7525 NW 88th Avenue, Tamarac, FL 33321
Phone: (954) 597-3535/(954) 597-3530
Email: frank.zickar@tamarac.org/Maxine.Calloway@tamarac.org
Start Date: February 2012
Completion Date: July 2013
Team Positions: Project Manager - Bruce Reed, RLA
Design Fees: \$90,000

PROFESSIONAL EXPERIENCE

TRANSPORTATION PLANNING



City of Parkland Mobility Needs Assessment
 Exhibit 1 - Traffic Counts Locations

Revised March 23, 2015 - P6416.MK
 Keith and Schnars, P.A.
 Page 6 of 6



Parkland Mobility Needs Assessment Parkland, FL

As part of a General Professional Engineering Services contract with the City of Parkland, Keith and Schnars was tasked with developing a Citywide Mobility Needs Assessment for municipal facilities to help guide the City's development and updating of their Capital Improvement Program. Services included traffic data collection and field review, analysis of existing conditions, developing future year traffic forecasts, and assessing the City's mobility needs as it relates to: roadways (including posted speed limits and intersection control; intersections; sidewalks (pedestrian accommodations); bicycle lanes; shared-use trails; access to transit; traffic control signage; and sidewalk compliance with American with Disabilities Act (ADA). Services also included conducting a screening of unsignalized intersections as candidates for future signalization.

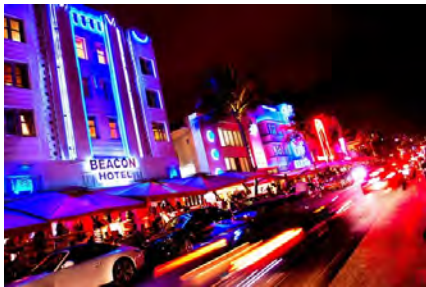
Once the analysis was completed, Keith and Schnars developed a series of improvement projects to address the near-term and long-term deficiencies. This information was then compiled into a Draft and Final report, and a presentation was developed and made to the City Commission for formal adoption.

Client: City of Parkland
Contact: Sowande Johnson, P.E., City Engineer
Address: 6600 University Drive, Parkland, FL 33067
Phone: (954) 757-4144
Email: sjohnson@cityofparkland.org
Start Date: April 2015
Completion Date: July 2015
Team Positions: John Krane, P.E. - Senior Oversight and QA/QC; Veronica Altuve, P.E. - Project Manager;
 Jose Rodriguez, P.E. - Senior Traffic Engineer; Harry Fulwood - Traffic Engineering Support;
 Firat Akcay - Traffic Engineering Support
Fees: \$70,579

Relevant Qualifications and Similar Projects

Walker Parking has completed hundreds of parking analyses and management plans for large, medium and small communities across the United States and internationally. We highlight some of our most relevant and recent studies below.

City of Miami Beach, Florida



Miami Beach was incorporated on March 26, 1915. The municipality is located on a series of natural and man-made barrier islands between the Atlantic Ocean and Biscayne Bay, the latter which separates the Beach from the City of Miami on the Florida peninsula. With a population of about 88,000, Miami Beach has been one of America's pre-eminent beach resorts since the early 20th century. Over the past decade, Walker has assisted the City by conducting a series of parking analyses including:

- Supply/Demand Analysis
- Alternatives Analysis
- Financial Feasibility Analysis
- Valet Parking Financial Valuation Study

Client: City of Miami Beach, Parking Department

Address: 1755 Meridian Avenue, Suite 200, Miami Beach, FL 33139

Contact: Saul Frances, Director of Parking

Phone: 305-673-7000 ext. 6483 / Fax: 305-673-7853

Email: saulfrances@miamibeachfl.gov

The City of Cocoa Beach, Florida



The City of Cocoa Beach sought Walker's assistance to manage parking in Downtown to ensure adequate, organized, affordable and safe parking supply is available to support demand created by residents, retail/dining patrons, City Hall visitors, government employees, and downtown employees while managing parking for beach patrons.

Walker is providing comprehensive services including but not limited to:

- Municipal parking facility fee study
- Parking demand and trip generation model
- Design guidelines and scenario testing
- Operations and financial modeling and recommendations
- Feasibility recommendations and alternatives
- Provide integrated district parking plan

Client: City of Cocoa Beach

Address: 2 South Orlando Avenue, Cocoa Beach, FL 32931

Contact: Charles Holland, Assistant City Manager

Phone: 321-868-3201 / Fax: 321-868-3226

Email: cholland@cityofcocoa beach.com

CAM #18-0268
Exhibit 7
Page 30 of 82

Relevant Qualifications and Similar Projects *continued*

City of Riviera Beach CRA, Florida



The Community Redevelopment Authority hired Walker under a continuing services contract to assist with planning the Marina District parking facilities as well as other potential parking facilities in the community. These projects include parking garages, surface lots, metered surface parking, and integrated parking solutions for complex mixed-use projects within the CRA District. Walker is providing comprehensive services including but not limited to:

- Municipal parking facility fee study
- Parking demand and trip generation model
- Design guidelines and scenario testing
- Operations and financial modeling and recommendations
- Feasibility recommendations and alternatives
- Provide integrated district parking plan

Client: Riviera Beach Community Redevelopment Agency

Contact: Scott Evans, Director

Address: 2001 Broadway, Suite 300, Riviera Beach, FL 33404

Phone: 561-844-3408 / Fax: 561-881-8043

Email: sevans@rbcra.com

The City of Dunedin, Florida



The City of Dunedin sought Walker's assistance to manage parking in Downtown to ensure an adequate parking supply well into the future. Dunedin estimates that nearly 50% of the current off street parking spaces will be developed in the next few years, reducing the supply and increasing the demand. The City is taking a proactive approach to address the situation with Walker's assistance through:

- Development of a Municipal Parking Management Plan
- Instituting paid parking in the Downtown Business District
- Exploring the feasibility of various site alternatives to build structured parking

Client: City of Dunedin

Address: 737 Loudon Avenue, Dunedin, FL 34698

Contact: Robert Ironsmith, CRA & Economic Development Director

Phone: 727-298-3204 / Fax: 727-298-3205

Email: rironsmith@dunedinfl.net

Relevant Qualifications and Similar Projects *continued*

City of Sarasota, Florida



Walker was engaged to assist the City of Sarasota Parking Division in preparing a citywide strategic parking plan. A critical component of the project was ensuring the data used in decision-making was relevant and factors in other department initiatives that encompassed the sphere of parking. The areas of study included various business zones, beach parking, small isolated lots, garages, on street, combined use facilities, private parking garages, etc., where each parking facility/operation is a commodity and enhances the business activity within the given location. Each of these parking districts manifests its own unique business and community needs and was evaluated independently in order to create strategies that enhance specific parking areas. The study also took into consider seasonal variations created by snowbirds and tourists.

Client: City of Sarasota, Parking Division

Address: 1565 1st Street, Suite 114, Sarasota, FL 34230

Contact: Mark Lyons, Director Parking Division

Phone: 941-954-7058 / Fax: 941-364-7357

E-mail: Mark.Lyons@sarasotagov.com

City of Sarasota, Florida



Originally settled by Charles St. Armand in 1893, St. Armand’s Key was purchased by John Ringling in 1917 with a vision of turning the mangrove island into a shopping plaza that would rival those found in European finest cities. Ringling’s visionary “Circle” is a thriving island destination of fine shops and gourmet restaurants. A visit to St. Armand’s is sure to leave an impression on visitors, but having difficulty finding parking shouldn’t be something visitors remember. The City of Sarasota and the St. Armand’s Business Improvement District are contemplating alternatives to manage a shortage of parking spaces within the district.

One alternative is the development of a parking structure on one of the existing surface parking lots. To fund that development, the City of Sarasota is considering the implementation of a paid parking program. Walker has been engaged to collect and analyze parking utilization data to determine if the revenue collected from the paid parking program would be sufficient to fund the construction and operation of the proposed parking structure and ultimately retire the debt service on the project within 20 years.

Client: City of Sarasota, Parking Division

Address: 1565 1st Street, Suite 114, Sarasota, FL 34230

Contact: Mark Lyons, Director Parking Division

Phone: 941-954-7058 / Fax: 941-364-7357

E-mail: Mark.Lyons@sarasotagov.com

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

WAVE STREETCAR/FORT LAUDERDALE DOWNTOWN DEVELOPMENT AUTHORITY



Client Name: City of Fort Lauderdale
Contact: Elizabeth Van Zandt
Phone: (954) 828-3796
E-mail: evanzandt@fortlauderdale.gov

Total Compensation for Services: \$158,000

Start Date: 2013
Completion Date: NA

Project Description: Development and construction of the Wave Streetcar. Clary Consulting Company (CCC) served as the lead financial advisor for the Wave Streetcar Project, a proposed light-rail system in downtown Ft. Lauderdale. CCC also assisted the Wave Streetcar Team in addressing a challenge that resulted in a financing plan that resulted in the Downtown Development Authority receiving a Florida State Infrastructure Bank loan. This caused significant savings in the cost of financing for a Special Assessment District created by the City of Fort Lauderdale that supports the repayments for the loan.



TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

Pompano Beach Affordable Housing Study

Location: Pompano Beach, FL

Client Contact: Greg Harrison, City Manager

Completion Date: 8/2017

Phone: (954) 786-4600

E-mail: Greg.Harrison@copbfl.com



Project Description: Lambert Advisory was engaged by the City of Pompano Beach (City) to evaluate the City's market rate and affordable housing markets. Specifically, Lambert was engaged to provide the following: an inventory analysis aimed at determining the rent-restricted, subsidized and market-rate housing inventory and conditions at the citywide, Community Redevelopment Agency (CRA) and neighborhood level, as well as within the CRA boundaries; an assessment analyzing both the subsidized, rent restricted and market-rate housing inventory and opportunities for investment at the Citywide and neighborhood level; and, a strategy. Based on the results of the Inventory and Assessment, the Strategy provided a road map for addressing the city's needs at the citywide and neighborhood levels and how to best encourage and sustain market rate and affordable housing investment so that it is accretive to the City's fabric and neighborhood development expectations. The report provides a clear understanding of the market conditions for housing, how those conditions are impacting the affordability of housing in the community, what are the challenges associated with both the provision of affordable housing in Pompano Beach within the context of the broader regional market and the relative concentration of rent restricted and subsidized units, and policies which the City can undertake or advocate for at the County level to provide for the housing needs of low and moderate income residents in the community while encouraging investment in balanced stable mixed income neighborhoods.

City of Tampa, Tampa Housing Authority & Banc of America CDC Choice Neighborhoods Plan, Implementation Strategy & Application

Location: Tampa, FL

Client Contact: Leroy Moore, SVP/COO, Tampa Housing Authority

Completion Date: 8/2016

Phone: (813) 253-0551

E-mail: leroym@thafl.com

Project Description: Lambert Advisory headed the Choice Neighborhoods team on behalf of the City of Tampa, Tampa Housing Authority and Banc of America CDC. The firm developed the Choice Neighborhoods strategies and grants for the Encore and West River neighborhoods. In 2012, the team submitted and subsequently won one of four national \$30 million competitive grants for the Encore neighborhood from U.S. HUD.

While the Tampa Choice Neighborhood implementation plans clearly included the redevelopment of the physical neighborhoods, the broader goal of the plans was to improve the lives of the people who live in those neighborhoods through improved health, childhood education, job readiness and wage growth, safety, as well as greater mobility through access to better transportation.

The Choice Neighborhood plans we developed identified evidence based approaches to improve neighborhood resident lives in each of the areas noted above. For each of the plans we established firm partnerships and leveraged funds in excess of \$150 million per plan to implement the effort, developed a baseline set of metrics through community surveys and other available data, established goals for progress, and a method for measuring that progress. The formal establishment of baseline conditions and ongoing collection of data and measurement of progress at a household-by-household level was the only way the City, Housing Authority and Banc could indicate that the benefits of the federal and local public investment in the neighborhood had desired and measurable benefits well beyond the development of new buildings and increased property values.

Today the Tampa Housing Authority (THA) as the lead "People" agency for the implementation grant is actively measuring family progress on a quarterly basis. A partnership with the school board has allowed the THA to measure the progress of school age children in the neighborhood, a partnership with the largest health care provider in the Tampa Bay market allows the THA to gather metadata on the health of residents, and partnerships with CareerSource and Hillsborough Community College plus a number of private corporate partners has allowed the THA to offer neighborhood residents targeted job training and the ability to track progress in wage growth once residents are placed in jobs. It has been through this limited cost broad data gathering effort that a much more comprehensive understanding of the desirable benefits of federal and local dollars is being captured and translated in order to measure success and to justify future funding decisions and policy direction.

CAM #18-0268
Exhibit 7
Page 34 of 82

Downtown Fort Lauderdale Mobility Hub Joint Development Initiative



Location: Fort Lauderdale, FL
Client Contact: Mark Rickards, SFRTA/Kimley Horn & Associates
Phone: (561) 404-7244
E-mail: mar-rickards@kimley-horn.com
Completion Date: 3/2013

Project Description: Downtown Fort Lauderdale has steadily evolved as an urban district with a growing population base, national and multinational corporate presence, a multitude of retail/entertainment options, and world-class cultural venues. The Downtown area is poised for continued growth with more than \$500 million in investment along the New River.

In tandem with this new wave of investment is the implementation of the Downtown Fort Lauderdale Mobility Hub. The Mobility Hub is located within a multi-block area that will connect multiple transit services including the Brightline (a privately developed inter-city passenger rail between Downtown Miami and Orlando), the Wave Streetcar Downtown Circulator, a dedicated BRT line, a commuter rail passenger service and regional express bus services.

Lambert Advisory served as the economic, market and financial advisor associated with the Downtown Mobility Hub Joint Development Initiative (JDI Mobility Hub). The basis of our work was to identify the opportunity for a transit-oriented joint development derived from the significant expansion of transit connectivity within Downtown Fort Lauderdale.

Broward MPO Countywide Mobility Hub Planning, Design & Implementation

Location: Broward County, FL
Client Contact: Lynda Mifsud, HNTB
Completion Date: Ongoing
Phone: (305) 222-1422
E-mail: lmifsud@HNTB.com

Project Description: Broward County is the second largest County in Florida comprising 31 municipalities and a total population of more than 1.8 million residents. The Broward Metropolitan Planning Organization (MPO) is the federally mandated agency that is responsible for making policy on local transportation matters and sets forth federal expenditure policy within this vast and vibrant region.

The MPO has set forth an ambitious vision to transform the county's transportation system through mass transit aimed at optimizing mobility, supporting economic vitality, and ensuring a quality of life. The Broward MPO Mobility Hub Planning, Design and Implementation study represents a continuation of a long-term transportation initiative that identifies more than 100 potential transportation hub locations throughout the county. Lambert Advisory, as a subconsultant to HNTB, currently serves as the economic, market and strategic advisor in this effort.

Lambert will also provide strategic advisory services as needed for potential transit-oriented public/private partnership efforts, which includes assisting in the preparation of solicitation material, evaluation of responses and partnership/funding structuring to allow the hubs to come into fruition.

Miami-Dade County MPO Intermodal Site Feasibility Study



Location: Miami, FL
Client Contact: Brett Nein, Jacobs Engineering
Phone: (305) 718-0599
E-mail: bnein@jacobs.com
Completion Date: 8/2012

Project Description: As Downtown Miami expands upon its emergence as a major international world class city, it also continues to increase its role as a predominate metropolitan urban center within the United States. A key contributing factor to allow this growth must be ongoing investment in infrastructure and transit.

In 2011, the Miami-Dade MPO, working collectively with the City of Miami, Miami-Dade County, and numerous other public agencies, commenced a plan to have Downtown Miami serve as the terminus for Brightline (formerly All Aboard Florida), a high-speed rail line between Miami and Orlando. The Miami Central Station alas is envisioned to serve as the region's central multimodal hub connecting intermodal rapid transit, commuter rail, intercity rail, local and intercity buses.

As part of this planning effort, Lambert Advisory, working with Jacobs Engineering, assessed the opportunity to integrate mixed-use development into the proposed transit sites as part of the broader MD-MPO Intermodal Site Feasibility Study. Lambert provided the consulting team with the economic and market data required to evaluate three proposed intermodal sites within Downtown Miami. The project will include approximately 180,000 square feet of retail and two Class A office towers totaling more than 300,000 square feet. Additionally, residential and hotel development is currently in the planning stages.

Downtown Hollywood/FEC Corridor Redevelopment Plan

Location: Hollywood, FL
Client Contact: Susan Goldberg, Deputy Director CRA
Phone:(954) 921-3471
E-mail: sgoldberg@hollywoodfl.org
Completion Date: 12/2015

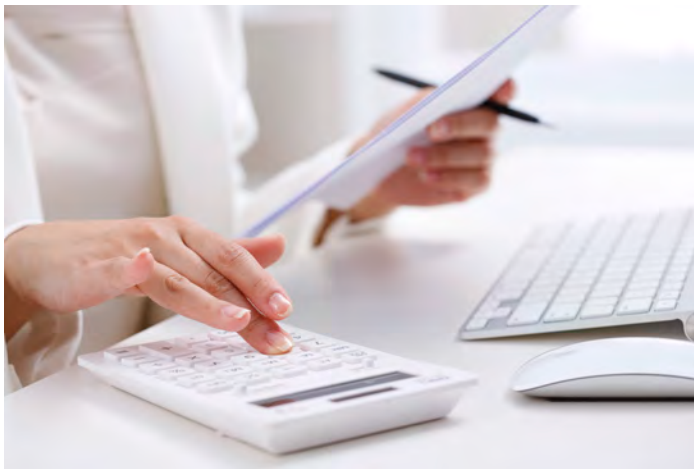
Project Description: Lambert Advisory was engaged by the City of Hollywood (City) to provide economic, market and strategic consulting services associated with a current updated understanding of the real estate investment climate in the Downtown and along North Federal Highway. In 2007, Lambert provided the City with consulting services for a broad range of initiatives throughout the eastern sector of the City (including the Hollywood Beach CRA), but notably work related to the Downtown Master Plan.

The work completed as part of this scope of services represented an independent and comprehensive evaluation of economic and market conditions that will help guide strategic redevelopment and investment initiatives within the Downtown and the North Federal Highway corridor. This considered the potential of passenger commuter train service along the FEC line and proposed station at Hollywood Boulevard and Tyler Street (Hollywood Station).

ABILITY TO MEET TIME AND BUDGET REQUIREMENTS

Each person listed in this proposal is available for this contract. Edward Ng, AICP, the Project Manager, will be the primary contact on a day-to-day basis and can respond from the firm's local offices. Edward is an experienced Project Manager who has coordinated diverse teams for multi-disciplinary efforts, including efforts for Fort Lauderdale. Corradino's staff of 200+ has the capacity to handle any request the City of Fort Lauderdale may have to complete this project.

As a municipal services firm, Corradino understands the nature of the work. The primary focus of Corradino is to produce the highest quality projects on-time and within budget. The firm has maintained an impeccable track record and is able to keep projects on time and within budget using its exceptional approach to project management. The scope of services, cost and project time line are agreed upon with the client. Corradino holds frequent project management meetings internally to assure that projects are progressing as they should. Each technical task is broken down and distributed to experienced professionals who know how many hours have been allotted for each task and when the assignment is due to the project manager.



Corradino maintains an excellent track record of satisfied clients, staff utilization goals, and projects completed on-time and within budget. At the start of every month the project manager is provided with an "effort detail sheet" which shows the percentage of work, budget, and time completed. The project manager reviews this with the firm's accounting department as a second level of quality control.

INITIATIVES TOWARDS SUSTAINABLE BUSINESS PRACTICES/COMMITMENT TO CONSERVATION

Corradino is committed to improving waste reduction in the workplace. Corradino's Recycling and Waste Reduction Awareness Program (Reduction Program) strives to prevent waste and save money through reusing, recycling and avoiding as many waste materials as possible. For every pound of waste employees reduce, reuse or recycle, Corradino:

- Saves money;
- Protects the environment;
- Saves natural resources;
- Conserves landfill space; and
- Reaffirms our support for environmental programs.

Corradino has regional Office Waste Reduction Coordinators. Coordinators oversee the recycling program in Corradino offices, as well as orient new employees to the program. Coordinators are responsible for arranging the collection of recyclables, encouraging employees to recycle, and the overall monitoring and improvement of the Recycling and Waste Reduction Program.

Corradino is committed to promoting environmental responsibility among our employees. Employee participation is important to the success of our Reduction Program. Each employee knows where excess waste is produced and how it can be avoided in the office. Employees are encouraged to participate and offer input to improve Corradino's Reduction Program. Additional program components under consideration for Corradino's program include an Employee "Green" Bonus. For each "green" suggestion implemented at Corradino to cut waste and/or reduce costs in an environmentally friendly manner, the employee would receive a "green" bonus.

Corradino's current recycling and waste reduction practices include:

Office Supplies:

- Reduce paper consumption:
 - ✓ Send paperless documents by scanning and e-mailing instead of using a fax machine.
 - ✓ Use electronic forms whenever possible.
 - ✓ E-mail letters and documents to be read onscreen.
 - ✓ Use a reusable compact flash drive to easily and efficiently transport and share documents.
 - ✓ Purchase post-consumer recycled white, versus Kraft, over-sized envelopes (Kraft envelopes are difficult to recycle).
 - ✓ Use dry-erase boards as an alternative to paper flip charts.

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

- ✓ Reuse paper printed on one side for draft copies or reuse scrap paper for notes.
- ✓ Use self-stick fax addressing labels instead of printing full-size fax cover sheets.
- ✓ Sign up for paperless billing, in the office and at home.
- ✓ When feasible, print double-sided documents.
- ✓ Use postcard mailers when appropriate to save paper, envelopes, and postage.
- ✓ Use post-consumer recycled paper when possible.
- ✓ Print smart; only print the number of copies required/needed.
- ✓ Keep mailing lists up to date.
- ✓ Use “address correction requested” on mailings to reduce waste.
- Don’t print:
 - ✓ Add Web sites to favorites.
 - ✓ Save documents to your computer.
 - ✓ Save needed e-mails in an outlook mail folder.
 - ✓ Review documents onscreen.
 - ✓ Use a green tagline with your e-mail signature block.
Example: *Please consider the environment before printing this e-mail.*
- ✓ Use programmable thermostats in offices.
- ✓ Unplug equipment that drains energy when not in use, such as cell phone chargers, fans, coffeemakers, desktop printers, radios, TVs, VCRs and MP3 docks.
- ✓ Use interoffice mail.
- ✓ Reuse interoffice envelopes.
- ✓ Purchase refillable products such as pens, pencils, and tape dispensers.
- ✓ Consider replacing incandescent lighting with energy-efficient light bulbs, such as compact fluorescent bulbs or LEDs.
- ✓ Reuse file folders and binders; applying new labels extends their usefulness.
- ✓ Reuse foam packing peanuts, bubble wrap, and cardboard boxes.
- ✓ Properly recycle old equipment.
- ✓ Donate discarded but reusable furniture and equipment to schools or non-profit organizations.
- ✓ Reuse supplies such as paper clips and rubber bands.
- ✓ Keep a recycling bin by printers and copiers.
- ✓ Use energy efficient appliances in all offices.
- ✓ If renting a vehicle, check to see if the rental agency offers hybrids or other high-mileage vehicles.
- ✓ When feasible, carpool, bike, or use mass transit options.
- ✓ When workable, use teleconferences, a Web-hosted service such as GoToMeeting (a remote meeting and desktop sharing software), or other technological solution to reduce the amount of employee travel needed.
- ✓ Position an aluminum can recycling bin in each lunchroom.

Protect the Environment:

- ✓ No plastic foam purchased or used in offices.
- ✓ Provide recycle bins.
- ✓ Use recycled toner cartridges for laser printers; or, when feasible, use vegetable-based toner in laser printers.
- ✓ When possible, repair versus replace equipment.
- ✓ Keep up routine preventative maintenance of office equipment to ensure a longer life.
- ✓ Provide water filter in office lunchrooms. (A water filter can save plastic bottles from being purchased and discarded.)
- ✓ Purchase pastel-colored paper and Post-its, not fluorescent paper (deeply-colored papers are not recyclable).
- ✓ Research and question vendors about their green business practices.
- ✓ Print in black and white instead of color when possible; or, even better, print in grey-scale (which reduces the amount of waste produced and resources used).
- ✓ Purchase post-consumer recycled white ledger and legal pads, not yellow (white is higher quality paper to recycle).

Save Natural Resources:

- ✓ Set computers for “standby” or “hibernation” mode when not in use for more than 10 minutes.
- ✓ Turn off computer monitors, printers and lights when not in use.
- ✓ Turn off computers (and the power strip) at the end of the work day.



CAM #18-0268
Exhibit 7
Page 38 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

Junk Mail Reduction:

- ✓ Use business reply envelopes with a note requesting that your name be removed from their lists.
- ✓ For junk mail sent via first class mail, cross out the address and bar code, circle the first-class postage and write "refused: return to sender."
- ✓ Call the 800-number listed for ordering on the junk mail and ask to be removed from the mailing lists. The Federal Trade Commission requires that telemarketers maintain a "do not contact" list of people that do not wish to receive mail or calls.
- ✓ If a phone number cannot be found, return the label portion of the mail in a new envelope to their address (some businesses must see the label). Include a note with the removal request.
- ✓ Register with www.dmachoice.org to significantly reduce unsolicited advertising.
- ✓ Opt-out of offers for pre-approved credit or insurance through a resource provided by the consumer credit reporting companies Equifax, Experian, Innovis and TransUnion. You can opt-out online or by calling 1-888-567-8688.
- ✓ Call toll free numbers listed on unwanted mail and ask to be taken off their list.
- ✓ Cancel unwanted subscriptions.
- ✓ When requesting a catalog or ordering for the first time, specify not to sell, rent, or trade your name to any other company.
- ✓ If you only contribute once per year to a charitable organization, ask them to only send you a request once per year.
- ✓ When filling out any forms requiring your name and address, confirm they won't sell your name to mailing lists.
- ✓ Don't fill out the warranty cards from new products unless it expressly states that your warranty is void if you don't. Most of the time you are covered by the manufacturer's warranty whether or not you send in the card as long as you have your receipt. (These cards are usually used to get your name on mailing lists.)



COMPANY INFORMATION

The Corradino Group, Inc. is a 200+ person firm which has been providing municipal services to clients in South Florida and across the nation for over 40 years.

Address: 5200 NW 33rd Avenue, Suite 203
Fort Lauderdale, FL 33309

Phone: (954) 777-0044
Fax: (954) 777-5157
Email: miami@corradino.com

Contact Person: Joseph M. Corradino, AICP, *President*
Phone: (305) 594-0735
Website: www.corradino.com
Business Structure: Corradino is a C Corporation.

Corradino is licensed to do business in the State of Florida.



CAM #18-0268

Exhibit 7

Page 39 of 82

LICENSES AND CERTIFICATIONS

**State of Florida
Department of State**


I certify from the records of this office that THE CORRADINO GROUP, INC. is a Kentucky corporation authorized to transact business in the State of Florida, qualified on January 13, 1997.

The document number of this corporation is F97000000207.

I further certify that said corporation has paid all fees due this office through December 31, 2017, that its most recent annual report/uniform business report was filed on January 9, 2017, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the Ninth day of January, 2017



Ken Detzner
Secretary of State

Tracking Number: CC0667897956

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

This certificate hereby qualifies

Joseph Michael Corradino, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 012002

Paul Farmer
Paul Farmer, FAICP
Chief Executive Officer

Lee Brown
Lee Brown, FAICP
President

This certificate hereby qualifies

Edward Wing Keung Ng, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 028927

James M. Drinan
James M. Drinan, JD
Executive Director

Valerie J. Hubbard
Valerie J. Hubbard, FAICP
President



TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS

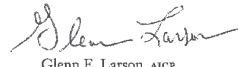
This certificate acknowledges

Scarlet R. Hammons, AICP CTP

having complied with all requirements of the American Institute of Certified Planners, the American Planning Association's professional institute, providing recognized leadership nationwide in the certification of professional planners and the ethics, professional development, planning education and standards of planning practice, is hereby provided this certificate as evidence of certification of expertise in the field of transportation planning and is hereby declared to be a


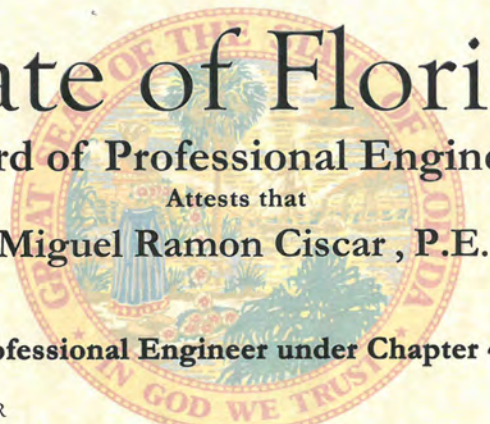
Certified Transportation Planner


James M. Drinan, Jr.
Executive Director


Glenn E. Larson, AICP
President




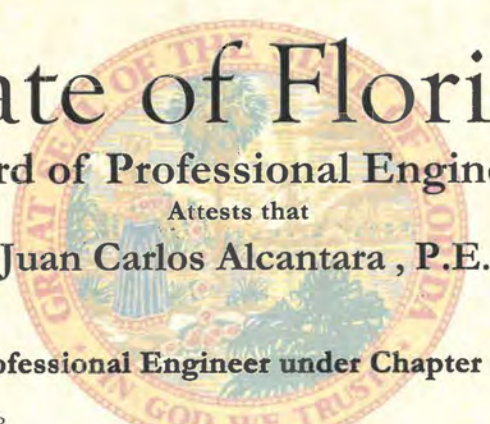
State of Florida
Board of Professional Engineers
Attests that
Miguel Ramon Ciscar , P.E.



Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2019
Audit No: 228201928237 R

P.E. Lic. No: 43244

State of Florida
Board of Professional Engineers
Attests that
Juan Carlos Alcantara , P.E.



Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2019
Audit No: 228201930188 R

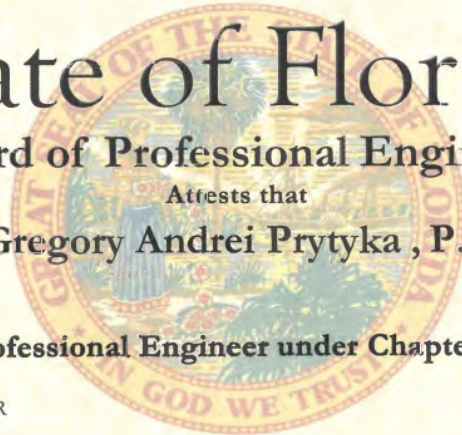
P.E. Lic. No: 64760

State of Florida

Board of Professional Engineers

Attests that

Gregory Andrei Prytyka , P.E.



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

Expiration: 2/28/2019

Audit No: 228201910834 R

P.E. Lic. No:

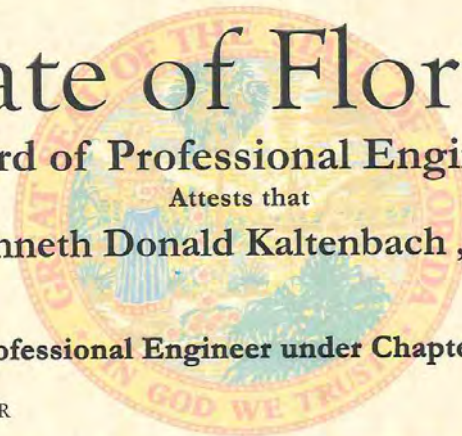
36868

State of Florida

Board of Professional Engineers

Attests that

Kenneth Donald Kaltenbach , P.E.



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

Expiration: 2/28/2019

Audit No: 228201907446 R

P.E. Lic. No:

23921

State of Tennessee

10424834

STATE BOARD OF ARCHITECTURAL AND ENGINEERING EXAMINERS

PROFESSIONAL ENGINEER

MR GERALD GLENN BOLDEN

This is to certify that all requirements of the State of Tennessee have been met.

ID NUMBER: 106514

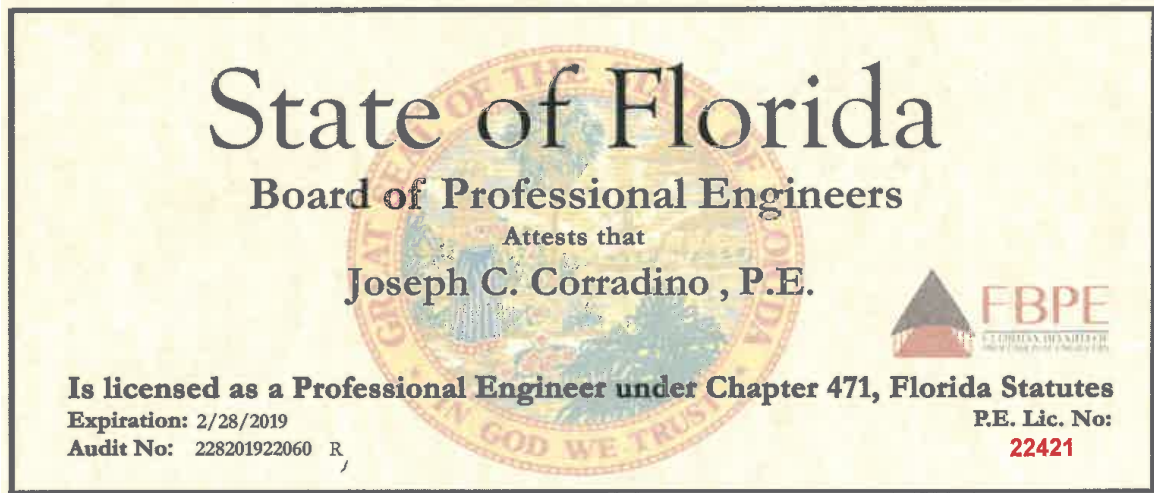
LIC STATUS: ACTIVE

EXPIRATION DATE: February 28, 2019



IN-1313

DEPARTMENT OF
COMMERCE AND INSURANCE



This certificate hereby qualifies

Heidi L. Siegel, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 023225

James M. Drinan
James M. Drinan, JD
Executive Director

Valerie J. Hubbard
Valerie J. Hubbard, FAICP
President



This certificate hereby qualifies

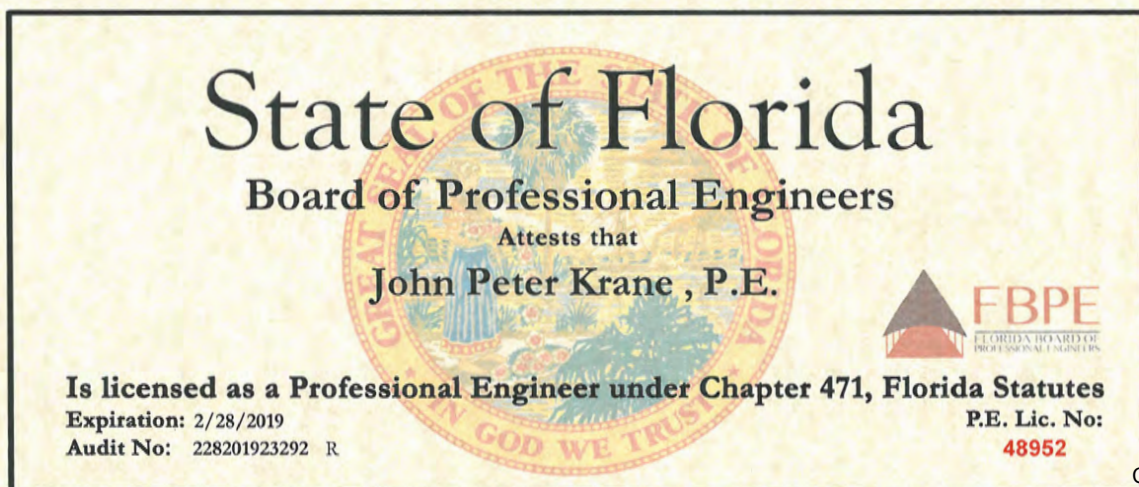
Kristen A. Nowicki, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 023382

Paul Farmer
Paul Farmer, FAICP
Executive Director and CEO

Graham Billingsley
Graham Billingsley, AICP
President



CAM #18-0268
Exhibit 7
Page 43 of 82

TAB 4.2.3: EXPERIENCE AND QUALIFICATIONS



Licensee Details

Licensee Information

Name:	HOOSAC, KIRK PATRICK (Primary Name)
Main Address:	2411 NW 31 COURT OAKLAND PARK Florida 33309
County:	BROWARD
License Mailing:	2411 NW 31 COURT OAKLAND PARK FL 33309
County:	BROWARD
LicenseLocation:	

License Information

License Type:	Registered Landscape Architect
Rank:	Landscape Arc
License Number:	LA6667091
Status:	Current,Active
Licensure Date:	06/13/2011
Expires:	11/30/2019

This certificate hereby qualifies

Jon Robert Martens, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number **023125**

Paul Farmer


Paul Farmer, FAICP
Executive Director and CEO


Graham Billingsley

Graham Billingsley, AICP
President



State of Florida
Board of Professional Engineers
 Attests that
Elliot B. Hathorn, P.E.






FBPE
FLORIDA BOARD OF
PROFESSIONAL ENGINEERS

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
Expiration: 2/28/2019
Audit No: 228201906163 R

P.E. Lic. No:
34691



10192832-AP-BD+C

CREDENTIAL ID

07 JUN 2011

ISSUED

03 NOV 2019

VALID THROUGH

GREEN BUSINESS CERTIFICATION INC. CERTIFIES THAT

Elliot Hathorn

HAS ATTAINED THE DESIGNATION OF

LEED AP® Building Design + Construction

by demonstrating the knowledge and understanding of green building practices and principles needed to support the use of the LEED green building program.



MAHESH RAMANUJAN
 PRESIDENT & CEO, U.S. GREEN BUILDING COUNCIL
 PRESIDENT & CEO, GREEN BUSINESS CERTIFICATION INC.

The American Institute of Certified Planners

The Professional Institute of the American Planning Association

hereby qualifies

Erin L. Deady

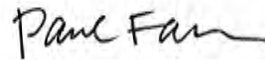
as a member
with all the benefits
of a Certified Planner and
responsibility to the
AICP Code of Ethics
and Professional Conduct.

Certified Planner Number: 022131

February 4, 2008



PRESIDENT



EXECUTIVE DIRECTOR



GREEN BUILDING CERTIFICATION INSTITUTE

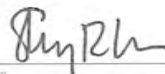
HEREBY CERTIFIES THAT

Erin Deady

HAS ACHIEVED THE DESIGNATION OF

LEED® ACCREDITED PROFESSIONAL

BY DEMONSTRATING THE KNOWLEDGE OF GREEN BUILDING PRACTICE
REQUIRED FOR SUCCESSFUL IMPLEMENTATION OF THE LEADERSHIP IN ENERGY
AND ENVIRONMENTAL DESIGN (LEED®) GREEN BUILDING RATING SYSTEM™.



Chairman

April 27, 2009

Date Issued



Peter Tompkins, President

Printed on 50% bamboo fibers / 25% post-consumer fibers with vegetable based ink.

CAM #18-0268
Exhibit 7
Page 46 of 82



TAB 4.2.4

TAB 4.2.4: APPROACH TO SCOPE OF WORK



APPROACH AND UNDERSTANDING

Understanding

Imagine you are looking out the window onto a lively urban streetscape full of pedestrians, set against the background of an iconic downtown. In places like this, you might see new parents pushing strollers, 20-somethings gathered for coffee at outdoor restaurants and business people and service workers alike hustling off to a nearby Streetcar. The streets are safe and active day and night. The economy is thriving, as tourists from near and far mix with locals in a world class environment.

This may remind you of only a few places, like New York, Philadelphia, or Chicago – iconic cities with core identities centered around live, work, learn, and play. Certainly, Florida cities have not grown into or even, until recently, aspired to this. But in the very near future this could become a reality right here in Fort Lauderdale. In fact, those cities that will compete for the growth of the future in Florida will by necessity need to find this form.

For more than a decade, much of the real estate investment has been defined by migration to large urban areas. People in their 20s and 30s are increasingly spurning the traditional path toward suburban home ownership, turning down a two-car garage for a lifestyle that requires no car at all. At the same time, cost of living in these areas is high and forcing many middle-class people to the edges of the region, far from work and amenities. The microeconomics of housing and transportation are working against many. The combined cost of housing and transport is the heaviest load on middle class finances and time budgets. These costs are often the main barrier to quality of life in our cities.

That generational shift to urbanism shows no signs of slowing, particularly if the right environments exist. The demand for walkable, urban neighborhoods remains unyielding. South Florida has many communities along planned transit lines becoming ripe for development to satisfy this market demand. The smart, progressive, and in the future highly successful cities will compete for and win this type of development. In order to secure the transit that accelerates it and makes it real, these Transit Oriented forms must be in place.

TAB 4.2.4: APPROACH TO SCOPE OF WORK

The challenge is that for many years, most of our communities viewed multifamily housing as less than desirable, and plans to build new multifamily projects, or additional density were often treated as highly controversial. This pushed a thin veneer of development across Broward County from the ocean to the Everglades. As the second century of development advances, work needs to be done to reform the local zoning codes, parking codes, and other land development regulations to ensure that the population and employment in a specific area is transit supportive so that viable mass transit, and the parallel private investment in housing and jobs can be attained. The presence of value-priced, high-quality downtown housing attracts not only millennials and young professionals, but also the empty nesters -- along with the restaurants, shops and cafes that follow.

Florida has long been regarded as a suburban state -- a place where people from other parts of the nation came to retire, or vacation. While that remains a major but diminishing part of its appeal, we now stand at the forefront of a major societal shift that promises to alter the fabric of our most established communities. This will be, for those that embrace it, a seismic change in our character, quality of life and prosperity.

As one of about 20 pilot projects totaling over \$19 million, the City of Fort Lauderdale is striving to be successful by studying Transit Oriented Development for extensions of the Wave Streetcar to other transportation corridors. The city is seeking to increase appropriate development, including housing, employment, which would be attracted to more walkable, livable and inviting neighborhoods. Transit Oriented Development can be attained by addressing zoning and urban design, mobility (pedestrian, bicycle, transit access and connectivity, and well as parking), design and a variety of housing and employment options. To get it right the work must be in alignment with local desires.

Attaining this goal is often seriously debated in our local municipalities. Real transit-oriented development must include a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities. It is not right everywhere.

Successful TOD depends on access and density around the transit station. Convenient access to transit fosters development, while density encourages people to use the transit system. Focusing growth around transit stations capitalizes on public investments in transit and provides many benefits, including:

- Increased ridership and associated revenue gains for transit systems

- Incorporation of public and private sector engagement and investment
- Revitalization of neighborhoods
- A larger supply of affordable housing
- Economic returns to surrounding landowners and businesses
- Congestion relief and associated environmental benefits
- Improved safety for pedestrians and cyclists through non-motorized infrastructure

TOD primarily occurs when local governments encourage it through their comprehensive plans and zoning codes. When a TOD coincides with a federally funded transit project, FTA may provide financial assistance, technical assistance, training, and other resources to complement the regional or local TOD.

Part of this assistance is in the Pilot Program for Transit-Oriented Development Planning – 5309.

This Pilot Program for TOD Planning helps support FTA's mission of improving public transportation by providing funding to local communities to help integrate land use and transportation planning with a transit capital investment that they are seeking. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

The role of transportation professionals is evolving and more frequently requires them to understand how transportation investments can be consistent with the principles and practices of land use planning and development. At a minimum, the coordination of land use and transportation requires that those concerned with the well-being of a community (or region, state or nation) assess and evaluate how land use decisions effect the transportation system and can increase viable options for people to access opportunities, goods, services, and other resources to improve the quality of their lives. In turn, the transportation sector should be aware of the effects the existing and future transportation systems may have on land use development demand, choices, and patterns.

Coordinating (or integrating) land use and transportation planning and development is commonly considered today as one facet of "smart growth", sustainable development, new urbanism, or other similar concept. These share policies, principles, and strategies intended to preserve and even enhance valued natural and cultural resources and facilitate "healthy", sustainable communities and neighborhoods. These approaches also tend to focus a

QAM #18-0268
Exhibit 7

Page 49 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK



balance of mixed uses (including housing, educational, employment, recreational, retail, and service opportunities) which recognize the importance of spatial or geographic proximity, lay out, and design of those uses. In addition, the consideration of long term and broader (even global) impacts of land use decisions on our natural and human-made environment, including transportation systems and facilities, is critical to these concepts, as well.

Corradino understands that Fort Lauderdale has as its primary infrastructure goal, of being “a pedestrian friendly, multi-modal City that allows neighbors to move seamlessly and easily through a safe transportation system where the pedestrian is first.” Over the years the City has advanced towards achieving that goal and most recently has won an FTA 5309 Capital Improvement Grant in relation to its Wave Streetcar project. The City would like to define and advance 6 other objectives as it implements the system and develops its transit oriented core. These include:

- Enhance economic development and ridership;
- Facilitate multimodal connectivity and accessibility;
- Increase non-motorized access to stations;
- Enable mixed-use development;
- Identify infrastructure needs associated with the Wave Streetcar and a transit-oriented core; and
- Include private sector participation.

Ultimately, the City’s efforts for this plan will need to be consistent with existing Press Play and Fast Forward documents, as well as adopted plans such as the Downtown Master Plan. In this regard, this consistency

can be done by incorporation of adopted visions and goals, or via revisiting existing plans and updating those plans to fit the new realities around the Wave, which may provide for new opportunities. Corradino is familiar with these documents through its work with the Comprehensive Plan, and understands that the City desires to concentrate new growth in designated areas within the City in order to be responsive to neighbor’s stated preferences for neighborhood preservation within Fort Lauderdale. This project provides the perfect opportunity to contribute positively to City-wide goals. These goals, in turn, need to be codified into the Comprehensive Plan amendments. Corradino can provide implementation efficiency for the City by connecting the processes to ensure planning cohesion and frequent communications across all disciplines in the review of vital policy questions, review of best practices research already being conducted, and subsequent recommendations.

Approach

The scope of services defined below will move address these goals in a manner consistent with 5309 guidance. By first defining the study area, and administrative framework to the effort. Then by evaluating the “state of the practice” through an examination of where TOD has been successful in the past and what techniques and strategies related to mobility, management, land use and programming were used to make them successful. Critical to any redefinition of city form is an understanding of public wants and needs. An intensive, thorough, and technologically advanced public engagement strategy will be developed, Exhibit 7, CAM #19-0268

TAB 4.2.4: APPROACH TO SCOPE OF WORK



during and after formative analysis and recommendations are undertaken. Transit Oriented Developments are born through the reformation of land use strategies, zoning codes and other regulations related to infrastructure. In Florida, they are often difficult to achieve and counter to existing rules, so an evaluation of the existential barriers to Transit Oriented Development in the immediate study areas will be produced. Affordable housing must be a key component to transit oriented development. The micro economics of transportation and land use will be undertaken and a target range for affordable and workforce housing will be developed. After that actual comprehensive plan goals, objectives and policies to incentivize TODs will be recommended, as will specific zoning code, parking code and other changes that implement the land use policies. These will deal with heights, setbacks, dwelling units per acre, floor area ration, maximum vs minimum parking standards, etc. All of this must be integrated into a mobility system, so the capacity of the area will be defined and a multimodal level of service determined. This is has much to do with first mile/last mile strategies and complete streets initiatives. Finally specific recommendations of exactly what plan, code or other changes must be made and in what order will be made to assure there is an easily followable implementation plan.

By understanding from that TOD's are focused on multimodal interconnectivity, predicated on compact and well-connected pedestrian and bicycle infrastructure to first and last mile mobility strategies, integrating a mix of commercial, and residential uses enabling significantly higher levels of population, affordable housing and employment in the local area is critical. Comparing that to what the community desires from a density, intensity and land use mix perspective is critical. Then evaluating what the current codes allow, will detail the scale of the changes that need to be made to attain the goals.

AVAILABLE FACILITIES, TECHNOLOGICAL CAPABILITIES AND OTHER RESOURCES

Our team will work for you from our local facilities in and around Fort Lauderdale. Our offices are staffed to support you with GIS as well as web-based applications for public engagement, including social media and public participatory GIS.

More importantly, we will make available our best resources - our people. Our team includes local professionals who are solutions-oriented, good listeners, aptly-skilled and experienced in their fields, with the motivation and dedication to get the "right job, done right" for the City of Fort Lauderdale.

SCHEDULING METHODOLOGY

TASK	2017										2018								
	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.
1	[Blue bar]																		
2	[Green bar]																		
3	[Yellow bar]																		
4	[Red bar]																		
5	[Grey bar]																		
6	[Purple bar]																		
7	[Brown bar]																		
8	[Blue bar]																		
9	[Orange bar]																		
10	[Yellow bar]																		

CAM #18-0268

Exhibit 7

Page 51 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

FIRM'S ABILITY/CAPACITY TO COMPLETE TASKS WITHIN SPECIFIED TIMEFRAME

TASK 1

Project Management Plan & Study Area Definition

Corradino shall develop a project management plan and work with City staff to finalize the project study area. We propose, at minimum, monthly meetings with City staff to coordinate and ensure appropriate progress. Corradino will consult with City staff after review of existing land use policies and will tie in considerations currently being evaluated for the Comprehensive Plan into the project's timeline and proposed study area.

Deliverable 1a: Concise project management plan that outlines, at minimum:

1. Schedule of project management meetings with City staff.
2. Stakeholder list that includes all relevant public, private, and nonprofit groups.
 - a. **Public** stakeholder examples include (but are not limited to) City of Fort Lauderdale departments, advisory boards, State/County professionals, neighborhood associations, Council of Fort Lauderdale Civic Associations, and relevant public authorities.
 - b. **Private** stakeholder examples include (but are not limited to) local businesses, developers, lenders, insurance providers, and land use attorneys.
 - c. **Nonprofit** stakeholder examples could include (but are not limited to) any educational institutions or nonprofits within the City of Fort Lauderdale that have vested interests in affordable housing, public transportation, public health, urban planning, or general transportation issues.
3. Project timeline and timeline graphic.
4. Public involvement schedule.
5. Schedule of meetings with the Commission and relevant boards and advisory groups.
6. Proposed structure of final report that synthesizes all applicable deliverables.

City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final Project Management Plan.

Due: No later than 30 calendar days after notice to proceed.

Format:

- Two printed copies

- PDF copy
- Copy of document and all document components in original format(s)
- (e.g. Word, InDesign, or similar)

Deliverable 1b: Refinement of the project study area that defines an overall "streetcar influence area" for both the core Wave alignment and extensions. Relevant plans and existing regulatory boundaries influencing the potential study area shall be consulted, including but not limited to Regional Activity Center boundaries, existing zoning district/TOD guideline boundaries, and unified flex policy areas. Appropriately-scaled subdivisions of the resultant study area shall be created for the purpose of geographically organizing subsequent tasks wherever necessary.

The study area shall be finalized in consultation with City staff, and shall ultimately be a reflection of both the area likely to be affected by the Wave Streetcar and the area within which policy changes consistent with TOD could be implemented.

Due: No later than 30 calendar days after notice to proceed.

Format:

- PDF copy
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

TASK 2

TOD Best Practices Research

The Corradino Team shall document U.S. and international TOD best practices in a technical memo that will inform work in all subsequent tasks. These will be done with TODs in corridors based on area-wide and station area policies and interventions, with the primary goal being a list of easily-referenced best practices that is concise and legible. For Mobility Studies, this will include, but not be limited to, aspects of First/Last Mile considerations. For Land Use and Housing, as well as TOD management and incentivization, cross comparisons with existing policies versus the best practices will be needed in order to gauge the level of policy changes, and to provide the City with a better understanding of the potential and needs in implementation. Images, maps, and references shall be included where necessary.

This task shall also identify public-private partnerships that have been successful in other cities that the City of Fort Lauderdale could consider cultivating locally.

Deliverable 2a: A concise technical memo summarizing applicable best practices both in the U.S. and internationally.

CAM #18-0268
Exhibit 7
Page 52 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

The memo shall include a suitable contact for each best practice that City staff can communicate with in the future as needed. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo. The following topics shall be considered, but may be refined according to the needs of City and will be determined in discussions between city staff and Corradino:

TOD Mobility Strategies

Examples include:

1. Multi-Modal Level of Service (MMLOS) methodologies;
2. Modal priority ranking systems;
3. Bicycle/streetcar integration plans;
4. Optimal loading/unloading zone placements;
5. Vision Zero coordination;
6. Transportation network companies (TNC) integration best practices, especially related to efficient passenger loading/unloading, and strategies to decrease “circling” while waiting for fares;
7. Integration of automated vehicle technology;
8. Pedestrian Priority Zone implementation and tactical urbanism demonstrations;
9. Maintenance of traffic and special event protocol; and
10. Truck routing

TOD Land Use & Housing Strategies

Examples include:

1. TOD-supportive land uses vs. incompatible uses that should be eliminated;
2. Quantification of housing costs when reduced transportation expenditures are taken into account;
3. Affordable housing strategies;
4. Reduced rent for tenants that do not own vehicles, or charging for parking;
5. Streamlined approval processes for TOD area projects;
6. Public-private partnership opportunities for TOD, parking facilities, K-12 public or charter education facilities, and college/university housing;
7. Development mitigation measures;
8. Additional development requirements such as transportation demand management (TDM) and traffic circulation plans;
9. Parking management districts;
10. Active design requirements; and
11. Tiered incentive programs for green design and construction to developers and public sector project managers, including seal/certification programs.

TOD Management & Analytics

Examples include:

1. Methodology for quantifying benefits from TOD and

increased utilization of multi-modal transportation (e.g., economic impacts, quality of life impacts, etc.);

2. Evaluation metrics and reporting systems; and
3. Multimodal concurrency/impact fee structures.

TOD Programmatic, Incentives, and TDM

Examples include:

1. Innovative parking standards that are based on area-wide market conditions and demand, rather than site-specific ratios;
2. Incentives to developers in return for creating new public open space, “breaking the block,” offering tenant programs for car sharing memberships, bike share memberships, and/or subsidized transit passes;
3. Transportation impact fees and concurrency fees;
4. Examination of applicable public-private partnerships
5. Charter school (or similar) integration with TOD project areas;
6. City partnership opportunities for programming/operations (e.g., car sharing programs, retailer incentive programs for alternative modes of travel, development incentives to incorporate transit/car sharing);
7. Flexible work schedules or employer service programs (e.g. alternative benefits packages for employees in urban core);
8. “Last mile” options including policies, incentives, and advertising/promotions to maximize reach of existing multi-modal options;
9. Using parking and other restricted use funding for transportation activities; and
10. General governance of TOD areas (e.g., policies and fundraising, etc.).

Due: No later than 60 calendar days after notice to proceed.

Format:

- Two printed copies
- PDF copy
- Copy of document and all document components in original format (e.g. Word, Excel, InDesign, or similar)

TASK 3

Public & Stakeholder Engagement

Corradino will collect actionable data regarding TOD outcomes preferred by the community and stakeholders through surveys, interviews with elected officials, the private sector, relevant City/County/State departments, and other key stakeholders. This process shall strive for high participation rates that result in meaningful consensus from both the stakeholder and public processes, and shall incorporate innovative engagement methods.

CAM #18-0268
Exhibit 7
Page 53 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

Corradino proposes that the City consider using MetroQuest as a survey tool, understanding that this program will tie into a project based website to be hosted on the City's servers. It is anticipated that the project website will be developed as an evolving site which the City can utilize post study completion to contribute to the City's stated Press Play initiatives to increase governmental transparency.



In planning the public involvement, the Office of Neighbor Support will be consulted and included to ensure consistency. Corradino staff have extensive experience with working with the City on public involvement and understands the available resources for outreach, including the e-newsletter and other publications which can be utilized for this project.



Deliverable 3a: Consultant shall develop all materials for a regularly-updated project website, which will include all project milestones and documents, links to surveys and survey

results, public meeting announcements, and information on TOD best practices from Task 2. The project website shall coordinate with the Design & Construction Manual team to include relevant information from that project. The consultant shall develop all materials necessary for inclusion on the project website. The project website will be integrated into the City's existing website, and City staff will update the website using materials created by the consultant.

Due: Project website shall be live and accessible by the public no later than 45 calendar days after notice to proceed.

Format:

- Live, visually-oriented website

Deliverable 3b: Corradino will lead up to 2 public meetings, open houses, workshops, walkshops, or similar format in each Neighborhood Association, including, but not limited to, Poinciana Park, Tarpon River, and Downtown Fort Lauderdale Civic Associations, that falls fully or partly within the immediate project study area. In addition, at least two city-wide public open houses, workshops, walkshops, or similar shall be held. The consultant shall attend each meeting with City staff to provide supportive services, including but not limited to development and printing of meeting materials, assistance addressing questions during and after event, walkshop route identification and narration, and setup/breakdown.

Due: Meeting schedule to be determined in consultation with City staff.

Format:

- Meeting format to be finalized in consultation with City staff.
- Consultant to create, format, and print all necessary meeting materials.
- Consultant to take meeting minutes and/or create meeting summary.

Deliverable 3c: Corradino shall work with City staff to develop and execute a "Mock Development Review" workshop with relevant stakeholders. The goal of the workshop will be to bring a mock development proposal through the existing development review process, and use the workshop as a forum for open dialogue between stakeholders that identifies challenges and opportunities.

Due: Workshop schedule, content, and invitees to be determined in consultation with City staff.

Format:

- Corradino will create, format, and print all necessary workshop materials.
- Consultant to summarize the results of the workshop in written and/or graphic form.

CAM #18-0268
Exhibit 7
Page 54 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

- PDF copy of results summary
- Copy of results summary in original format(s) (e.g. InDesign, Illustrator, or similar)
- If applicable:
 - GIS map file (.MXD or similar)
 - File geodatabase containing all data referenced in the GIS map file

Deliverable 3d: Corradino shall implement an appropriate online survey that obtains quantifiable feedback from professional public, private, and nonprofit stakeholder groups regarding what types of code changes, policy changes, incentives, data-sharing, City partnerships, review process modifications, etc. could make transit oriented development more attractive and feasible within the study area. The survey shall be easily accessible from the project website, and the consultant shall publicize the survey to all stakeholders identified in Deliverable 1a. Survey content shall be developed in partnership with City staff. Corradino shall tabulate results and summarize as a one-sheet infographic.

Due:

- Survey live no later than 90 calendar days after notice to proceed.
- Survey closed no later than 30 calendar days after survey goes live.
- Tabulation of survey results and infographic completed no later than 7 calendar days after close of survey.

Format:

- Raw data from survey provided to City staff
- Synthesized data from survey provided to City staff
- PDF copy of results infographic
- Copy of infographic in original format (e.g. InDesign, Illustrator, or similar)
- If applicable within infographic:
 - GIS map file (.MXD or similar)
 - File geodatabase containing all data referenced in the GIS map file

Deliverable 3e: Consultant shall develop and administer a visually-oriented, interactive survey using a survey vendor chosen in partnership with City staff. The goal of the survey shall be to obtain quantifiable feedback from the public and relevant representative organizations regarding what aspects of TOD they consider appealing (e.g. opportunities), and what aspects they consider unappealing (e.g. challenges). This survey shall also be intended to educate on the tradeoffs inherent to developing a transit-oriented downtown, while simultaneously collecting feedback. Results from previous deliverables should be cited in the survey if appropriate.

The survey shall be easily accessible from the project website, and Corradino shall coordinate with City staff

including the office of neighbor engagement to publicize the survey to all public contacts and relevant organizations identified in Deliverable 1a. A budget for paid social media, online, and print advertisements to assist in publicizing the survey shall be developed and utilized. Survey content shall be developed in partnership with City staff, and the consultant shall provide a Spanish language translation of the survey that will be administered in conjunction with the English version. Consultant shall tabulate results and summarize as a one-sheet infographic.

Due:

- Survey live no later than 90 calendar days after notice to proceed.
- Survey closed no later than 30 calendar days after survey goes live.
- Tabulation of survey results and infographic completed no later than 7 calendar days after close of survey.

Format:

- Raw data from survey provided to City staff
- Synthesized data from survey provided to City staff
- PDF copy of infographic
- Copy of infographic in original format (e.g. InDesign, Illustrator, or similar)
- If applicable within infographic:
 - GIS map file (.MXD or similar)
 - File geodatabase containing all data referenced in the GIS map file

TASK 4 Evaluation of Development Barriers

We understand that among the primary goals for the City of Fort Lauderdale with this grant is to enhance economic development, enable mixed-use development and engage the private sector. Understanding the current and potential barriers to private development is critical to assisting the City to move forward with its goal to be “a pedestrian friendly, multi-modal City”. The Corradino team will work with City staff to identify the primary areas of focus. Once these areas are identified, we will review the existing City development process, fees, parking standards, design guidelines, code, ordinances and all other processes that impact the study area including state and county agencies. Our team will also evaluate relevant stakeholder feedback and seek additional feedback to specific development process concerns, if necessary. Recent and pending development applications will be reviewed to identify real-time trends and market demands. Sources including, but not limited to, the Urban Land Institute *Emerging Trends in Real Estate* annual study, the Greater Fort Lauderdale Alliance and the Greater Fort Lauderdale Realtors Association will be consulted.

CAM #18-0268
Exhibit 7
Page 55 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

Where applicable, any identified real estate market needs and trends that may be affected or otherwise intertwined with development barriers shall cite recent studies, stakeholder interviews, or other relevant sources. An evaluation of existing financial constraints to TOD shall be included.

The team will evaluate existing City Development processes, design guidelines, codes, ordinances, parking standards, and governing processes that impact TOD in the study area. County and State review processes shall also be examined; in particular, BrowardNEXT's regulations on flex units and restrictions that result in incremental increases in residential units in Activity Centers shall be evaluated. Feedback from stakeholders and the public, including survey results, shall be incorporated into the analysis.

Deliverable 4a: A concise technical memo identifying barriers to best-practice TOD projects in the project study area. Primary areas of focus shall be determined in consultation with City staff, and will include an examination of issues such as regulatory inconsistencies, concurrency fees, design guideline clarity, barriers to the development of affordable/workforce housing, impacts of Broward County Trafficways Plan requirements, excessive uncertainties in review processes, inconsistencies between current plans, the effect of zoning regulations such as parking requirements on the intended vs. actual massing of buildings, and financial constraints including but not limited to factors such as lender practices/requirements and development costs. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 180 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format (e.g. Word, InDesign, or similar)

TASK 5

Affordable Housing Strategy

Considering best practices from Task 2 and feedback from Task 3, Corradino shall develop and justify a target income range for affordable workforce housing that is specific to the study area. The target income threshold shall incorporate TOD-related transportation cost savings that impact housing affordability. Corradino will coordinate with the City's Housing and Community Division of the City Manager's Office, as well as the Department of Sustainable Development, to ensure the recommendations and

strategies are coordinated with the City's existing studies, including the Affordable Housing Policy and the SHIP Local Housing Assistance Plan, and the planned Affordable Housing Element of the Comprehensive Plan currently under revision.

With the goal of increasing the supply of affordable housing for the resultant targeted income range, a toolkit of innovative, TOD-supportive workforce housing funding and implementation strategies shall be developed that includes private sector programs and incentives, public sector policies, and cross-sector partnerships.

These strategies must also address the affordable/workforce housing barriers identified in Task 4 to ensure connectivity for accessibility for local jobs.

Deliverable 5a: A technical memo that analyzes potential TOD housing cost efficiencies and utilizes those findings in conjunction with the results of Tasks 2 and 3 to arrive at, and provide a contextual social and economic rationalization for, a workforce housing income range that is specific to the study area. The targeted income threshold shall include all necessary household and individual income ranges, in addition to distinguishing between how those income ranges relate to the existing cost of both rental and for-sale housing units.

With an emphasis on increasing the supply of affordable workforce housing that targets the income range identified in the first part of this technical memo, the consultant shall develop a toolkit of innovative, TOD supportive workforce housing funding and implementation strategies that include public/private programs, partnerships, and incentives. Such strategies shall also consider, but shall not be limited to, relevant lender and developer practices such as Location Efficient Mortgages, micro units, reduced rent in lieu of parking, transit pass provision/fare subsidization, and TNC/taxi credits. Corradino shall also develop strategies for addressing the affordable/workforce housing barriers identified in Task 4, and where applicable carry over any TDM-related strategies to Task 5. City staff shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 240 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format (e.g. Word, Excel, InDesign, or similar)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

TASK 6.1

Live/Work/Play Needs Assessment

In order to minimize travel costs and fully capitalize on the TOD-related transportation efficiencies of the study area as defined in Task 5, a range of services need to be reasonably accessible without the use of a private vehicle. While some of these services may develop organically with increased population and employment density, it is important to understand what services may be required for zero- or single-vehicle households to thrive in the study area. Understanding of local demographics versus local employment classifications will also help with understanding the opportunities for policies that will contribute to live/work/play balance.

Deliverable 6a: A gap analysis that identifies contextual retail, service, and entertainment needs within the study area. The focus shall be on identifying facilities in those general categories that are needed to provide a complete “live/work/play” environment within the study area, and assessing the market/demographic conditions that would be required to support those facilities. The gap analysis should combine accessible data visualization with a concise narrative. City staff shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 240 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format (e.g. Word, Excel, InDesign, or similar)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

Deliverable 6b: A technical memo that analyzes the potential existing market for transit- and active transportation-accessible charter school and daycare facilities within the study area. If the existing market is insufficient, the memo shall identify the threshold at which an adequate market for charter schools and daycare facilities could be necessary to facilitate growth while minimizing household transportation costs.

Market criteria to be considered shall be selected in consultation with City staff. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 240 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s) (e.g. Word, Excel, InDesign, or similar)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

TASK 6.2

Presentations to Governing/Advisory Bodies

Deliverable 6c: Up to four presentations to relevant neighborhood and business groups; advisory boards such as the Affordable Housing Advisory Board, Economic Development Advisory Board, and Downtown Development Authority, among others to be determined in discussion with City staff; the Planning and Zoning Board; and the City Commission (up to two readings of any resulting ordinance(s)). The presentations shall focus on Tasks 1 through 6 in addition to the anticipated trajectory of the project.

Due: Presentation schedule to be determined in consultation with City staff in Task 1.

Format:

- Consultant team-led presentations, with City staff support. Format may differ slightly between meetings, and will be developed in consultation with City staff.
- Copy of presentation and all presentation components in original format(s) (e.g. PowerPoint or similar).

TASK 7

Transportation Demand Management (TDM) Plan

An effective streetcar-supportive TDM strategy is integral to this project and should draw on the results of all prior tasks, while also incorporating the data and findings of the Citywide Parking Study. The Citywide Parking study will evaluate the City’s existing parking demand, supply, and the utilization of existing parking facilities. Specific to this TOD study, parking facilities with connections and proximity noted in the Citywide Parking Study will be noted and incorporated into local TDM planning.

In particular, this task shall focus on approaches such as the development of shared parking facilities, car sharing integration and signage allowances, taxi and Transportation Network Company (TNC) pick-up/drop-off zones, bike share station integration, and incentives aimed at influencing travel behavior, and consideration of the potential impact of autonomous vehicles and other new transportation

Exhibit 7
CAM #18-0268
Page 57 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

technologies such as connected vehicle technology and infrastructures on parking and mobility strategies. For those driving single-occupancy vehicles to destinations within the streetcar influence area, the goal should be a “park once” downtown that makes multimodal travel desirable.

Connectivity options to the Brightline station and downtown Fort Lauderdale Coastal Link station shall also be considered as part of this Plan.

The TDM plan shall also include a market-based approach to parking requirements that evaluates development applications in light of area-wide shared parking resources, including an assessment of how such an approach could influence, or be affected by, common development and lending practices.

Deliverable 7a: Develop an actionable TDM plan for the study area that focuses on two elements: recommended requirements/incentives for private developments, and recommended City/County/State strategies.

For each element of the TDM plan, the focus shall be refined in consultation with City staff and shall include elements such as the development of shared parking facilities, use of convertible parking structures, a market based, area-wide approach to parking requirements for public and private projects, car sharing integration, bicycle share and bicycle parking integration, TNC/taxi accommodations, and recommendations for proactively addressing the potential effects of autonomous vehicles and other relevant future transportation technologies on parking requirements and travel demand patterns. Consideration of the results of Tasks 2 through 6 will be extremely important.

The TDM plan shall allow for up to two site-specific feasibility studies for shared parking facilities. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final TDM plan.

Due: No later than 300 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components and all document components in original format(s) (e.g. Word, InDesign, or similar)

TASK 8.1 TOD Zoning & Development Regulations

Drawing heavily on the results of Tasks 2 through 7, the existing TOD Guidelines shall be updated. The new guidelines shall be codified in the Unified Land

Development Regulations (ULDR) and incorporated into relevant governing documents wherever necessary, in addition to being fully integrated into the development review process.

Through our extensive experience as municipal planners and administrators, our team understands that the success of the future development efforts that support TOD development and a successful multi-modal program is dependent on the implementation of dynamic and user-friendly regulations.

Keith & Schnars, a member of our team, is proud of the work done for the award winning 2003 Downtown Master Plan, and believe that we have the ability to take the TOD Design Guidelines to the next level. We envision creating a document that will generate development interest and allow the City to be a leader in development trends for multi-modal communities.

Using all of the data, feedback and consensus collected in Tasks 2-7 and citing best-practices, we will amend the existing 2014 Downtown Master Plan TOD Design Guidelines. Graphics, pictures and illustrations will be created specifically for this document and will be presented in a way that encourages development while clearly expressing the City’s vision. If determined to be necessary, the Design Guidelines will incorporate form-based code solutions. Regardless of the application included, they will be relevant, current and illustrative to provide predictable development outcomes.

For all applicable County and State review processes identified in Task 4, the Corradino Team shall provide action items that will enable the City to integrate those external processes in a way that could provide more consistency and predictability for development applications.

Deliverable 8a: Utilizing the best practices and results of Tasks 2 through 7, update and codify the existing TOD Guidelines while expanding them to conform to this project’s study area. The update shall include mixed-use TOD zoning districts where applicable, and consider form-based code solutions. Successful completion of this deliverable shall require updates to all applicable governing documents and regulations, including but not limited to the ULDR, the Downtown Master Plan, and the South Andrews Master Plan.

For parts of the study area that fall outside of the jurisdiction of those plans, or for TOD-supportive elements that are not appropriate for inclusion in the governing documents, the ULDR and/or any other relevant documents shall be modified to ensure implementation of the updated TOD guidelines. For large parts of the study area that are outside of existing master plan boundaries, special overlay districts

CAM #18-0268
Exhibit 7
Page 58 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

corresponding to areas identified in Deliverable 1b shall be considered as an implementation/overlay framework. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final TOD guidelines and implementation documents.

Due: No later than 390 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s) (e.g. InDesign or similar)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in GIS map files contained in the document.

Deliverable 8b: A technical memo that identifies action items for better integrating County and State review processes into the development review process. This deliverable shall focus on addressing the barriers identified in Task 4 related to County/State review processes, and incorporate best practices from Task 2 and feedback from Task 3. City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 390 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s) (e.g. InDesign or similar)
- If applicable within memo:
 - GIS map file (.MXD or similar)
 - File geodatabase containing all data referenced in GIS map files contained in the document.

TASK 8.2

Presentations to Governing/Advisory Bodies

Deliverable 8c: Up to four presentations to relevant neighborhood and business groups, the Downtown Development Authority and other advisory committees to be determined in discussion with City the Planning and Zoning Board, and the City Commission (up to two readings of any resulting ordinance(s)). The presentations shall focus on Tasks 7 and 8 in addition to the anticipated trajectory of the project.

Due: Presentation schedule to be determined in consultation with City staff in Task 1.

Format:

- Consultant-led presentations, with City staff support. Format may differ slightly between meetings, and will be developed in consultation with City staff.
- Copy of presentation and all presentation components in original format(s) (e.g. PowerPoint or similar).

TASK 9

Streetcar Connections & Multimodal Level of Service (MMLOS)

Safe and comfortable mobility for non-motorized traffic to and from the Wave Streetcar will be crucial to its success, particularly within the project study area. Transit connections to other modes will also be extremely important. To move toward this goal, the consultant shall analyze existing conditions, draw on all prior tasks in this project, and consider all relevant existing plans and policies to develop a prioritized list of non-motorized and transit mobility infrastructure that is needed to support the Wave Streetcar. All identified mobility infrastructure projects shall be consistent with other adopted plans and projects.

In order to measure the success of these and future mobility projects, the consultant shall also develop an appropriate Multimodal Level of Service (MMLOS), or similar measure, that incorporates the comfort of nonmotorized modes as one of its metrics. The consultant shall develop a modal priority methodology in conjunction with the MMLOS, with the goal of using a transferable methodology to determine a complete hierarchy of modes for each street segment in the study area. The resultant hierarchy will be used to prioritize the right-of-way when it is limited and unable to provide a satisfactory MMLOS for all modes.

This effort will be coordinated with the Comprehensive Plan revision efforts in order to ensure that the revised Comprehensive Plan policies provides the framework to provide for the implementation of MMLOS policies specific to the study area. Broward's existing MMLOS methodology will be reviewed and incorporated into the analysis, with coordination between this study and the update process to be completed in 2018.

Best practices from Task 2 shall be considered, and coordination with County, State, and Broward MPO stakeholders shall be conducted throughout this task in order to reach consensus where necessary.

Deliverable 9a: Up to two meetings with relevant FDOT and Broward County transportation engineering staff, and relevant Broward MPO staff. The goal of these meetings will be to present the results of the project to date and update FDOT, Broward County, and MPO staff on the City's

CAM #18-0268
Exhibit 7

Page 59 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

approach to developing mobility recommendations and strategies in this task. The meetings will also be intended to identify major TOD challenges within County/State rights-of-way, and to further clarify review processes if necessary.

Pertinent results of all prior tasks shall be drawn upon heavily.

Due:

- Meeting #1 to be held no later than 400 calendar days after notice to proceed.
- Meeting #2, if required, to be held no later than 415 calendar days after notice to proceed.

Format:

- Meeting format to be finalized in consultation with City staff.
- Consultant to provide meeting minutes, consensus items, and required follow-up actions.
- Consultant to create, format, and print necessary workshop materials.

Deliverable 9b: A technical memo that develops and justifies a suitable methodology for calculating an MMLOS, or similar measure, for streets and intersections within the study area. The MMLOS methodology shall be replicable, utilize easily-understandable inputs, and incorporate non-motorized traffic comfort. The Broward MPO developed an MMLOS metric in 2013, and Broward County plans to develop an MMLOS in 2018 for the purpose of analyzing Land Use Plan Amendments (LUPAs). The consultant shall coordinate with each of these MMLOS efforts, and shall also to coordinate with the Zonar team to ensure that inputs and outputs of their software's Traffic Impact Analysis Module are consistent with the results of this deliverable.

One of the purposes of the MMLOS will be to provide a rational basis for potential future multimodal impact fees.

In this memo Corradino shall build upon the results of Task 4 where necessary to evaluate existing impact fees within the study area, and provide recommendations for changes if needed. Corradino will connect these recommendations with the Comprehensive Plan and update reviews parallel to this process.

The firm shall also develop a replicable modal priority methodology with easily comprehensible inputs as part of this memo, and apply the methodology to streets within the study area to rank modal priority for each street segment. The ultimate purpose of this modal priority methodology shall be to develop a quantifiable way to assign modal priorities when right-of-way is limited and ideal street cross-sections cannot be achieved.

Coordination with the Broward MPO's Urban Streets Guidelines shall occur at all steps of this deliverable.

City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 450 calendar days after notice to proceed.

Format:

- Two printed color copies of methodology description and justification.
- PDF copy
- Copy of methodology in original format (e.g. Word, InDesign, or similar)

Deliverable 9c: Within the streetcar influence area, a package of future "ideal" street cross section graphics shall be developed for representative roadway segments within the study area. City shall be given draft cross sections for review at least two weeks in advance of the anticipated completion of the final cross sections.

Due: No later than 450 calendar days after notice to proceed.

Format: Graphic format to be determined in consultation with City staff.

- Two printed color copies of package.
- PDF copy
- Copy of graphics in original format(s) (e.g. Illustrator, Photoshop, SketchUp, or similar)

Deliverable 9d: A final TOD partner agency meeting for this task with Broward County, FDOT, and Broward MPO partners that were engaged in Deliverable 9a. The goal shall be to present the results of, and justification for, Deliverables 9b and 9c. Any remaining issues anticipated in review processes or project development will be identified, and a course of action will be developed to address those issues.

Due:

- Final TOD Workshop to be held no later than 460 calendar days after notice to proceed.
- Consultant to provide meeting minutes, consensus items, and required follow-up actions.

Format:

- Meeting format to be finalized in consultation with City staff.
- Consultant to create, format, and print necessary workshop materials.

Deliverable 9e: A technical memo that maps, lists, and prioritizes non-motorized traffic and transit infrastructure projects that are necessary to allow safe and comfortable access to and from the Wave Streetcar alignment in the study area, taking into account the results of all prior deliverables in this task in addition to existing plans and

CAM #18-0268
Exhibit 7

Page 60 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

priorities (both internal to the City and from external organizations). City shall be given a draft for review at least two weeks in advance of the anticipated completion of the final technical memo.

Due: No later than 480 calendar days after notice to proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s) (e.g. Word, InDesign, or similar)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

TASK 10.1 Final TOD Report

All deliverables from previous tasks shall be compiled, indexed, and narrated where appropriate. Ultimately, the final document will be highly visual, and presentable in both print and electronic form, to be hosted in PDF and Flipbook format on the City's server. Corradino believes that this plan must communicate the final recommendations by connecting the vision, best practices, policies, and evaluation metrics in a comprehensive package. For implementation purposes, a chart which summarizes the recommendations for the development of strategic planning and implementation, inclusive of recommendations of City Departments which should take the lead in implementation, will assist the City Manager's office in tasking a highly multidisciplinary effort to City staff, and will be included as part of the final report.

An executive summary shall be included as a separate, standalone document.

This task will result in a TOD Report that threads together all of the work completed for this project and allows current and future City staff to reference the results efficiently.

Deliverable 10a: Final TOD Report that meets all criteria stated above and includes a concise executive summary. City shall be given a draft for review at least three weeks in advance of the anticipated completion of the final report.

Due: No later than 540 calendar days from Notice to Proceed.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s) (e.g. Word, InDesign, or similar)

TASK 10.2

Presentations to Governing/Advisory Bodies

Deliverable 10b: Up to four presentations to relevant neighborhood and business groups, the Planning and Zoning Board, and the City Commission (up to two readings of any resulting ordinance(s)). The presentations shall focus on Task 9 in addition to the Final TOD Report itself.

Due: Presentation schedule to be determined in consultation with City staff in Task 1.

Format:

- Consultant-led presentations, with City staff support. Format may differ slightly between meetings, and will be developed in consultation with City staff.
- Copy of presentation and all presentation components in original format(s) (e.g. PowerPoint or similar).

TASK 11

Miscellaneous Support

For tasks that involve City staff work, including but not limited to outreach activities and stakeholder meetings, the consultant will be expected to provide support. This task defines the support that shall be required.

Determination of Deliverable 11d will be conducted after consultation with City staff. It is envisioned that the concept plan will be highly graphic from a visioning standpoint, and will incorporate land use/urban design and transportation infrastructure and connectivity in the plan.

Deliverable 11a: Up to 20 hours of on-site meeting support from project management-level staff, as appropriate.

Deliverable 11b: Up to 20 hours of on-site meeting/outreach support from junior-level staff, as appropriate.

Deliverable 11c: Up to 20 hours of support developing graphic materials at desired points in the project.

Deliverable 11d: A conceptual plan for one (1) station pair along the proposed Tri-Rail Coastal Link corridor.

The station location for the concept shall be determined by City staff.

Due: To be determined during Task 1a.

Format:

- Two printed color copies
- PDF copy
- Copy of document and all document components in original format(s)
- GIS map file (.MXD or similar)
- File geodatabase containing all data referenced in the GIS map file

CAM # 18-0268
Exhibit 7
Page 61 of 82

TAB 4.2.4: APPROACH TO SCOPE OF WORK

AVAILABILITY OF KEY PERSONNEL

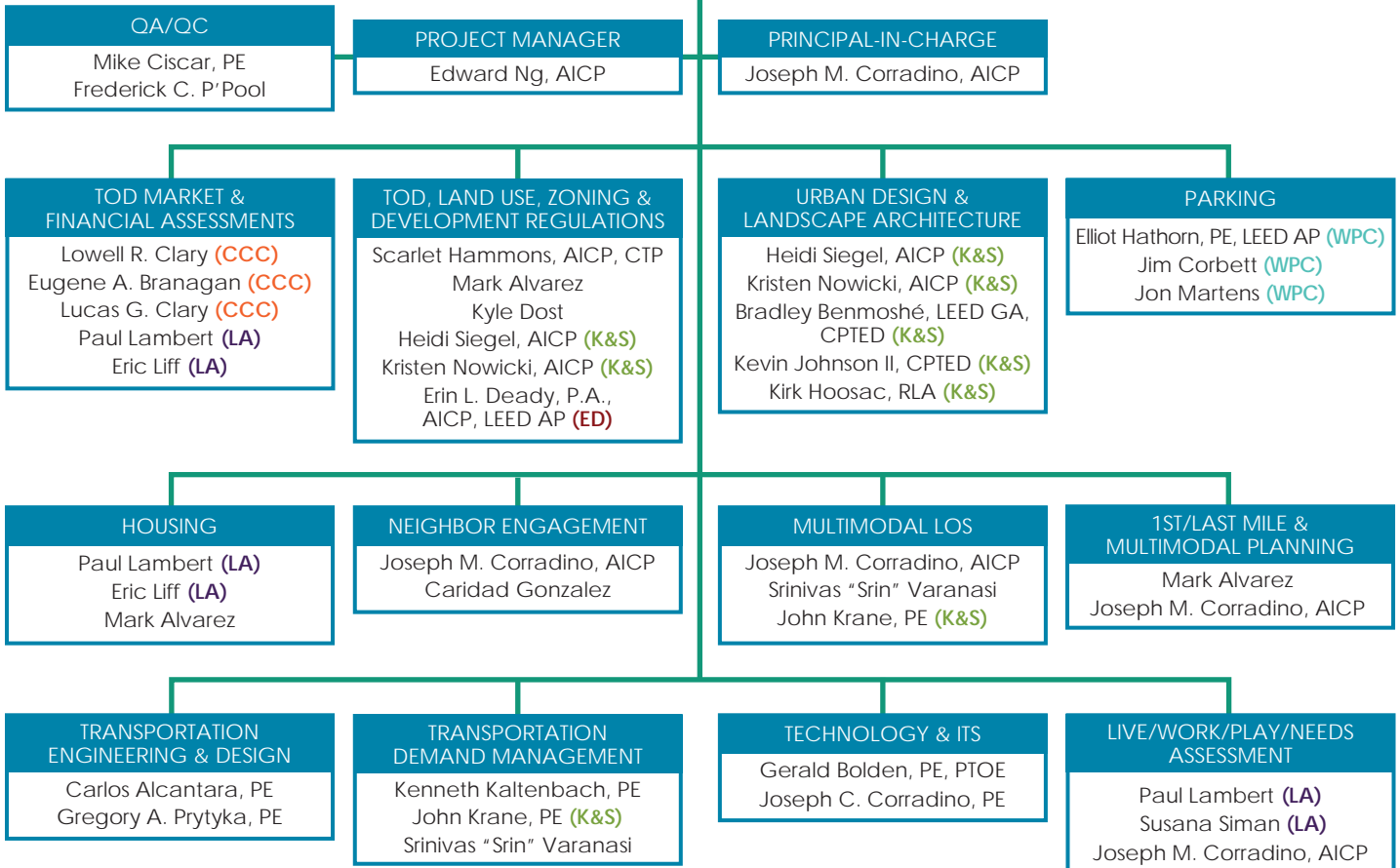
Firm	Team Member	Role in this Project	% of Time Available
The Corradino Group, Inc.	Joseph M. Corradino, AICP	Principal-In-Charge	20%
	Edward Ng, AICP	Project Manager	60%
	Mike Ciscar, PE	QA/QC	20%
	Scarlet Hammons, AICP, CTP	Land Use Planning/ Comprehensive Planning	40%
	Kyle Dost	Land Use Planning/ Comprehensive Planning	50%
	Mark Alvarez	TOD Zoning & Development Regulations	70%
	Caridad Gonzalez	Neighbor Engagement	30%
	Srin Varanasi	MM LOS/Transportation Demand Management	30%
	Carlos Alcantara, PE	Transportation Engineering & Design	40%
	Gregory A. Prytyka, PE	Transportation Engineering & Design	60%
	Kenneth Kaltenbach, PE	Transportation Demand Management	30%
	Gerald Bolden, PE, PTOE	Technology & ITS	45%
	Joseph C. Corradino, PE	Technology & ITS	30%
Keith & Schnars	Heidi Siegel, AICP	Urban Design	30%
	Kristen A. Nowicki, AICP	Urban Design	40%
	Bradley W. Benmosh�, LEED Green Associate, CPTED	Urban Design	50%
	Kevin Johnson II, CPTED	Urban Design	50%
	Kirk Hoosac, RLA	Landscape Architecture	30%
	John Krane, PE	Transportation Demand Management	40%
Walker Parking Consultants	Elliot Hathorn, PE, LEED AP	Parking Planning	25%
	Jon R. Martens, AICP, CAPP	Parking Planning	20%
	Jim Corbett, CAPP	Parking Planning	20%
Clary Consulting Services	Lowell R. Clary	TOD Market & Financial Assessments	25%
	Eugene A. Branagan	TOD Market & Financial Assessments	25%
	Lucas G. Clary	TOD Market & Financial Assessments	25%
Lambert Advisory	Paul Lambert	TOD Market & Financial Assessments	25%
	Eric Liff	TOD Market & Financial Assessments	25%
	Susana Siman	Live/Work/Play/Needs Assessment	25%
Erin L. Deady, P.A.	Erin Deady	Land Use & Zoning Regulations	25%

TAB 4.2.4: APPROACH TO SCOPE OF WORK

ORGANIZATIONAL CHART



CITY OF FORT LAUDERDALE



SUBCONSULTANTS

- (K&S) KEITH & SCHNARS
- (WPC) WALKER PARKING CONSULTANTS
- (CCS) CLARY CONSULTING COMPANY
- (LA) LAMBERT ADVISORY
- (ED) Erin L. Deady, P.A.



TAB 4.2.5: REFERENCES

TAB 4.2.5



Cutler Bay General Planning Contract

Client Name: Town of Cutler Bay
Contact Person: Rafael G. Casals, Town Manager
Address: 10720 Caribbean Boulevard, Suite 105
Cutler Bay, FL 33189
Phone: (305) 234-4262
E-mail: rcasals@cutlerbay-fl.gov

Description of Work: Corradino prepared the Town of Cutler Bay's first Comprehensive Plan, which was adopted and found sufficient by the State, and the Town's first Land Development Code. The goals, objective and policies presented in this Growth Management Plan, the Town's first, were established to reflect the Town's continued vision for the future, which was aimed at being the Downtown for southern Miami-Dade County, with core TOD stations along the US-1 Busway.

This plan was particularly important to Cutler Bay, and Miami-Dade County, because it amended the land use and rezoned what is now called the Urban Center District, currently occupied by the Southland Mall. This had undergone charrettes by Miami Dade County as a major urban node. Corradino worked with the town to place moderate to high intensity land use and zoning on the site and surrounding areas, essential taking it from a 1970s era mall to a 21st century community. Land uses were increased to allow high capacity transit oriented densities, within the envelope of an average 17 story height limit. This went from purely commercial to urban mixed use, requiring an adequate blend of commercial and residential in each building. Corradino also prepared the zoning ordinances for the development for the Cutler Bay Town Center area, which completely reformed the 1950s suburban zoning to a contemporary urban form. By rearranging setbacks from a minimum setback to a maximum setback, buildings of the future would be brought close to the streets, creating walkable spaces, with parking in the rear. This form is a government investment in land use and zoning that will be a prerequisite in attracting development around the transit centers of the future.

Year Completed: Ongoing
Total Cost (Estimated and Actual): Work Order Based



Oakland Park Culinary Arts District Mobility Plan

Client Name: City of Oakland Park
Contact Person: Kathleen Margoles, CRA Director
Address: 3650 NE 12th Avenue, Oakland Park, FL 33334
Phone: (954) 630-4240
E-mail: kathleenm@oaklandparkfl.gov

Description of Work: The City of Oakland Park Downtown Mixed-Use District (DMUD) is a Local Activity Center spanning approximately one square mile centered on Dixie Highway and the Florida East Coast Railway (FEC). In 2004, the City of Oakland Park amended its Land Development Code to establish the DMUD and adopted the accompanying Oakland Park Mixed Use District Design Guidelines.

The DMUD process and resulting legislation embodies best practices as it relates to fostering smart growth, economic development, and creating locations for public events and activities. Subsequent to the adoption of this thoughtful policy, the economic downturn limited the city's ability to test its effectiveness, due to the lack of development. With the recovering economy and the return of development, the city has identified certain gaps in the plan that need to be addressed in order to move the DMUD into the future.

The City of Oakland Park seeks to capitalize on the data and information collected through previous studies to establish an updated plan that focuses on mobility in the DMUD. This plan is meant to accomplish (4) four main goals:

Review current DMUD traffic issues and roadway configurations and make recommendations for improvement while taking into consideration future planned development and train station opportunity.

Review parking based on existing land uses and future land use policy and make policy and project recommendations to bridge the gap between existing and future need.

Review bicycle and pedestrian LOS as planned for in DMUD and make policy and project recommendations to improve access.

TAB 4.2.5: REFERENCES

Establish an overall mobility plan for the DMUD with projects developed by category: Roadway; Bicycle/ pedestrian; Parking; Train Station & Transit.

Year Completed: 2017

Total Cost (Estimated and Actual): \$35,000/\$35,000



Aventura Master Plan for Bicycle & Pedestrian Connectivity

Client Name: City of Aventura

Contact Person: Joseph Kroll, Public Works Director

Address: 19200 West Country Club Drive
Aventura, Florida 33180

Phone: (305) 466-8970

E-mail: jkroll@cityofaventura.com

Description of Work: This grant funded report evaluated the City's existing Bicycle and Pedestrian network, as well prior planned projects, to connect the various plans into one comprehensive network. A core emphasis of the Unified Master Plan for Bicycle & Pedestrian Connectivity is the future development of the Tri-Rail Coastal Link Station, and an emphasis was placed on ensuring connections between the mall/planned station area and the local neighborhoods within the City.

Year Completed: 2017

Total Cost (Estimated and Actual): \$60,000/\$60,000



CAM #18-0268

Exhibit 7

Page 66 of 82



TAB 4.2.6: **MINORITY/WOMEN (M/WBE) PARTICIPATION**



Although the Corradino Group, Inc. and its proposed subcontractors for this contract are not Disadvantaged Business Enterprises, the firm makes good faith efforts to partner with Small, Disadvantaged, and Women-Owned Businesses in all capacities. This is demonstrated by the Florida Department of Transportation’s Grade of A+ award to Corradino for the most recent annual DBE Compliance Review (**see attachment**).

For this proposal, Corradino contacted two DBE firms, all of which had made “exclusive” commitments to other firms and were not interested in the project. Names of such firms and supporting communications are available on request.

For this contract, Corradino has included Erin L. Deady, P.A., a full service legal and consulting firm licensed in Florida that is 100% women-owned. Erin L. Deady, P.A. specializes in analysis of sensitive issues like sustainability, climate change, land use, and water consumption. Ms. Deady previously served as Environmental Counsel to Audubon of Florida and has worked for the Village of Wellington, the Broward County Department of Planning and Environmental Protection and the South Florida Water Management District. It is Ms. Deady’s intention as a “new” firm to apply for and secure DBE status by contract award.

With the permission of the City, The Corradino Group will continue to make good faith efforts to identify potential firms as scope needs arise, and will submit their credentials for review by City Staff.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

RACHEL D. CONE
INTERIM SECRETARY

February 20, 2017

Mr. Joseph Corradino, President
The Corradino Group
4055 NW 97th Ave.
Miami, FL 33178

Dear Mr. Corradino:

I want to thank you personally for your conscientious efforts during the 2015-2016 federal fiscal year (FFY) to use Disadvantaged Business Enterprises (DBEs) on Department of Transportation funded projects. The State of Florida achieved 12.59% on federally funded projects exceeding the 9.91% DBE goal established for the 2015-2016 FFY.

Your company was instrumental in the achievement of the state's goal. **The actual percentage reported for your company is 35.14% on 16 project(s). This results in a DBE utilization grade of A+.**

Your efforts are commendable and show a commitment to being a supportive partner in our efforts to ensure minority and female owned firms have the opportunity to obtain work on transportation projects in Florida. I encourage you to continue with these efforts that not only strengthen the overall economy of the State, but also strengthen the transportation industry.

If the Department can provide you with any assistance in the DBE Program, please contact Terry Watson, State DBE Program Coordinator, at (850) 414-4763 or terry.watson@dot.state.fl.us. Also, you can visit the EOO website at www.fdot.gov/equalopportunity to view the 2015-2016 federal fiscal year grading scale and reporting criterion.

Thank you again.

Sincerely,

A handwritten signature in black ink that reads "Rachel D. Cone".

Rachel D. Cone
Interim Secretary

RDC:tvw

www.fdot.gov

CAM #18-0268
Exhibit 7
Page 69 of 82



TAB 4.2.7: SUBCONTRACTOR

TAB 4.2.7: SUBCONTRACTOR

Our subconsultants are listed below. They have been specifically chosen for their expertise and will assist in crafting policies for TOD area programs.



KEITH & SCHNARS | FOUNDED: 1972

K&S offers multi-disciplinary expertise in the fields of planning, landscape architecture, environmental sciences, engineering and land surveying.



WALKER PARKING CONSULTANTS | FOUNDED: 1965

WPC offers global consulting and innovative design solutions for a wide range of parking and transportation issues.



CLARY CONSULTING COMPANY | FOUNDED: 2009

CCC specializes in infrastructure finance for federal agencies, state governments, local municipalities and private entities. CCC has extensive experience in a variety of financial solutions including public|private partnerships and design|build finance.



LAMBERT ADVISORY | FOUNDED: 1995

Lambert is an internationally recognized economic, real estate, and community development advisory firm, working with both public agencies and private entities specifically on economic, financial and strategic analyses.



ERIN L. DEADY, P.A. | FOUNDED: 2011

Erin L. Deady, P.A., is a full service legal and consulting firm.

Please reference **TAB 4.2.2, Executive Summary**, for detailed information regarding our team, including officers, principals, supervisory staff, and key individuals, and **TAB 4.2.3, Experience and Qualifications**, for details of past projects, team availability, and staff qualifications.



CAM #18-0268
Exhibit 7
Page 71 of 82



TAB 4.2.8

TAB 4.2.8: REQUIRED FORMS

BID/PROPOSAL CERTIFICATION

Please Note: If responding to this solicitation through BidSync, the electronic version of the bid response will prevail, unless a paper version is clearly marked **by the bidder** in some manner to indicate that it will supplant the electronic version. All fields below must be completed. If the field does not apply to you, please note N/A in that field.

If you are a foreign corporation, you 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/>).

Company: (Legal Registration) The Corradino Group, Inc. **FEIN (Optional):** 61-0713040

Address: 5200 NW 33rd Avenue, Suite 203

City: Fort Lauderdale _____ **State:** FL _____ **Zip:** 33309 _____

Tel: 954-777-0044 **Fax:** 305.777-5157 **Email:** jmcorradino@corradino.com

Delivery: Calendar days after receipt of Purchase Order (**section 1.02 of General Conditions**): N/A

Total Bid Discount (section 1.05 of General Conditions): N/A

Does your firm qualify for MBE or WBE status (section 1.09 of General Conditions): **NO** MBE n/a WBE n/a

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

<u>Addendum No.</u>	<u>Date Issued</u>	<u>Addendum No.</u>	<u>Date Issued</u>	<u>Addendum No.</u>	<u>Date Issued</u>
#1	1/8/2018				

VARIANCES: If you take exception or have variances to any term, condition, specification, scope of service, or requirement in this competitive solicitation you must specify such exception or variance in the space provided below or reference in the space provided below all variances contained on other pages within your response. Additional pages may be attached if necessary. No exceptions or variances will be deemed to be part of the response submitted unless such is listed and contained in the space provided below. The City does not, by virtue of submitting a variance, necessarily accept any variances. If no statement is contained in the below space, it is hereby implied that your response is in full compliance with this competitive solicitation. If you do not have variances, simply mark N/A. **If submitting your response electronically through BIDSYNC you must also click the "Take Exception" button.**

N/A

The below signatory 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/proposal. 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. The below signatory also hereby agrees, by virtue of submitting or attempting to submit a response, that in no event shall the City's liability for respondent's direct, indirect, incidental, consequential, special or exemplary damages, expenses, or lost profits arising out of this competitive solicitation process, including but not limited to public advertisement, bid conferences, site visits, evaluations, oral presentations, or award proceedings exceed the amount of Five Hundred Dollars (\$500.00). This limitation shall not apply to claims arising under any provision of indemnification or the City's protest ordinance contained in this competitive solicitation.

Submitted by:

Name (printed): Joseph M. Corradino, AICP

Signature: 

Date: 1/24/2018

Title: President

CAM #18-0268
Exhibit 7
Page 74 of 82

SECTION VI - COST PROPOSAL PAGE

Proposer Name: The Corradino Group, Inc.

Proposer agrees to supply the products and services at the prices bid below in accordance with the terms, conditions and specifications contained in this RFP.

Cost to the City: Firm shall quote firm, fixed, costs for all services/products identified in this request for proposal. These firm fixed costs for the project include any costs for travel and miscellaneous expenses. No other costs will be accepted. Additional lines have been provided for you to include any costs not listed.

TASK	ESTIMATED HOURS	COST NOT TO EXCEED
Task 1 – Project Management Plan & Study Area Definition	60	\$7,500
Task 2 – TOD Best Practices Research	480	\$60,000
Task 3 – Public & Stakeholder Engagement	1120	\$140,000
Task 4 – Evaluation of Development Barriers	800	\$100,000
Task 5 – Affordable Housing Strategy	800	\$120,000
Task 6.1 – Live/Work/Play Needs Assessment	685	\$120,000
Task 6.2 – Presentations to Governing/Advisory Bodies	60	\$7,500
Task 7 – Transportation Demand Management (TDM) Plan	600	\$100,000
Task 8.1 – TOD Zoning & Development Regulations	850	\$120,000
Task 8.2 – Presentations to Governing/Advisory Bodies	60	\$7,500
Task 9 – Streetcar Connections & Multimodal Level of Service (MMLOS)	1200	\$150,000
Task 10.1 – Final TOD Report	120	\$15,000
Task 10.2 – Presentations to Governing/Advisory Bodies	60	\$7,500
Task 11 – Miscellaneous Support	240	\$30,000
TOTAL	7135	\$ 985,000

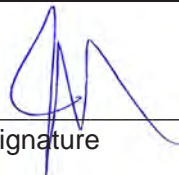
Submitted by:

Joseph M. Corradino, AICP

Name (printed)

1/24/2018

Date



Signature

President

Title

TAB 4.2.8: REQUIRED FORMS

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.

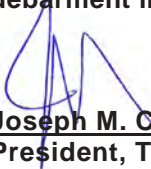
For purposes hereof, a person has a material interest if they directly or indirectly own more than 5 percent of the total assets or capital stock of any business entity, or if they otherwise stand to personally gain if the contract is awarded to this vendor.

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.

<u>NAME</u>	<u>RELATIONSHIPS</u>
 <u>Joseph M. Corradino, AICP</u> President, The Corradino Group, Inc.	<u>None</u> _____ _____ _____

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.

**CONTRACTOR'S CERTIFICATE OF COMPLIANCE WITH
NON-DISCRIMINATION PROVISIONS OF THE CONTRACT**

The completed and signed form should be returned with the Contractor's submittal. If not provided with submittal, the Contractor must submit within three business days of City's request. Contractor may be deemed non-responsive for failure to fully comply within stated timeframes.


Pursuant to City Ordinance Sec. 2-17(a)(i)(ii), bidders must certify compliance with the Non-Discrimination provision of the ordinance.

- (a) Contractors doing business with the City shall not discriminate against their employees based on the employee's race, color, religion, gender (including identity or expression), marital status, sexual orientation, national origin, age, disability or any other protected classification as defined by applicable law.

Contracts. Every Contract exceeding \$100,000, or otherwise exempt from this section shall contain language that obligates the Contractor to comply with the applicable provisions of this section.

The Contract shall include provisions for the following:

- (i) The Contractor certifies and represents that it will comply with this section during the entire term of the contract.
- (ii) The failure of the Contractor to comply with this section shall be deemed to be a material breach of the contract, entitling the City to pursue any remedy stated below or any remedy provided under applicable law.



Authorized Signature

Joseph M. Corradino, AICP - President

 Print Name and Title

01/24/2018

 Date

ATTACHMENT "A"

E-VERIFY AFFIRMATION STATEMENT

RFP/Bid /Contract No: 12093-885

Project Description: City of Fort Lauderdale Federal Transit Oriented Development (TOD) Planning Services

Firm/Contractor/Proposer/Bidder acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of,

- (a) all persons employed by Contractor/Proposer/Bidder to perform employment duties within Florida during the term of the Contract, and,
- (b) all persons (including subcontractors/vendors) assigned by Firm/Contractor/Proposer/Bidder to perform work pursuant to the Contract.

The Contractor/Proposer/Bidder acknowledges and agrees that use of the U.S. Department of Homeland Security's E-Verify System during the term of the Contract is a condition of the Contract.

The Corradino Group, Inc.
Firm/Contractor/Proposer/Bidder Company Name

Joseph M. Corradino, AICP
Authorized Company Person's Signature

President
Authorized Company Person's Title

01/24/2018
Date

TAB 4.2.8: REQUIRED FORMS



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
12/28/2017

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 have ADDITIONAL INSURED provisions or 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 Arthur J. Gallagher Risk Management Services, Inc. 470 Atlantic Avenue Boston MA 02210	CONTACT NAME: PHONE (A/C, No, Ext): 617-261-6700 FAX (A/C, No): 617-531-7777 E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE NAIC #	
INSURED THECORR-03 The Corradino Group Inc. 4055 NW 97th Ave Miami FL 33178	INSURER A : Charter Oak Fire Insurance Company 25615	
	INSURER B : Phoenix Insurance Company 25623	
	INSURER C : Travelers Property Casualty Co of America 25674	
	INSURER D : Endurance American Specialty Ins Co 41718	
	INSURER E : INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** 439249920 **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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:	Y		630-1H485046	5/1/2017	5/1/2018	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			810-1H562241	5/1/2017	5/1/2018	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
C	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	UB-1H486307	5/1/2017	5/1/2018	<input checked="" type="checkbox"/> PER STATUTE <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
D	Professional Liability			DPL10003346506	8/31/2017	8/31/2018	Each Claim 5,000,000 Aggregate 5,000,000 Each Claim Retention 50,000

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

RE: City of Fort Lauderdale Federal Transit Oriented Development (TOD) Planning, Solicitation 12093-85. City of Fort Lauderdale is included as additional insured with respects to general liability, per form CGD246 0805, where required by written contract and pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

CERTIFICATE HOLDER

CANCELLATION

City of Fort Lauderdale Procurement Services Division 100 N. Andrews Avenue, Room 619 Fort Lauderdale FL 33301	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
---	---

© 1988-2015 ACORD CORPORATION. All rights reserved.

ACORD 25 (2016/03)

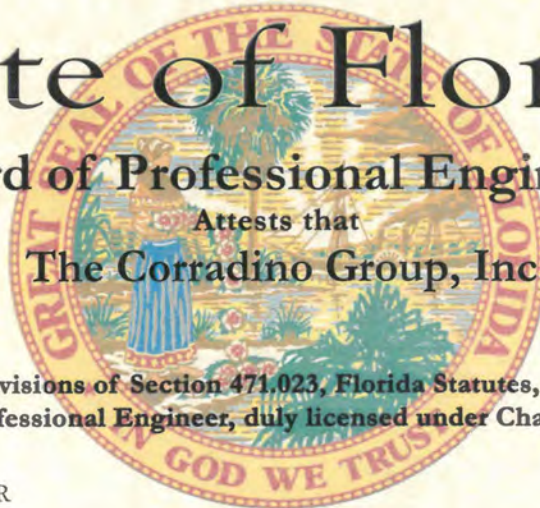
The ACORD name and logo are registered marks of ACORD

CAM #18-0268
Exhibit 7
Page 79 of 82

State of Florida

Board of Professional Engineers

Attests that
The Corradino Group, Inc.



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: 2/28/2019

Audit No: 228201900744 R

CA Lic. No:

7665

State of Florida Department of State

I certify from the records of this office that THE CORRADINO GROUP, INC. is a Kentucky corporation authorized to transact business in the State of Florida, qualified on January 13, 1997.

The document number of this corporation is F97000000207.

I further certify that said corporation has paid all fees due this office through December 31, 2017, that its most recent annual report/uniform business report was filed on January 9, 2017, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Ninth day of January, 2017*



Ken Detjen
Secretary of State

Tracking Number: CC0667897956

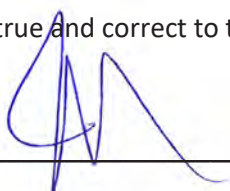
To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<http://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

Authorization for Individual Submitting

- By submitting this Proposal, The Corradino Group, Inc. acknowledges that it has fully read and understands the Proposal and has full knowledge of the scope, nature, and quality of Work to be performed.
- The Corradino Group, Inc. certifies that all statements made in this document are true and correct to the best of our knowledge.
- The Corradino Group, Inc. understands and agrees to be bound by the conditions contained in this Solicitation and shall conform to all requirements.

I hereby certify that I am authorized to act on behalf of The Corradino Group, Inc., and that all statements made in this document are true and correct to the best of my knowledge.

Authorized Signature:  _____ Date: January 24, 2018
Print Name & Title: Joseph M. Corradino, AICP – President
Name of Company: The Corradino Group, Inc.



**THE
CORRADINO GROUP**

5200 NW 33rd Avenue, Suite 203 • Fort Lauderdale, FL 33309
(954) 777-0044 • Fax (954) 777-5157
www.CORRADINO.com