

Duval Street Revitalization

City of Key West
RFQ # 20-001
February 19, 2020





February 19, 2020
City Clerk, City of Key West
1300 White Street, Key West, Florida 33040

Stantec Consulting Services Inc.
901 Ponce de Leon Boulevard, Suite 900
Coral Gables, Florida 33134
P- (305) 445.2900

Reference: Qualifications for Duval Street Revitalization - RFQ # 20-001

Attention: Steve McAlearney

Mr. McAlearney,

We are excited to introduce our team to be your **long-term partner** for the Duval Street Revitalization. This is an outstanding project for a community that enjoys distinction few others will ever experience. The successful revitalization of the street, as outlined in the RFQ, will require a broad range of **highly skilled, engaged, and committed professionals who understand and respect the unique authenticity of the street and will develop a community supported, and implementable plan.**

The Stantec team brings a deep history in related projects and communities. We are urban planners and designers, landscape architects, preservationists, engineers, community engagement, marketing and public relations specialists, grant seekers and funding specialists, among others to serve this project. We've brought the right people together to achieve a great project and one the community of Key West will be proud of.

With more than 65 years of experience working with local communities in Florida, we have a successful track record in all service areas described in the RFQ. Additionally, our team includes key, long-time partners. The **Corradino Group, ADEPT Strategy, PlusUrbia Design, REG Architects, RMPK Funding, Valerin, Florida Keys Land Surveyor, and X-Radar** bring additional expertise, working history, and personal connections to Key West.

We understand that to be successful, this effort needs to go far beyond simply reconstructing a roadway. It's a project that must capture the excitement and energy of the community, formulate a vision, and balance many interests and needs; local business, residents, preservation, resilience, special events, tourism, mobility, funding mechanisms, maintenance, and many more. It's a project that must be implementable with the least amount of disruption to life in Key West, is fundable, and meets the overall objectives of the City. **It is a project that the community must be proud of, that retains the essence and authenticity of Duval Street, while also preparing for the decades to come.**

Our team has worked with dozens of local communities and downtown commercial districts, and we are keenly aware of the unique opportunities they bring. We have completed multiple projects and are actively working on others for the City of Key West, and are familiar with the City and its processes. In addition to those professionals specifically identified within this proposal, we bring a larger network of colleagues that are among the leading National subject matter experts in areas ranging from smart cities and mobility to sustainability and resiliency that can be brought into this project where needed.

The Stantec team will be led by Ramon Castella, PE, Jared Beck, AICP, and Sean Compel, PE. Together they bring over 70 years of experience managing and executing multi-disciplinary community projects throughout Florida.

Ramon Castella, ENV SP, PE, LEED AP, will be the Principal-in-Charge for this contract. Ramon is legally authorized to negotiate and execute the contract on behalf of our firm, as well as make representations for our firm during the evaluation phase. Ramon is very familiar with Duval Street and the breadth of scope required to achieve success, and has personally worked on City of Key West projects for the past several years.

You will see familiar faces you know and trust on our team. Our in-depth knowledge of the City's people, processes, and objectives – combined with our history of successful community engagement, visioning, planning, funding, and implementation of project delivery – will enable us to collectively achieve an outcome that aligns with your goals, your expectations, and that City leaders, the businesses, and the residents of Key West will be proud of!

Sincerely,

Ramon Castella, PE, ENV SP
Principal-in-Charge

Jared Beck, AICP
Planning Project Manager

Sean Compel, PE, ENV SP
Design Project Manager





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Project Name:

City of Key West RFQ #20-001
Duval Street Revitalization

Name of Vendor:

Stantec Consulting Services Inc.

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Authority to Make Representations For the Firm Contact Information:

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OFFICER'S CERTIFICATE
of
STANTEC CONSULTING SERVICES INC.
A NEW YORK, CORPORATION

I, the undersigned, do hereby certify that:

1. I am the duly elected and acting **Corporate Counsel** of **Stantec Consulting Services Inc.**, a **New York** corporation (the "**Corporation**").

2. On **April 15, 2019**, the following resolution was adopted by the Corporation's Board of Directors:

BE IT RESOLVED THAT:

1. the Corporation hereby adopts the Signing Authority Policy, as modified or amended from time to time, of Stantec Inc.
2. execution of any documents for and on behalf of the Corporation shall be governed by the Signing Authority Policy, as modified or amended from time to time, of Stantec Inc.;
3. the Secretary or any of the Corporate Counsels of the Corporation be authorized, empowered and directed from time to time as required to facilitate the execution of contracts or submission of proposals, to sign, and to seal with the Corporate Seal, Certificates of the foregoing action evidencing the authority delegated in the Signing Authority Policy, as amended from time to time, of Stantec Inc.

Ramon Castella is a **Vice President** of the Corporation, and in that capacity is duly authorized to sign a *Request for Qualifications* in accordance with the Corporation's Signing Authority Policy in connection with the following project:

City of Key West, Florida
Duval Street Revitalization
City of Key West RFQ # 20-001

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Corporation, this 17th day of January 2020.



David Archer, Corporate Counsel

Corporate Seal

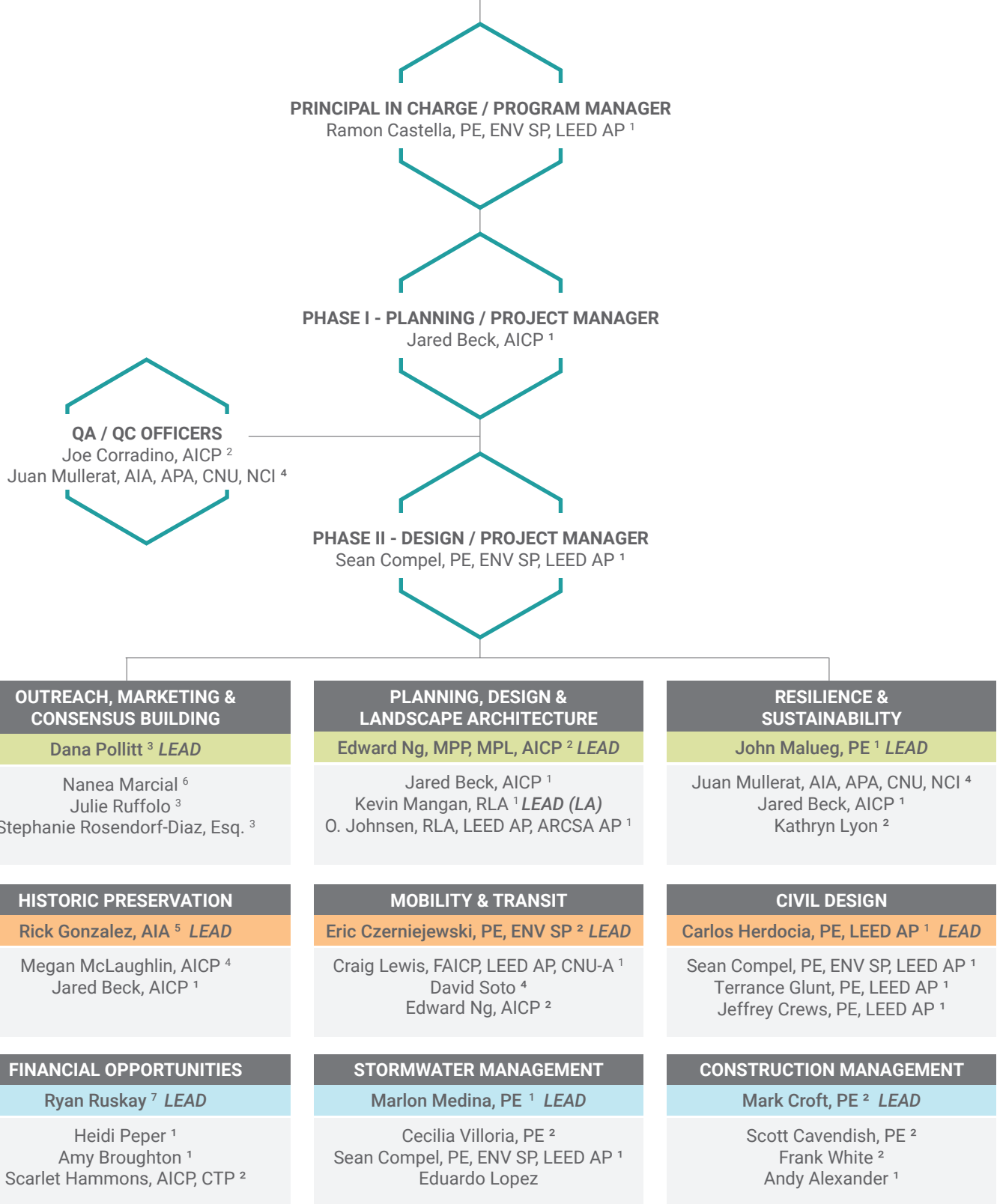




Organization Chart



3 Organization Chart



Key

- 1 Stantec Consulting Services Inc. (Coral Gables, FL)
- 2 The Corradino Group (Doral, FL)
- 3 Adept Public Relations, LLC (Ft. Lauderdale, FL)
- 4 PlusUrbia Design (Miami, FL)
- 5 REG Architects, Inc. (West Palm Beach, FL)
- 6 Valerin Group, Inc. (Ft. Lauderdale, FL)
- 7 RMPK Funding (Jupiter, FL)



4 Company Information

Who we are?

We're active members of the communities we serve. That's why at Stantec, we always design with community in mind.

Stantec has been providing responsive, quality community development and redevelopment services in Florida for over 65 years. We are committed to making Florida a better place to live, recreate, work and invest. With that goal in mind, we work on projects that help improve our communities, our quality of life, and the everything that supports them. We're planners, designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Continually striving to balance economic, environmental, and social responsibilities, we are recognized as a world-class leader and innovator in the delivery of sustainable solutions. **We support our public clients in a diverse range of markets at every stage, from the initial conceptualization and financial feasibility study to project completion and beyond.**

Located throughout the State of Florida, and beyond, **our Coral Gables office will lead this contract.** Stantec's strong commitment to client satisfaction is the foundation of our service to you and has built the success we have had. Our multidisciplinary team has the qualifications to deliver an outstanding revitalization of Duval Street, with expertise in all disciplines required for this RFQ. We have a deep bench of team members who have worked with the City of Key West throughout their careers, have had direct hands-on experience in projects similar to Duval Street and the opportunities and challenges it presents, have a proven track record in projects of this size, and is configured to be flexible and adaptable to nuances that will arise from a project of this nature.

We believe Stantec presents a team second to none in terms of the depth of local (and global) resources available, understanding of the requirements of this exciting contract, providing the technical expertise and management team to deliver a successful project on time and within budget, but also understanding and working with the City of Key West including residents and stakeholders. This is our home and we are proud of our track record in working closely with local municipalities for the upgrade, expansion, and preservation of our community's infrastructure.

Our Rankings

We measure success by the positive impact to community. We're driven to seek what is next. To challenge ourselves and our clients to create solutions that solve challenges today—and give them a competitive edge in the future. Nothing great ever happens by accident or in isolation. Great things happen when smart people get together—and

are guided by their imagination and ambition to achieve real-world goals. **Our work is recognized, and as a firm we consistently rank among the Top 100 (#8) Green Design Firms, Top 200 (#8) Environmental Firms, Top 150 (#10) Global Design Firms, Top 25 (#5) Southeast Design Firms, Top 500 (#9) Design Firms, Top 100 (#2) Pure Designers, and as of 2020, among the Top 100 Sustainable Corporations in the World.**

Our Partners



Since 1970 **The Corradino Group** (Corradino) has become a national leader in the fields of engineering, environmental analysis, planning, and program management. Corradino focuses on professionalism, responsiveness, and commitment. Every engineering, planning, infrastructure, and environmental project is approached with services to fit the clients' individual needs. Corradino is proud of its reputation as a "can-do" organization that provides clients with quality products on time and within budget. Corradino bases its practices on an in-depth understanding of the professional disciplines associated with community and infrastructure development. Based on this foundation, each member of the firm makes a singular commitment toward understanding, analyzing, and solving the challenges that municipalities, agencies, and private sector clients face every day. Corradino is intimately aware of the challenges and opportunities facing the Florida Keys. Corradino staff assigned to this contract currently serve as in-house planning consultants for Islamorada, and in previous work for the City of Key West, brought the Comprehensive Plan in compliance after close to 20 years of the plan being out of compliance with state statutes. Additionally, Corradino staff have a deep history and proven track record in Construction Management and Inspection services throughout the state, including the Florida Keys ranging from core urban streets to major thoroughfares and highways.



ADEPT Strategy (ADEPT) is a strategy and public relations firm offering expertise in business development, public and private procurement, direct advocacy, sales strategy, government relations, publicity, human interest pitches, social media, events and institutional marketing. Their broad range of experience allows them to provide a better outlook on economic, political, and social dynamics that influence important constituencies. ADEPT represents various industry sectors, ranging from education to infrastructure providers, public-private partnerships to

non profits, government and concessionaire groups. Their team aligns with, advocates for and advances your goals. ADEPT develops solutions and achieves results through its comprehensive network of relationships at the local, state and federal levels of government as well as with corporations, foundations and nonprofits. ADEPT focuses on providing public and private clients with experts in advertising, marketing and communications.

The ADEPT team has a long history with Key West, including management of brand development, advertising, marketing, media buying and planning, digital and print media, web and social media, market research and implementation of marketing services for the Key West Historic Seaport. ADEPT has strong and unparalleled local relationships to achieve successful public relations and marketing efforts.

PLUSURBIA

PlusUrbia Design is a finely-tuned ensemble launched on the shared strength of more than 15 years of professional success in architectural design, planning, urban design, zoning, code creation, development and project management. The practice is rooted in collaboration that designs contextual cities, towns, and neighborhoods creating lasting value. Their experienced team uses a workshop format to collaborate one-on-one with the client and all stakeholders. They balance the complexities of a site and develop a sound strategy to optimize the site with a project that is valuable, adaptable and timeless. PlusUrbia's design method focuses on immersing their team into a place's DNA to create a living plan rooted in location, context and vision. PlusUrbia understands that thriving cities are continuously re-inventing themselves and constantly evolving to meet rapidly-changing needs. Their experience empowers them to create plans for healthy dwellings, schools, transit corridors, open spaces, civic institutions and job-sustaining commerce. Their design method preserves the best of the past, addresses the needs of the present and creates a durable plan for the future.



REG Architects is a Hispanic Minority Business Enterprise (HMBE), a Small Business Enterprise (SBE) and a Florida Corporation, which specializes in Architecture, Historic Preservation, Interior Design and Community Planning. They have been offering comprehensive design services since 1988. REG Architects offers the key personnel approach to assist Government or Non-Profits achieve their design project goals. REG has a passion for historic preservation and brings a long and successful history working with property owners and cities on the preservation, rehabilitation, and adaptive reuse of historic structures and historic districts, such the West Palm Beach Downtown Development Authority where REG has assisted in ongoing consultation of preservation and redevelopment.



RMPK Funding is professional service firm located in Jupiter, Florida, incorporated in the State of Florida June 5, 2002, and specializing in obtaining and leveraging alternative funding for municipalities across Florida. They currently represent 24 municipalities throughout the State of Florida. Over the last 16 years, the RMPK Funding staff of grant professionals has worked with local communities to obtain \$185 million in funding. These funding programs have helped their clients complete road and infrastructure projects, trails, cultural facilities, and all types of recreational facilities. In addition, they have been successful in working with FEMA and other State and Federal Agencies in securing hurricane and disaster related funding. Their staff specializes in funding opportunities and has a wide range of experience in local, state, non-governmental organizations, and federal programs.



Valerin's talented team of marketing and communications professionals has a proven track record creating successful, award-winning marketing and branding campaigns, communications strategies, and public awareness plans for a variety of public and private sector clients. With more than 375 years of combined experience and providing services on more than 600 projects, Valerin team has the proven experience and skills to help their customers succeed in accomplishing their marketing and communications goals. Nanea Marcial brings a special relationship to Key West as a native "Conch" who has maintained close ties and relationships with residents and businesses that also call Key West home.



Florida Keys Land Surveyor, trusted experts, providing residential and commercial land surveying services throughout the Florida Keys. They have the skills and the expertise to work with a diverse client base including engineers, architects, contractors, realtors, attorneys, closing agents, and homeowners. Florida Keys Land Surveying staff is made up of the top land surveying professionals in Florida Keys.



X-Radar is dedicated to providing safe and cost effective solutions for their customers with experience and expertise using advanced and reliable equipment to locate post tension cables, electrical conduits, and rebar in the concrete. X-Radar specializes in detecting underground utilities, underground storage tanks, and voids below the surface.




**Methodology
& Approach**



5 Methodology and Approach

Duval Street means many things to many people. For many it's their "Main Street", to others it's where they go to get away, and to the City of Key West and all who call it home, it is a lifeline to more than \$1 Billion in annual visitor spending. The many roles this street plays, let alone it's authentic historic character and iconic recognition, only underscores the importance that this project be done with a methodical, community supported, forward-looking approach. When the designs are completed, the project must be buildable, fundable, able to minimize impacts to Key West residents, businesses and visitors, and be as long-lasting as the last reconstruction.

Spanning 1.25 miles as the core of the central business district, Duval Street is a diverse corridor of restaurants, bars, retail shops & boutiques, art galleries, inns, attractions, and also Victorian mansions. Preservation efforts beginning in the 1960's have done well for Duval Street, designated in 2012 as a "Great Street" by the American Planning Association. Historic Preservation Guidelines have been central to this protection, and the allure that the iconic street retains today.

Future revitalization must strike the balance of maintaining its authenticity and the historic spirit of the street while also looking ahead; inclusion of Complete Streets, green infrastructure, and low impact development. It should help protect the buildings that line it; planning for sea level rise and stormwater management, hazard mitigation and recovery. It needs to be capable of handling many forms of mobility, intense wear and tear, and function for the businesses that depend on it. More importantly, it needs to accomplish all of this while enhancing the charm that exists today.

Duval Street has 3 to 4 character areas. At the northern end, and a short walk from Mallory Square, is an entry point for tourists disembarking from cruise ships. Heading south, the area transitions to bars and restaurants, then passes through a more residential and lodging area before meeting the Atlantic Ocean at a pocket park.

What then, does the name "Duval" really invoke? For some, it is their local street – where they can go for a night out, or good food, or where they can go for a sense of history. For others, it's a new place to behold as they step off a ship. Duval Street is also a destination with attractive public events, such as Fantasy Fest, and it is an iconic place where memories are made. The different aspects of Duval create a wide range of appeal, which must be accounted for in the future design of the streetscape.

All this translates to an area which requires areas of comfort and respite, such as seating and shade. Identity and placemaking, found through unity of design, will create opportunity as well for future economic development of the corridor. As the City faces the challenges of the sea level rise, here too, is an opportunity to address issues that will

allow for Duval Street to continue to be the vibrant Main Street of Key West.

To take advantage of these opportunities in a community with diverse, deeply held opinions, the building of consensus and stakeholder ownership for the ideals and visions must be the core basis which design will use to guide future implementation. A successful streetscape design as achieved through our scope of services will meet the following broad goals:

- Ensure a consensus driven vision that enhances the branding for the Duval Street corridor and the City's branding as both an international destination and the place for live, work, and play.
- Create a coordinated, iconic, context-sensitive design.
- Strike a balance between the needs of drivers, pedestrians, bicyclists and the needs of retail, office, and public-space and event uses along Duval Street within a Complete Street.
- Coordinate the design and reimagining of the streetscape with other initiatives; climate change, green infrastructure and low-impact design, resiliency, and hazard mitigation and recovery.





→ APPROACH

Our approach includes several key phases or steps that build upon one another, with common threads that will be weaved throughout, such as public engagement and incorporation of innovative and resilient design principles. We envision this process as having two phases from a program management perspective. Phase I will be the Planning Phase, and will include the following elements to create a vision and build consensus around a conceptual plan:

1. Data Gathering & Assessment
2. Outreach, Marketing & Consensus Building
3. Conceptual Design Alternatives
4. Community Review, Refinement & Confirmation

Phase II will be the Engineering & Implementation Phase of the Duval Street Revitalization. In this phase which likely be accomplished in various sub-phases, the Stantec team will translate the preferred conceptual design into the plans that will create the future Duval Street and the Duval Street corridor. This Phase includes the following elements:

5. Final Design
6. Funding, Phasing & Grant Management
7. Construction & CEI
8. Maintenance Plan

Each of the phases are elaborated in the following pages with critical components of each included.

🔍 Data Gathering and Assessment

It's critical to have a solid base to begin with, and there are three primary components that are central to our data gathering and assessment. In addition to the gathering of basic survey data along the corridor, there are three components which are critical in this effort. This process begins by recognizing that Duval Street is rich in its history, as a corridor has Historic Preservation Guidelines, is

designated within a National Register Historic District, and is tremendously eclectic making it the rare jewel that it is. Next, we move to its basic function - traffic, multi-modal transportation, and parking. Lastly, are the myriad of utilities below and above the street.

HISTORIC RESOURCES, IDENTITY, PLACEMAKING, AND THREATS

Great places and spaces are made by the experience they evoke; what people see and experience in the context of their activity. Duval Street is an outstanding asset, much of which is from its historic urban fabric. More than a historic district, these buildings and the public space they frame, the businesses within them, and the events that occur around them help create the identity and sense of place that Duval Street and Key West are so famous for.

We understand it is this collective character that defines the identity and sense of place of the street, and for many the City itself.

This level of recognition and longtime support is also beneficial in the documentation available of the historic structures, sites and uses. Working in concert with the Historic Preservation Planner and Historic Architectural Review Commission, all contributing features, buildings and sites, will require clear identification and understanding of significance. This also includes an assessment of the public realm, gathering spaces, and other elements in the public purview that contribute to the overall character of Duval Street.

As the project evolves, property and business owners and other stakeholders, such as the Old Island Restoration Foundation, will have key roles in further assessing these features for community value, and in developing the design and implementation program to eliminate or minimize any adverse impacts to the structures and public realm that will also enable a successful project completion. Several of our team members have extensive historic preservation and rehabilitation backgrounds in commercial districts, and we are well informed on the importance of this element.



TRAFFIC, MULTI-MODUL TRANSPORTATION, AND PARKING

As an island and port city, everyone that lives or visits Key West is within walking or biking distance of most destinations including the Duval Street corridor. Safe streets and the ability to walk, bike and take transit to those destinations bring continued value to both longtime residents as well as visitors. An important goal for this revitalization is to improve safety and balance transportation needs while maintaining the vibrant context. We appreciate this, and recognize its value from the numerous roadway projects we have completed on the island.

Our team brings a collaborative and innovative approach to transportation planning, design, and implementation that will achieve 21st Century mobility needs in the historic context of the corridor. We also recognize the City has a development pattern unique to the island, a natural environment, and a historic culture that lends itself to active transportation modes such as walking and biking. The Key West Bicycle and Pedestrian Master Plan approved in February 2019 will be an important element within our further study and understanding.

Duval Street’s iconic character presents a multitude of possibilities and is a one-of-a-kind historic street, reflecting a cultural spine where placemaking is at the forefront. It is limited in space and requires a balance between providing access to each of the businesses and destinations along it while managing the open public space for the residents, tourists and visitors to enjoy, and to be a functional roadway.

We will address this need through a high-level focus on communication and collaboration to build consensus amongst all key stakeholders, and to lead the City in planning, prioritizing and implementing a high-quality roadway corridor and adjacent street network of pedestrian, bicycle and transit infrastructure. The approach to addressing the traffic engineering, parking, and multimodal aspects of the Duval Street corridor will include emerging transportation technology and innovative engineering practices.



We anticipate the traffic engineering approach will include the following key scope of service elements:

- Field Visits, Traffic Data Collection, and Existing Conditions Analysis
- Detailed Multimodal Traffic Analysis
- Existing Conditions Traffic Operational Analysis
- Alternatives Analysis
- Future Conditions Traffic Operational Analysis
- Final Alternative Refinement
- Active Transportation Analysis - Walkability, Bike Connectivity, Transit Infrastructure, Curbside Management, Rideshare
- Signalization Infrastructure
- Parking and Loading Zone Evaluation

Four other elements within this phase merit further mention and discussion, including the Key West Bicycle and Master Plan, Emerging Technology, Parking, and Regulatory Measures.

The Key West Bicycle and Pedestrian Master Plan

(KWBPMP) includes various projects along Duval Street. Most significant is the identification of the portion roughly between Green and Front Streets as a pedestrian and bicycle priority street. There is significant multimodal connectivity at this location with it’s proximity to Mallory Square, the Cruise Ship Piers and the Key West Conch Tour Train terminal at Front Street.

The KWBPMP created a project entitled the **Duval Loop** which introduces new, one-way traffic patterns, separated bicycle facilities along Simonton and Whitehead Streets, bicycle lanes on Caroline and South Streets, and a People Priority street on a portion of Whitehead Street near South Street. It also calls out several intersection modifications and creates off-street parking along the one-way streets, which would aid in the reduction of parking directly on Duval Street and in repurposing of its right-of-way.





Beyond improvements resulting from the Duval Loop, there is opportunity to incorporate **emerging transportation technology** and innovative engineering practices including Smart City Signal technology, which provides opportunities for an element of **public private partnership** and would allow Staff to monitor the infrastructure. Smart City mobility features including app-based priority detection for bicycles, pedestrians, scooters, emergency vehicles and transit amongst other benefits are a part of this. Collectively, these lead to proactive operations, maintenance, and repair rather than reactive measure. Looking forward, these technologies are capable of having detection for autonomous and connected vehicles. Other new technology innovations related to transportation network companies, car sharing, real-time bus apps and bike share systems will aid in the continued effort to reduce the personal vehicle trip demand along Duval Street and the adjacent road network while increasing the convenience of multimodal and active transportation trips. **Our in-depth knowledge with Smart City technology will be one element of our robust vision for the corridor.**

The **Parking Evaluation** will assess parking spaces currently provided along the corridor and adjacent cross-street road segments, and include vehicular, bicycle, and scooter parking. In conjunction with potential traffic operational changes along adjacent streets, such as modifications to one-way streets as repurposing of the roadway lanes, strategic placement of on-street parking will allow for the Duval Street right-of-way to be best utilized for all active transportation modes.

Recommendations in the KWBPMP also include the use of Smart Meters, Variable Pricing concepts and strategic bike parking near transit stops and other prioritized Key West bicycle infrastructure. Our team has implemented these in other communities and understand the ways in which they can be beneficial to Key West.

As new designs are created and implemented, issues addressed, technology adopted, and change continues, we will **assess existing regulations and policy** within the City that either must be followed through the design and development phase, or may require amendments and/or changes as revitalization occurs.

UTILITIES

We keenly understand that relocations and disruptions of existing utility services on a project can quickly have a negative influence on the public and local leaders' perception and support of the needed improvements. These also present a safety issue for locals, businesses, workers and visitors alike. For this project, we have conducted site visits and table-top reviews of available information to determine the existing utilities present throughout the corridor.

Meaningful utility coordination can only be accomplished for "known" utilities, and it is most important during the design phase to fully assess, identify and characterize all utilities in order to ensure impacts are minimized. To demonstrate our proactive approach, we have already obtained design ticket #022003058 to begin coordinating and documenting which companies have facilities within and adjacent to the Duval Street corridor.

Through our ongoing work and existing relationships with local utility companies, we have already discussed preliminary considerations with two key utilities, Florida Keys Aqueduct Authority (FKAA), which owns and operates the water facilities, and Florida Keys Electric Cooperative (FKEC), which owns and operates the electrical facilities. As existing power, telephone, and cable facilities are currently primarily overhead, we anticipate a likely recommendation would include burying these facilities. While this can bring its own set of challenges, there are **clear benefits including sustainability, resiliency, aesthetics, and the creation of opportunities for increased tree canopy and shade coverage.**

Determining the precise vertical and horizontal location of underground utilities requires an in-depth investigation by Subsurface Utility Engineering (SUE), which will provide the precise plan and profile mapping of underground utilities. When complete, the final product provides the type, size, condition, and material of existing underground features in a GIS database, that we also provide to the City for future use. To accomplish this, we have included X-Radar Inc. on our team. Their deep familiarity with Key West utilities will allow us to expedite the timeframe on this critical step.

Outreach, Marketing & Consensus Building

A successful project, particularly one as impactful to the community as Duval Street, must have a robust, consistent, and ongoing public engagement program from early concept development through construction close-out. Residents and businesses take a sense of ownership of their “Main Street” and these serve much like living rooms to a community; a place to gather, relax, and enjoy. The greater the community is engaged in the early process and feels ownership of it, the easier it will be during the challenges of the construction process, and the more enthusiastically the project will be supported when done.

We have brought the best resources to help support an exciting, informative, and engaging program to the Duval Street revitalization. Our team includes ADEPT Strategy & Public Relations, and the Valerin Group that each bringing a strong and unparalleled connection to Key West and the ability to ensure deep involvement and consensus building in the community. With a history and track record of success in Key West, ADEPT will lead the public engagement effort, while Valerin’s Nanea Marceal will augment with strong personal and objective relationships on the island.

Based on our team’s ongoing familiarity with the island and our active projects, including public relations, we have already brainstormed a conceptual engagement program. At the onset the project we will work with the City and key stakeholders to refine as needed and create the formal plan that will be used, which will remain flexible enough to shift as needed to ensure we are meeting the needs and expectations of the community during the project.

A successful engagement program includes key elements: involvement, branding, and information.

Public involvement programs are limitless in the ability to bring those interested into the process. From hosting early visioning workshops in community forums, on-line visual preference surveys and questionnaires, to round-tables discussions, pop-up interviews, and working focus groups - these are just a few of the methods we have to bring the public into the process. We will provide early in the project visioning sessions to help formalize key issues, opportunities, and considerations. We’ll work with residents, businesses, and organizations through means identified above to gain further insight and direction. We’ll keep this process open and spend as much time as needed to be sure we feel confident the direction we are going is exactly what the community needs it to be. As the project evolves and concept plans are developed, we go back to the broader community process to check our work, show progress made and develop consensus on final design direction and key elements.

A second part of this process will be the development of a “brand” or further “identity” for this project. This can be used throughout all aspects of the public information component,

including by the City, Monroe County, Monroe County TDC, local businesses and other tourism leaders to ensure those visiting Key West are aware of the excitement of the project, what they can expect, and have up to date information on it.

Public information will include development of a project website including renderings, maps, project bulletins, etc, social media, email updates (we will begin with ADEPT’s established database and expand as the project evolves), info-line, and both live and pre-recorded updates on Key West City TV and local radio.

During project construction, we will provide anticipated weekly updates via email, project website updates, project newsletter, and as blocks are affected we anticipate use of door hangars or other methods of ensuring businesses are up to date.

Business and property owners on Duval Street and adjacent side streets will be most impacted during construction. We know this will be a very complex project, one that is very detailed, and will require door to door activity throughout the project. No two building frontages will be the same, and we’ll need a complete understanding of each of them and the businesses that occupy them to deliver and end result that works for all. Therefore, we see that as an incredibly in-depth process where the information and involvement components come together in working with those most affected during much of the project.

Throughout this, we will also work throughout this project with the Duval Loop, City Transit Division, Parking Division, HARC, FDOT, and Monroe County to be sure each is up to date and involved in coordination, and has the opportunity to provide valuable input to the project.

Utilizing our team’s established relationships whether with the Monroe County TDC to local attractions, we will also work to ensure the project has positive messaging, retains energy and excitement, and one that will make Key West an even better place to be!





Conceptual Design Alternatives

Conceptual design has two vital parts; **IMAGINE**, or how we want to utilize our space and how we want our space to feel and be recognized, simpler said, its identity, and **PLACEMAKING**, which results from a melding of urban design, landscape architecture, and core urban planning with engineering principles.

In this phase we prepare conceptual plans and ballpark costing based on the public input received and the data collected, broken out into each of the character areas identified via the background analysis and visioning process (rough area delineations provided in this proposal). These concepts will be used further in the City review and public engagement in developing the preferred alternative. The overarching concepts will be formulated as visions and unifying themes that will serve as the backbone for the design of each character area, which may differ based on locational constraints and local preferences.

IMAGINE

During the first part of conceptual design, our team anticipates, as identified in the RFQ, preparation of three (3) planning level conceptual alternative plans and cross-sections for each of the four (4) character areas defined through our assessment. To help better realize these, we anticipate creating at least two (2) architectural renderings depicting before and after of each of the character areas.

Each concept begins with the development of planning level unifying themes. These themes focus on the vision and branding of the area and provide for the main “backbone” for the development of the character areas. Engineering needs, including safety and constraints, as well as stormwater and resiliency considerations, will be incorporated into the development of the street sections and plans. Ultimately, the planning concept must bridge between the imagination and constraints in implementation to bring vision into reality.

Constraints, however, provide for opportunities to utilize innovative techniques in the streetscape to address issues. Within the various areas, stormwater and considerations of sea level rise must be considered. Based on our current understanding of the area, we anticipate a need to explore stormwater management technology such as soil cells, among others, combining sustainable and aesthetically pleasing design with landscape functionality. Other opportunities include emerging technologies which may be incorporated into the concept plans.

Strategies will be developed to balance how the corridor is utilized by people driving cars scooters, motorcycles, and golf carts, people walking, and people biking, and for special events. General approaches include iconic hardscape and softscape elements, enhancement of the traveling experience for people driving and people biking, and the inclusion of safe, comfortable pedestrian infrastructure. Parking options currently exist on the street, and parking,



including off-street facilities and loading zones vital for local businesses along the corridor, will need to be examined and incorporated into the design alternatives

One of the great things about a “Main Street” is that a community, its residents and businesses feel ownership of it. We know well that for a significant revitalization project such as this to be successful, the community needs to be a part of the decision-making process and feel ownership of the vision. Without that, even the best plans can fail to be realized if the community does not support them.

We feel it is critical that the community be involved throughout the project development, which is why we conduct “**community checks**” as the conceptual designs begin to take shape. It’s an opportunity for us to pause and engage with community members in various formats, big or small, and gain direct feedback to see how we are doing at melding their ideas and thoughts into our concepts. With dialogue and feedback from the elected officials, community, and city staff, we then go back to work at further refining these during the placemaking phase.

PLACEMAKING

In this phase we prepare a conceptual preferred schematic design and detailed architectural renderings for a Complete Streets corridor. The preferred design will likely be different within each of the character areas, but will follow the overarching themes of the greater design concept. Placemaking will refine locations of design elements such as street furniture, wayfinding, crosswalk locations and treatments, iconic/placemaking elements, art in public places, and hardscape and softscape elements. General conceptual looks of elements used to create “identity,” such as lighting, seating, options for plantings, and patterns will be included in the visual representation of the future boulevard. This too will consist of a thematic core vision as imagined that will ensure unity in urban design, allows for variations in programmatic space, and provides for cohesive branding in an iconic, easily identifiable streetscape.

Functionality of place is key, and the conceptual design will need to account for the programmatic space that allows for a wide range of activities, including local events and festivals, such as Fantasy Fest to flourish and connect people and local businesses. Realizing the tremendous economic impact events like these have, and the work that goes into them, there are many considerations beyond allocating spaces included in this; specific area amenities, shade, ease of load-in and out, dimensions to easily accommodate tents, stages, lighting, and related equipment, portable or built restrooms, maintaining fire and

police access, providing sufficient power, and a functional emergency response plan, as just a few.

Conceptual alternatives will be reviewed against engineering standards and consider resiliency/climate change adaptation needs, and potential technology options. Ultimately, the plan must be implementable. This is achieved by realistically applying the physical constraints to the vision and incorporating the cost differences between engineering and landscape design options into the schematic design.



Preliminary Concept Considerations

The Duval Street corridor generally has four (4) distinct character types, Gateway, Central, South, and Transitional areas. The north area serves as the primary gateway for visitors to Key West by sea. Adjacent to Mallory Square and the Historic Seaport District, the area contains some of the corridor’s historic venues, such as Sloppy Joes. As the gateway, it serves as the key nexus by which visitors turn south to enter Duval Street, or forward east to the heart of the Seaport District. To its north, there is opportunity for development of a vista point and welcoming travelers. As people travel south past Caroline Street, passing local retail, the area begins to transition from to the core of the central business district serving. With large shade trees, this area provides respite not currently offered by the gateway area.

Central Duval Street, characterized by retail, restaurants, and art galleries in two story buildings, is the center of activity and where events converge. As currently developed, it evokes the image of a traditional main street - with one to two story buildings, lined by walkable, small rights-of-way frequently closed for street festivities throughout the year.

Heading south, travelers leaving Central area reach another transition. This area, as one approaches the Atlantic Ocean, is characterized by low density, detached structures reminiscent of beachfront and beach adjacent communities in the US. Here, local offices, and retail occupy houses as well as traditional single story main street buildings, lined by on-street parking Like with the northern end of Duval, the creation of an enhanced vista point next to the Southernmost House and the existing pier will enhance the character of the area and provide vital public space for the Corridor.



Gateway Area Potential Considerations

- Presents a “first impression” for many and may include have branded furnishings and increased shade
- Potential shift in travel lanes to balance and increase pedestrian opportunity
- Spatial ability to include dedicated bike lanes in both directions
- Retains compact landscape, lighting & furnishings zone



2

Transitional Area Potential Considerations

- Enables a gracious pedestrian route and interface with adjacent open spaces and uses
- Spatial ability to include on-street parking on one side, and allows for introduction of pervious pavers or other stormwater BMP's
- Introduce car/bike share lanes
- Retains compact landscape, lighting & furnishings zone
- Underground utilities where present



3

Central Area Potential Considerations

- Area activity and current uses allows for differentiation of space
- Potential for intermittent medians with iconic features such as public art or signature landscape
- Consider alternative paving/curbing for selective closure as a pedestrian mall and event space
- Incorporation of enhanced decorative elements
- Introduce car/bike share lanes
- Retains compact landscape, lighting & furnishings zone
- Underground utilities where present



4

South Area Potential Considerations

- Spatial ability to include on-street parking on both sides, and allows for introduction of pervious pavers or other stormwater BMP's
- Introduce car/bike share lanes
- Change in building frontage allows for increased canopy coverage
- Retains compact landscape, lighting & furnishings zone
- Underground utilities where present



While preliminary in nature, the conceptual sections illustrated above represent a few of the ideas we believe merit greater consideration during the revitalization process. These have been developed from our time spent on Duval Street and analysis of existing conditions and data available.



Final Design: Stormwater, Civil, & Approvals

STORMWATER

One of the most challenging and critical engineering portions of this project is the stormwater drainage system. Measures to combat sea level rise may include designing detailed roadway profiles to avoid migration of fine soil particles with tidal fluctuations, raising roads to a necessary level, and preventing backflow of water through existing outfalls and up through storm drains.

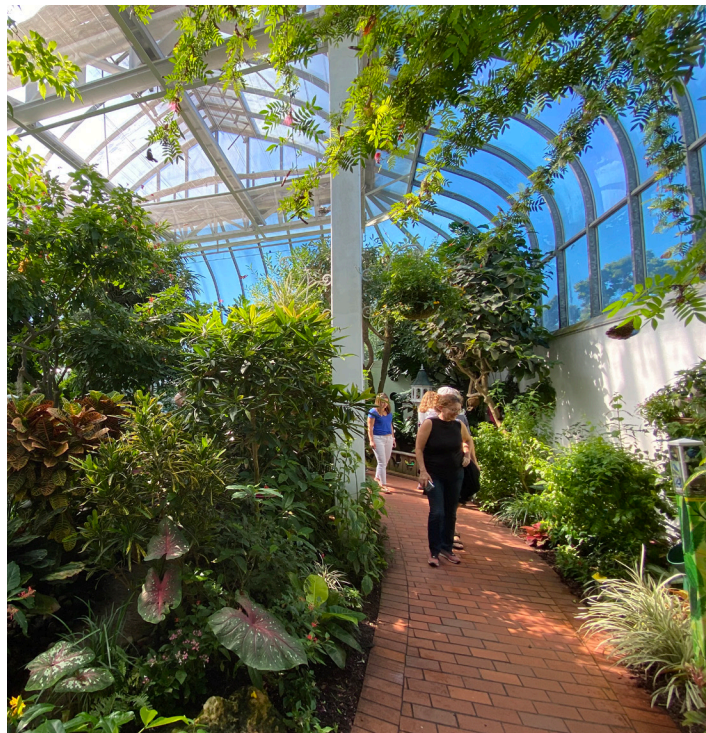
Our team has extensive experience in drainage and roadway projects in the South Florida area including Key West. We are the local experts for drainage facilities of all types including their benefits and cost. We have the experience with exfiltration trench systems, dry & wet detention, pump stations, gravity wells, pumped wells, and direct outfall to water bodies and drainage canals to deliver a project that will last, and is developed from evaluating all possible solutions for effectiveness, cost, and ability to be permitted.

The stormwater system of manholes, pipes, and connections to existing systems will be designed in accordance with City standards and agency requirements. Every effort will be made to achieve conformance with the 25-year, 24-hour storm event. Furthermore, our pre- versus post-analysis will demonstrate the proposed condition will capture no less rainfall than the current condition. Utilization of green infrastructure and low impact development strategies will be important tools for effective stormwater management and water quality improvements. Shade trees, rain gardens, bioswales, and porous pavements are a few of the ways these tools can be implemented.

CIVIL

Several additional critical areas of engineering design and coordination will be required including roadway, hardscape, grading, signage and pavement markings, signalization, and demonstration of compliance with Americans with Disabilities Act (ADA). Our teams' combination of local experience and our ability to complete projects of similar scope and size will allow us to arrive at appropriate solutions to the many challenges that will be faced on this project. A project-specific erosion control plan and Stormwater Pollution Prevention Plan (SWPPP) will be prepared and we will ensure that no degradation of water quality, increase of turbidity, and/or discharge of foreign material into adjacent waters will occur throughout the construction period.

Best Management Practices will be used during all construction activities. Signage and pavement markings within the corridor will conform to MUTCD, FDOT Specifications, and FDOT Design standards. The impacted signalized intersections include Green Street, Caroline Street, Eaton Street, Fleming Street, Southard Street, Angela Street, and Truman Avenue.





👍 Design Approval

The project will require necessary approvals from several key stakeholder government agencies, including the City of Key West, Monroe County, FDOT, Florida Keys Aqueduct Authority, Keys Energy Services, United States Navy (Naval Air Station Key West), and others. The appropriate design phase submittals will be provided to each government agency to gain design approval and necessary permits for the proposed revitalization. In the beginning stages, the concept design alternatives will be presented, and feedback obtained from all the local stakeholders along the corridor through the public engagement program.

💰 Funding, Phasing & Grant Management

CONVENTIONAL FUNDING STRATEGIES

Funding significant capital projects requires a focused and consistent methodology to bring these community development projects to reality. As funding experts, we are acutely aware of the importance that well-developed grant pursuits, leveraged resources, intimate knowledge of funding sources, and successful implementation of them has on the overall impact of the project and on our communities.

At Stantec, we help communities secure funding to achieve their goals. Identifying the project can be easy. Funding is not. Our team understands how challenging and time consuming it can be to identify funding sources, navigate the application process, and administer awards. **Our funding experts have secured more than \$4 billion in grant and loan funding through federal, state and local funding programs for our public clients and have a proven track record – bringing projects to reality is what we love to do!**

We are also excited to welcome RMPK Funding to our team. With outstanding expertise in South Florida and a proven track record, the RMPK team has secured nearly \$200 million through federal, state, and local funding programs.

From years of experience, we know the relationship established between our staff and that of the community is

the most important factor in determining funding success. After we have established a working relationship with your staff, we will, with their assistance, conduct our grants analysis and review program objectives and angles of approach. It is at this point that we begin to select project components that would be best suited to receive funding.

Once the initial process is done, it's time to roll up our sleeves and really get to work. Immediately, we will begin to research potential funding sources and pair those with the project elements based on potential need and evaluation. Our method of "grant stacking" will maximize your budget dollar. Utilizing multiple funding sources is one of the most effective ways to grow the amount of funding a project and community can obtain. We group grants of varying levels (federal, state, and local) to support one project. Done carefully, selection of grants can result in one grant providing the matching funds requirement for another grant and the reciprocal as well. This process can address various phases to best meet intent and schedule.

Once funding is received, our work with your staff continues. While obtaining a grant is usually thought of as the most complicated part of the process, the management of grant funds and project construction can prove to be quite complicated and time consuming. Our job is not complete until we bring your project to a successful end!

ALTERNATIVE FUNDING STRATEGIES

We may also engage our financial services team to aid in developing interactive modeling that evaluates and compares the financial feasibility of alternative funding strategies and cost recovery mechanisms side-by-side in real time. This extends far beyond potential grant opportunities but integrates your capital improvement programs, asset management programs, master plans, etc. and identifies and evaluates additional funding mechanism. Often these mechanisms may include utilization of your general fund, community redevelopment agency, enterprise funds, special revenue funds, and assessment districts to achieve infrastructure funding. The result of this are the development of holistic multi-year financial management plans that are both sustainable and affordable.



Our approach begins with a complete understanding of the complex issues unique to this project. It is imperative to establish the management processes needed to successfully resolve issues through the introduction of efficient and innovative construction, engineering and inspection techniques.

PRE-CONSTRUCTION MANAGEMENT

We provide the initial coordination, scheduling, and communication activities essential to ensuring the proper foundation is in place prior to the start of construction. Early in the design phase, Construction Engineering and Inspection (CEI) staff will provide recommendations regarding contract delivery method alternatives, utility coordination, maintenance of traffic and other similar early-stage decisions which can have a significant impact on the ultimate constructability, biddability and success of the projects. Our pre-construction activities begin with an independent constructability and biddability review of the contract plans, assessing existing utilities and any necessary relocation activities, documenting existing site conditions, and identifying all stakeholders to plan our public involvement efforts. Our pre-construction plan reviews have been crucial to the success of our past projects. We will develop the Contract Time Estimate and advise of potential Bonus or Incentive/Disincentive milestones, and work with the City on the best implementation of such.

CONSTRUCTION MANAGEMENT

A systematic and detailed inspection process is an indispensable tool to ensure a quality final product. Quality is assured by verifying compliance with all contract requirements, and we ensure a cooperative and effective joint QA/QC process begins with a commitment to Pre-Activity meetings, with contractors, inspection staff, local agencies, and maintenance teams to proactively review the related plans, specifications, schedule, work plan and material testing requirements. We have developed "Critical Items" checklists to ensure compliance with the specifications, including earthwork, asphalt paving, concrete placement, lighting, sign installation, striping, and maintenance of traffic. We maintain an updated list of deficient items that are in need of remedial work and share

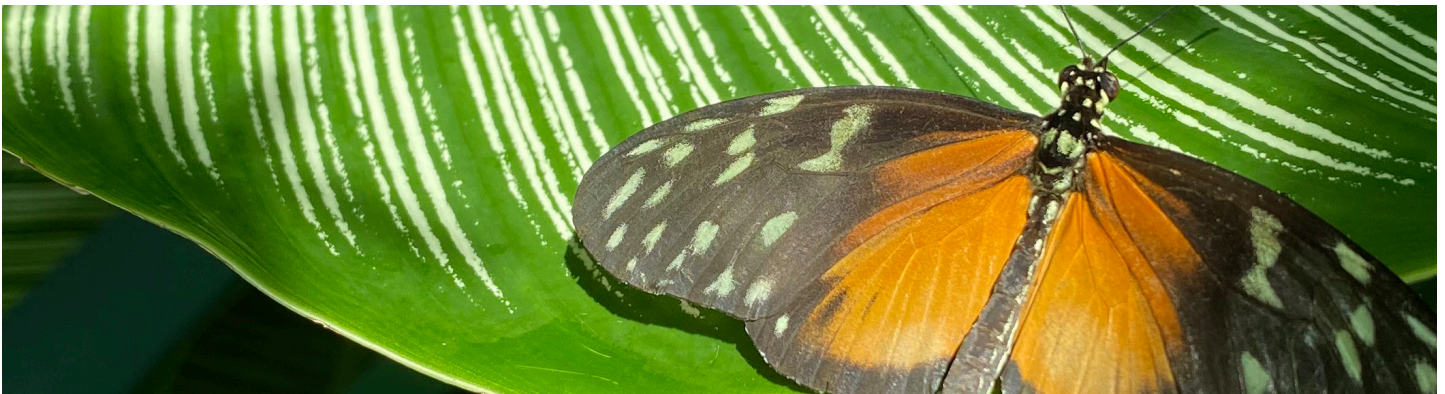
this list with the Contractor weekly allowing for minimal punch list items at the end of production work and an earlier final acceptance.

Extra work, including scope creep, plan errors and omissions, and third-party requests, is an area of concern on an any urban project. Thorough plans review prior to letting, open communication with the contractor, and when extra work is identified, immediate pricing requests and comparison to our independent Engineer's Estimate help minimize this. If extra work is identified, we work to resolve all issues at the lowest level possible.

Timely responses to RFI's to avoid costly delays is critical, especially in the early phases of the project, where any unforeseen conditions in the design are most likely to occur. We track all RFI's generated by the contractor and immediately contact and work with the EOR for initial and final resolution of the issue.

Starting at pre-submittal stages, we review the schedule completeness and consistency with the contract requirements. We also work with the contractor's staff until the baseline schedule becomes the contractor's detailed plan of action for a successful project, and we ensure appropriate lead times for all items requiring procurement.

We recognize tourism is the primary economic driver in Key West and Monroe County, and in Key West alone visitors spent more than \$1 Billion dollars annually which supports some 12,000 jobs. We understand how important it is to keep business open, streets easy to navigate, and events occurring during reconstruction of the roadway. Working with our public engagement and public relations team, we work hard to make sure like goes on with as little disturbance as possible. We work with our team, yours, and the community to develop an engagement plan that makes sense by phase and those impacted. This may include weekly construction meetings for area businesses and residents, to door hangar updates, project website, social, and bulletin releases of weekly status, and continually updated wayfinding and directional support needs. We work to have solid relationships with all impacted and maintain open lines of communication throughout each phase of the project.



PROJECT CLOSE-OUT

Upon construction completion, we will assemble and submit a Final Estimates Package within 20 days of final acceptance of the project. This will include:

- Contract Time Folder, with all back-up detailing impacts to the project duration outside of the contractor's control
- Engineer's Weekly Summary/Inspector Daily Reports
- Material Certification Package consisting of the Senior Project Engineer's Certification
- Correspondence Folder
- As-Builts and Warranties

Maintenance Plan

The improvements on Duval Street, in whatever form they ultimately take, will increase the City's maintenance responsibilities and associated costs. Indeed, the City has recognized this, and will require the development of a Maintenance Plan for the next fifty years. This will need to address the schedule and frequency of routine maintenance activities, and the scheduling and funding for the capital replacement of all major high-cost components.

Effective long-term maintenance begins with good design. An effective Maintenance Plan for Duval Street starts with the selection of quality project materials, finishes, fixtures, and landscaping that are appropriate for the tropical marine climate of Key West. The ability to withstand harsh sun, humidity, salt, rain and hurricane winds is critical, and needs to be considered when selecting project elements. Design layout is also critical. For example, Duval is already an area of high pedestrian activity, and that is expected to grow and change in character with increased café sidewalk dining. Pedestrian channeling and movement must be carefully considered, to avoid unintended pedestrian impacts on landscaping and streetscape elements.

The City has expressed a goal for this project to improve the ecological value of the corridor, and to create a relaxing shaded walking environment. As such, it will be essential that the design of the streetscape account for tree root and canopy growth. Allowing for this and mitigating its potential damages is critical to the long-term tree health and maintenance requirements along Duval. Elements such as tree location, planting standards, root barriers, structural soil and irrigation systems will need to be carefully considered. Designed flexibility will also be essential when considering long-term maintenance. As a complete street, Duval will need to accommodate vehicular, bicycle, and pedestrian traffic. The balance between these elements will change as the needs of the street and the community change, and flexibility in the use of the space will need to consider all three. For example, a space normally programmed for vehicles may need to occasionally accommodate pedestrians, or vice-versa. The spaces need to be designed to hold up to both activities and avoid unwanted deleterious impacts or liabilities when serving in an alternative capacity.

A high-profile project will almost certainly include an art-in-public-places component. These, by virtue of their nature, often have unique maintenance needs in accordance with the commissioned artist's requirements. These will need to be accounted for and incorporated into the Maintenance Plan for Duval Street Revitalization.

Many factors are considered in the Maintenance Plan:

1. Routine inspection and assessment
2. Routine preventive and corrective maintenance
3. Maintenance schedules
4. Service life expectancy of equipment / materials
5. SMART key performance indicators (KPI)
6. Maintenance contracts and agreements
7. Replacement costs and cost escalations
8. Spare parts inventory
9. Dedicated funding and contingency reserve
10. Emerging maintenance practices and technologies

A complete Maintenance Plan will take these into account and blend them to provide a fiscally sound and comprehensive blueprint to keep Duval Street revitalized while preserving taxpayer investment.

The Stantec team has a proven track record in achieving successful projects like Duval Street. Each team member is highly skilled in their area of expertise and has direct and relevant experience. Jared has overseen major development in a National Register Commercial District; Eric and Sean have engineered numerous commercial corridor & downtown streetscape projects designed for the future; Ed and Juan have authored manuals and more importantly, implemented Complete Streets; Dana is robust in engagement and well-established on the island, and Nanea brings a personal connection; Rick has worked to guide preservation or rehabilitation of countless historic commercial structures from early design through completion; and Ramon has overseen dozens of projects that include similar complexities as Duval Street. Each of our team members, including those not listed above, have exceptional experience. We believe we have organized the right team to deliver the right results to the City of Key West!



6 Personnel



Ramon Castella, PE, ENV SP, LEED AP
Principal in Charge / Program Manager
Stantec

Ramon has over 35 years of experience in urban public and private infrastructure projects throughout Florida and the Caribbean. His expertise includes programming, planning, analysis, design, preparation of construction documents, construction administration, and inspection and commission. His public works infrastructure project types include drainage, flood control, coastal construction, water and sewer systems, roads and bridges, public facilities, parks, project budgeting, and grants acquisition.

Education

- Bachelor of Science in Civil Engineering, Florida International University, 1985

Registrations

- Professional Engineer #40073, State of Florida
- Commonwealth of Puerto Rico (Estado Libre Asociado de Puerto Rico, Professional Engineer #11731
- Envision™ Sustainability Professional #16738
- LEED Accredited Professional, U.S. Green Building Council

Relevant Experience

- Ponce de Leon Improvement District, Coral Gables, Florida | Principal in Charge
- Crandon Boulevard Improvements, Key Biscayne, Florida | Principal in Charge
- South Miami Downtown Improvements, South Miami, Florida | Principal in Charge
- Transit Oriented Development District, South Miami, Florida | Principal in Charge
- Indian Creek Village Improvements, Indian Creek, Florida | Principal in Charge
- Golden Beach Capital Improvements Program, Golden Beach, Florida | Principal in Charge
- Caribbean Blvd. (Coral Sea Road to SW 87 Avenue) Cutler Bay, Florida | Principal in Charge
- Old Cutler Road (SW 97-87 Avenue), Cutler Bay, Florida | Principal in Charge
- Plantation Midtown Improvements and Greenway Transit Route Phase I, Plantation, Florida | Principal in Charge



Jared Beck, AICP
Phase I - Planning Project Manager
Stantec

Jared brings a blended background as an urban planner that also includes past professional roles as an Executive Director of a merchant driven business district within a National Register Commercial District and as a Principal Preservation Planner managing both National and Local Historic Districts. Having spent much of the last 20 years with a career focused on redevelopment and community-based revitalization, his past roles and projects demonstrate his commitment to building successful communities for the future. Jared continues to evolve and in addition to his planning role, he is also one of Stantec's public engagement specialists and has been heavily involved in numerous public projects in that capacity. Jared is a frequent speaker on urban redevelopment and has recently co-authored an award winning book on Florida residential architecture and development from the early 1900's to present day.

Education

- Bachelor of Science in Landscape Architecture, Texas Tech University, 2000

Registrations

- American Institute of Certified Planners #027911

Relevant Experience

- Downtown Redevelopment of Old US 41, Bonita Springs, Florida | Project Planner
- Clewiston Main Street Revitalization Plan, Clewiston, Florida | Project Manager
- Cleveland Avenue Corridor Redevelopment Plan Implementation and Update, Fort Myers, Florida | Senior Planner
- Redevelopment Area Analysis & Recommendations, City of Fort Myers, Florida | Project Manager
- Dr. Martin Luther King, Jr. Boulevard Redevelopment Area Expansion and Plan Update, Fort Myers, Florida | Senior Planner
- Naples Vision Plan Assessment | Naples, Florida, United States | Public Engagement
- Past Principal Preservation Planner | City of Fort Myers, Florida



Sean Compel, PE, ENV SP, LEED AP
Phase II - Design Project Manager
Stantec

Sean has over 18 years of experience in the planning, design, permitting and construction of civil engineering and site development projects. He has served as project construction administrator and project engineer for various roadway, drainage, water, sewer, underground electrical, and industrial projects. Clients include municipalities, state agencies, educational facilities, and private businesses. His experience in construction services has allowed him to effectively deliver projects satisfying all owner requirements. Responsibilities during construction include permitting, review of scheduling, and overall cost analysis.

Education

- Bachelor of Science in Civil Engineering, University of Miami, 2002

Registrations

- Professional Engineer #66618, State of Florida
- Envision™ Sustainability Professional #16738
- LEED Accredited Professional, US Green Building Council

Relevant Experience

- Angela Street Reconstruction, Key West, Florida | Project Manager
- 20th Street Improvements, Key West, Florida | Project Manager
- Green Street Improvements, Key West, Florida | Project Manager
- King Fish Pier Improvements, Key West, Florida | Senior Civil Engineer
- Bight Floating Docks, Key West, Florida | Project Manager
- Caribbean Boulevard Roadway Improvements, Cutler Bay, Florida | Construction Administrator
- Palm and Hibiscus Islands Neighborhood Improvements, Miami Beach, Florida | Construction Administrator
- Indian Creek Village Entrance Improvements, Indian Creek, Florida | Construction Administrator



Joseph Corradino, AICP
QA/QC Officer
Corradino

Joseph is President of The Corradino Group, Inc. and heads the company's land use and transportation planning operations. Over his 25-year career, he has been an advocate of planning transportation and land use in concert with one another. In doing so, he has focused on working with local governments to create and improve their comprehensive plans, zoning codes and transportation master plans. His work in the field has been successful as he has performed these services for nearly every city in Miami-Dade County, and has developed a unique credibility within the individual communities from the very local perspective. Joe knows well what it takes to be successful in this arena, where local municipalities oversee land use decisions, and larger governments are in charge of transportation, because he has been in government, as an appointed and elected official for over 15 years, most currently as Mayor of Pinecrest. Few consultants possess this perspective.

Education

- Master of Arts in Community Planning, University of Cincinnati, 1992
- Bachelor of Arts in Geography, Villanova University, 1990

Registrations

- American Institute of Certified Planners # 012032

Relevant Experience

- Building, Zoning and Planning Department, Key Biscayne, Florida | Project Manager
- Miami-Dade County TPO SMART Plan/North Corridor, Miami-Dade County, Florida | Project Manager
- Miami Lakes Alternative to Concurrency Study, Miami Lakes, Florida | Principal in Charge
- Homestead General Planning Services, Homestead, Florida | Project Manager
- North Miami Express, North Miami, Florida | Principal in Charge
- Sarasota Transportation Concurrency Management Area, Sarasota, Florida | Principal in Charge
- Clearwater "One City, One Future" Strategic Master Plan, Clearwater, Florida | Project Manager.



Juan Mullerat, AIA, APA, CNU, NCI
QA/QC Officer
PlusUrbia

Juan is an urban planner and architectural designer with 20 years of experience. He has completed numerous transit-oriented development, complete streets, corridors, planning, park/open/civic space and zoning code projects around the world. Juan excels at leading public workshops that have resulted in award-winning master plans, development projects and land use policies on a variety of scales. His work strives to create and capture the essence of places, transcending style and celebrating local culture. His vision has resulted in several awards both as an individual and as leader of PlusUrbia. Juan frequently lectures on context-sensitive, healthy and transit-oriented design. His projects have been published in dozens of books, magazines, newspapers and websites.

Education

- Master of Architecture, University of Miami, 2004
- Master of Urban Design, University of Miami, 2004
- Bachelor of Arts, Urban Studies, University of North Carolina at Charlotte, 2000
- Bachelor of Arts, Architecture, University of North Carolina at Charlotte, 1999

Registrations

- American Planning Association (APA) Florida Chapter - Gold Coast Section
- American Institute of Architects (AIA) Associate Member/Miami Chair of Urban Design
- Congress for New Urbanism (CNU) Member

Relevant Experience

- Wynwood Neighborhood Revitalization District Miami, Florida | Project Manager
- Hialeah Complete Streets Plan, Hialeah, Florida | Project Manager
- Little Havana Revitalization, Miami, Florida | Project Manager
- Village of El Portal Form-Based Code, El Portal, Florida | Project Manager
- Urban Design for I-395 Heritage Trail Design-Build Miami, Florida | Project Manager



Dana Pollitt, AICP
Outreach, Marketing & Consensus Building
ADEPT

Dana has nearly 20 years of experience working with the private sector and local, state and federal government. He excels in influence marketing, business development and strategic communications and has participated in some of the nation’s largest transportation and infrastructure projects. Dana is actively involved in the Broward County community and with philanthropy, having served on numerous boards and committees. He currently serves as the 2019 Chair for the Broward County Office of Economic and Small Business Development Advisory Board, the Executive Board of the Downtown Fort Lauderdale Transportation Management Association, the Executive Board of Directors for Envision Uptown Inc., Vice-chair of the Fort Lauderdale Transportation & Infrastructure Committee, Fort Lauderdale Chamber of Commerce Government Affairs Committee, the Six-Year Term on the City of Fort Lauderdale Executive Airport Advisory Board and the Sustainability Advisory Board. Dana is a member of the Riverwalk Trust, the Historic Stranahan House Museum and the Fort Lauderdale Chamber of Commerce. He has chaired the last two Transit Receptions in Broward County and has served multiple years as a Judge for the South Florida Sustainability Awards.

Education

- Master in Management, Polytechnic University
- Bachelor of Arts, Environmental Policy & Law, University of Kansas

Relevant Experience

- City of Key West Advertising & Marketing Services Contract for Key West Historic Seaport | Brand Development and Management
- Go Broward Penny for Transportation Campaign | Brand Development and Management
- Broward County Census 2020 Marketing Campaign | Brand Development and Management
- Broward County Convention Center Hotel and Expansion | Brand Development and Management
- Broward County 2018 Port Everglades Master/Vision Plan Third Update | Community Outreach/Stakeholder Liaison/PIO Support



Nanea Marcial

Outreach, Marketing & Consensus Building
Valerin

Nanea is a versatile, bilingual communications professional with over 17 years of government affairs and public relations experience in both the public and private sectors. As chief of staff to several members of the Florida Senate and Florida House of Representatives, Nanea oversaw legislative and budget programs at the state and local levels, handled bilingual media and press communications, and consulted on policy and public relations strategies regarding statewide issues. Nanea is a native “Conch” and graduate of Key West High School with strong ties within the Key West community. Currently, Nanea leads public participation program strategy and implementation for state and municipal planning, transportation and infrastructure projects.

Education

- Bachelor of Science, Multinational Business, Florida State University, 1997
- Bachelor of Arts, International Affairs, Florida State University, 1997
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Certifications

- FDOT Public Involvement Training
- ADA Accessible Documents Course Certificate

Relevant Experience

- Mary Brickell Village & SW 1 Avenue Roadway & Drainage Improvement Project, Miami, Florida | Senior Community Outreach Specialist
- SR 869/SW 10th Street Connector from Florida’s Turnpike/Sawgrass Expressway to SR 9/I-95, FDOT District 4, Broward County, Florida | Public Involvement and Outreach Manager
- Chase Avenue/34th Street Shared Use Path Feasibility Study, Miami Beach, Florida | Senior Public Information Specialist
- Miami Beach Convention Center Renovation, Miami Beach, Florida | Senior Public Information Specialist
- Transit-Oriented Development (TOD) Planning Study, Ft. Lauderdale, Florida | Senior Public Information Specialist
- US-1 Corridor Survey Coral Reef Drive to I-95, FDOT District 6, Miami-Dade County, Florida | Senior Public Outreach Specialist



Edward Ng, AICP

Planning and Design
Corradino

Edward is the Technical Vice President for Corradino’s Planning Department, with experience in transportation, economic development, transit-oriented development, and land use planning. His work involves demographic analyses, preparation of and updates to comprehensive plans, grant writing, land use code revisions, geospatial planning analyses, GIS mapping, public outreach, and analyses of traffic facilities and operational data. He specializes in interdisciplinary aspects of planning, including transit-oriented development and complete streets. His recent projects involve land use, transportation, and comprehensive planning services with the Miami-Dade Transportation Planning Organization and the municipalities throughout Florida. **Eddie 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.**

Education

- Bachelor of Art in Planning and Public Policy, Minor in Economics, Rutgers University, 2008 (High Honors)
- Master of Planning in Concentration in Economic Development, University of Southern California, 2012
- Master of Public Policy, University of Southern California, 2012

Registrations

- American Institute of Certified Planners #28927

Relevant Experience

- Las Olas Boulevard Streetscape Corridor Analysis, Fort Lauderdale, Florida | Project Manager
- Miami-Dade County TPO SMART Plan/North Corridor/ First and Last Mile Mobility Study, Miami, Florida | Assistant Project Manager
- Oakland Park Culinary Arts District Mobility Plan, Oakland Park, Florida | Project Manager Engineer
- South Miami Complete Streets Manual, South Miami, Florida | Project Manager
- Key Biscayne Transit Mobility Plan, Key Biscayne, Florida | Project Manager
- Town of Cutler Bay Complete Streets Corridor Analysis, Cutler Bay, Florida | Project Manager



Kevin Mangan, RLA, ASLA
Landscape Architecture
Stantec

Kevin has practiced Landscape Architecture, Urban Design, and Land Planning for 35 years. He brings significant experience in a broad range of interdisciplinary and complex assignments in urban design, streetscapes, hospitality and resorts, healthcare, and infrastructure projects in the United States and International market. Kevin has a passion and expertise for collaborative and teaming roles on projects requiring his project management, planning, and detailed design of complex projects skills. He has also demonstrated his skills and leadership through numerous complex projects involving large stakeholder groups and site sensitive public projects.

Education

- Bachelor of Science in Landscape Architecture, State University of New York, College of Environmental Science and Forestry at Syracuse, 1985
- Associate of Arts, State University of New York at Canton, 1982

Registrations

- Registered Landscape Architect #0001337, State of Florida

Relevant Experience

- Aruba Green Corridor Project, Aruba, Aruba | Landscape Architect
- Boca Raton Resort and Club – National Register Property, Boca Raton, Florida | Landscape Architect
- Renaissance Vinoy – National Register Property, St. Petersburg, Florida | Lead Landscape Architect
- Fort Lauderdale Beach Revitalization, Fort Lauderdale, Florida | Project Manager
- SR A1A Phase I Corridor Improvements, FDOT District 5, Volusia County, Florida | Project Manager
- Bonita Springs Downtown Improvement Project, Bonita Springs, Florida | Project Manager
- US 1 (SR 5)/Titusville Revitalization, FDOT District 5, Brevard County, Florida | Project Manager



John Malueg, PE
Resilience and Sustainability
Stantec

As Stantec’s Program Manager for resilience planning and design, John performs resilience and disaster management work across North America. He is an expert in critical infrastructure risk identification, disaster response and hazard mitigation including grant funding (FHWA, FEMA, USACE and HUD) programs. John’s responsibilities include serving our strategic clients providing strong executive coaching and guidance towards solving problems, maximizing opportunities and gaining resilience. John’s knowledge and expertise stems from a 35-year career holding leadership and management positions in government and private consulting. His prior career experience includes serving as a Stormwater Services Manager for Greensboro, North Carolina where he was on City’s leadership team responsible for responding to two hurricanes.

Education

- Bachelor of Science, Civil and Environmental Engineering, University of Wisconsin, 1983
- Bachelor of Science, Water Biology, University of Wisconsin, 1980

Registrations

- Professional Engineer #15642, State of Kentucky

Relevant Experience

- Tottenville Beach Recovery and Restoration Staten Island, New York | Project Manager
- Resilience-Sustainable-Innovative West Villages Design Mattamy Homes, Venice, Florida | Project Manager
- HUD National Disaster Resilience Completion (NDRC) Phase 2, Nationwide | Technical Advisor
- “CRUNCH” Climate Resilience Urban Nexus Choices Grant with FIU, Florida | Technical Advisor
- Green Infrastructure (CSO 419) Master Plan, Cincinnati, Ohio | Senior Technical Advisor
- Nine Transit Stations Sandy Repair Resiliency Engineering Services, New York | Task Leader - Risk Mitigation
- Critical Infrastructure Wastewater Facilities Coastal Flood Risk Vulnerability Assessment, Cape Coral, Florida | Technical Advisor



Rick Gonzalez, AIA
Historic Preservation
REG Architects

Rick has over 34 years of experience in the architectural profession with two architectural degrees from the Catholic University of America in Washington, D.C. He is a Board Member and past President of the Florida Trust of Historic Preservation from 2008 to present and a member of the American Institute of Architects and was appointed to the Florida Historical Commission (FHC) by Governor Charlie Crist in 2008 (Vice-Chair 2011-2015 to present) and to Florida Board of Architecture and Interior Design (BOAID) by Governor Bush for two terms 2000-2007 (Chairman 2005 & 2006). Rick is an award-winning architect, whose design standards have been used as examples for Palm Beach County's Architectural Guidelines, Florida CNU Guidebook & ULI Land Development Handbook.

Education

- Bachelor of Architecture, The Catholic University of America, 1985
- Bachelor of Science, Architecture, The Catholic University of America, 1984
- Associate of Arts, Miami-Dade College, 1982
- Architectural Studies, Autonomous University of Central America, 1979

Registrations

- Registered Architect #AR0014172, State of Florida

Relevant Experience

- Downtown Development Authority - Downtown Facades, West Palm Beach, Florida | Preservation and Revitalization Consultant
- Historic Delray Design Guidelines, Delray Beach, Florida | Historic Preservation Lead
- Old 1916 Palm Beach County Court House Restoration, West Palm Beach, Florida | Historic Preservation Lead
- The Harriet Himmel Theatre at CityPlace, West Palm Beach, Florida | Historic Preservation Lead
- Maritime Museum, West Palm Beach, Florida | Historic Preservation Lead
- Historic Ruth Jones Cottage/"Little House" Restaurant, Boynton Beach, Florida | Historic Preservation Lead
- Old Belle Glade City Hall, Belle Glade, Florida | Historic Preservation Lead
- Lake Okeechobee/Palm Beach County LORE Design Guidelines, Palm Beach County, Florida | Design Lead



Eric Czerniejewski, PE, ENV SP
Mobility and Transit
Corradino

Eric has 22 years of experience in transportation engineering design, traffic engineering and transportation planning. He has experience in transportation projects that include preparation of traffic studies including corridor studies, traffic impact studies, mobility studies and parking utilization and reduction studies. He is also specialized in signalization design, roadway design, managing, designing and permitting select transportation infrastructure engineering projects; planning and developing civil engineering design documents; and coordinating construction engineering and inspection. Some of his relevant mobility plan experience includes development of citywide mobility plan for the City of Fort Lauderdale, preparation of the campus master mobility plans for Florida International University and Florida Atlantic University as well as project manager for the Miami Dade TPO SMART Plan South Dade Transitway corridor.

Education

- Bachelor of Science in Civil Engineering, Southern Illinois University at Edwardsville, 1997

Registrations

- Professional Engineer #58002, State of Florida
- Envision Sustainability Professional #16738

Relevant Experience

- Las Olas Boulevard Streetscape Corridor Analysis, Fort Lauderdale, Florida | Lead Traffic Engineer
- Key West Carrying Capacity Study, Key West, Florida | Traffic Engineer
- Key West Quay Road Corridor Analysis, Key West, Florida | Project Manager
- Key West Qualitative Assessment and Field Review, Key West, Florida | Project Manager
- Key West Southard Street Corridor Traffic Calming Study, Key West, Florida | Project Manager
- Key West Old Town Areawide Speed Study, Key West, Florida | Project Manager
- Key West Land Development Regulations Rewrite, Key West, Florida | Traffic Engineer



Carlos Herdocia, PE, LEED AP
Civil Design
Stantec

Carlos has over 31 years of experience and has been Project Manager and Senior Design Engineer on various roadway and drainage projects for municipalities in Miami-Dade County. He has extensive experience in developing residential, commercial and highway roadway and drainage plans. This experience includes traffic calming, resurfacing and reconstruction plans, drainage design studies and reports, maintenance of traffic, signalization, lighting and signing and marking plans.

Education

- Bachelor of Science, Civil Engineering, Florida International University, 1988

Registrations

- Professional Engineer #47660, State of Florida LEED Accredited Professional, U.S. Green Building Council

Relevant Experience

- 20th Street Improvements, Key West, Florida | Project Manager/Engineer of Record
- Greene Street Improvements, Key West, Florida | Project Manager/Engineer of Record
- King Fish Pier Improvements, Key West, Florida | Project Manager/Engineer of Record
- Floating Dock at Garrison Marina, Key West, Florida | Project Manager/Engineer of Record
- Capital Improvements Program, Golden Beach, Florida | Senior Civil Engineer
- Residential Street Closure and Traffic Study, Bay Harbor Islands, Florida | Senior Civil Engineer
- Gulfstream Road Improvements, Cutler Bay, Florida | Project Manager/Engineer of Record
- City of Miami District 3 Street Improvements, Miami, Florida | Project Manager/Engineer of Record
- Design & Construction Services for John F. Kennedy Causeway Redevelopment, North Bay Village, Florida | Senior Civil Engineer
- Crandon Boulevard Master Plan, Key Biscayne, Florida | Senior Civil Engineer
- Traffic Calming Devices and Right of Way Improvements (Phases I and II), Doral, Florida | Project Manager



Ryan Ruskay
Financial Opportunities
RMPK Funding

Ryan has more than 16 years of extensive experience in the evaluation and management of various state and federal funding programs, obtaining \$185 million dollars in the past 16 years. He has worked with a wide range of local governments to find and obtain the funding necessary to make their capital projects a success. His projects consistently place in the top percentages of funding programs on the local, state and federal level. Ryan’s experience includes obtaining funding for land acquisition, transportation projects, cultural facilities and public safety projects. In addition to assisting local communities throughout the state in obtaining funding for capital projects, Ryan and the staff at RMPK Funding have developed Capital Improvement and Strategic Funding Plans for many of their clients. Beginning his career with the State of Florida, Ryan managed such programs as the Florida Recreational Development Assistance Program and the Florida Boating Improvement Program. Besides acting as Project Manager for hundreds of projects across the entire state, he has been actively involved in the evaluation and selection of State and Federal grant applications. This experience, combined with his relationships with many key funding coordinators on the local, state, and federal level, will ensure that the clients of the RMPK Funding have the best opportunity to receive funding.

Education

- Bachelor of Science, Political Science, Florida State University, 1998

Relevant Experience

Municipal projects funded include:

- Historic Preservation
- Systems Street & Drainage
- Loans Cultural Facilities
- Emergency Facilities Park
- Land Acquisition Park
- Facilities Recreation Grants
- Social Services Stormwater
- Improvements Sanitary Sewer
- Projects State Revolving Fund
- Hurricane Mitigation Urban
- Reforestation Community
- Development Block Grants



Marlon Medina, PE, CFM
Stormwater Management
Stantec

Marlon has over 12 years of experience in the design of civil engineering systems including drainage, paving, and utilities for large-scale projects. He has served as project engineer for various drainage, water, sewer, underground electrical, and industrial projects. His experience has allowed him to effectively deliver projects satisfying all owner requirements. He is proficient at various software packages including Microsoft Project, MBR (SFWMD Multi-Basin Routing Software), Flowmaster, AutoCAD, AutoTurn, and EaglePoint.

Education

- Bachelor of Science in Civil Engineering, Florida State University, 2008

Registrations

- Florida Professional Engineer #77052
- Florida Certified Floodplain Manager #US-12-0674

Relevant Experience

- Old Cutler Road (SW 97-87Avenue), Cutler Bay, Florida | Project Engineer
- Citywide Assessment of all City Owned Roadways, Coral Gables, Florida | Project Engineer
- Caribbean Boulevard (Coral Sea Road to SW 87Avenue), Cutler Bay, Florida | Project Engineer
- Traffic Calming Devices and Right of Way Improvements (Phases I and II) Doral, Florida | Project Engineer
- NW 2nd Ave Wastewater Meter , North Miami Beach, Florida | Project Engineer
- Lift Station 122, 128, and 210 Rehabilitation, Sunrise, Florida | Engineer of Record
- Pelican Marsh Irrigation Pump Station Improvements, Collier County, Florida | Project Manager
- Palmetto Bay Drainage Improvements Phase V, Palmetto Bay, Florida | Project Engineer
- Pump Station Improvement Program (PSIP), PS#0698, Miami-Dade County, Florida | Project Manager
- Pump Station Improvement Program (PSIP), PS#0494, Miami-Dade County, Florida | Project Manager
- Pump Station Improvement Program (PSIP), PS#0124, Miami-Dade County, Florida | Project Manager



Mark Croft, PE
Construction Engineering Inspections
Corradino

Mark is the Vice President of the Construction Engineering and Inspection Division for the Miami Office of The Corradino Group, Inc. Mark’s experience includes more than 30 years managing Construction Projects and Programs for the Florida Department of Transportation. Prior to joining Corradino, Mark was the head of the construction engineering program for FDOT District 6 for 14 years. Under Mark’s direction, the District’s Construction Program was a statewide leader in minimizing time and cost overruns.

Education

- Bachelor of Sciences in Civil Engineering, University of Florida, 1984

Registrations

- Professional Engineer #40941, State of Florida

Relevant Experience

- Oversight of Florida Keys Construction Program, FDOT District 6, Monroe County, Florida | Construction Project Manager
- SR5/US-1 18 Mile Stretch, FDOT District 6, Key Largo to Florida City, Florida | District Construction Engineer
- FDOT District 6 Construction Department, Miami-Dade County, Florida | District Construction Engineer
- Port of Miami Tunnel, FDOT District 6, Miami, Florida | District Construction Engineer
- Miami Intermodal Center (MIC), FDOT District 6, Miami, Florida | Construction Management of the Program
- SR 826/SR 836 Interchange, FDOT District 6, Miami-Dade County, Florida | District Construction Engineer
- SR 9A/I-95/Managed Lanes from SR 112/I-195 to Golden Glades, FDOT District 6, Miami-Dade County, Florida | District Construction Engineer
- I-95 Corridor Engineering Contract, FDOT District 4, Broward County, Florida | CEI Consultant Engineer
- SR 826/Palmetto Expressway at Miller Drive, SR 874 & Bird Road, FDOT District 6, Miami-Dade County, Florida | District Construction Engineer



Qualifications



7 Qualifications



Miracle Mile Streetscape Redevelopment, Conceptual Master Plan

Coral Gables, Florida

Stantec

Stantec worked with City of Coral Gables leaders to enhance the iconic Miracle Mile and Giralda Street to help develop Downtown Coral Gables as a premier urban main street destination that will support business development for generations to come. One of the chief components of the Streetscape Project was ensuring that sufficient parking was easily accessible from the area's main thoroughfares, as improved parking and easy access to parking is essential to maintaining long-term vitality. Some of the enhancements decided upon included wider sidewalks, improved urban lighting, tree grates, benches, kiosks, better signage for both businesses and parking garages, cleaner and more welcoming connections or 'paseos' to garages and alleyways, upgraded drainage facilities to enhance pedestrian as well as vehicular traffic and permanent valet stations that complement Downtown Coral Gables' distinctly Mediterranean architecture and design. In creating a more vibrant atmosphere for locals, this Streetscape Project will inherently serve to attract a larger share of Greater Miami's visitors, including the economic impact they generate, to Downtown Coral Gables.

Stantec also provided the public engagement and information support during the design and construction process.



City of Bonita Springs Downtown Imp.

Bonita Springs, Florida

Stantec

This \$16 million improvement project along the Old US 41 corridor in the City of Bonita Springs beautifies Bonita Springs' downtown, contributes to economic growth, and creates a unique sense of place. The project, encompassing more than 500 acres, also includes Felts Street located one block east of Old US 41 and the connecting streets.

Stantec landscape architects were part of the design-build team awarded the project. Previous project successes and teaming efforts were recognized as a benefit to the future of this high profile project for the City.

Through a series of public engagement workshops, the project team gained an understanding of the needs and concerns of both the residents and business owners impacted by the improvements to the project area. With a mix of pros and cons to change, the project team took their wishes into consideration for the design of the project elements—roadway, bridge, sidewalk, streetscape, and drainage infrastructure improvements.

Stantec produced all conceptual Complete streets streetscape design components including vehicle travel lanes, on-street and off-street parking configurations, bicycle, and pedestrian needs. The scope also included all detailed hardscape elements, furnishings, and site materials and finishes.



Historic Port of Falmouth

Falmouth, Jamaica

Stantec

The design team provided planning and landscape architecture services for the development of a historic 40-acre wharf district as an extension to the town of Falmouth, Jamaica. As the largest themed cruise port in the Caribbean, a main goal of the client and design team was to preserve Falmouth's unique heritage and culture while refurbishing the existing architecture and improving infrastructure for this multi-use site, as well as to strategically enhance Jamaica's world-class cruise product.

Design features include a new cruise line terminal to support Genesis class cruise ships in the Caribbean, largest ship of the Royal Caribbean fleet. Also included in the design are retail shops, themed restaurants, offices and administration, a trolley line, an open market area, a small inn, ground transportation hubs, and a charter boat dock. The wharf district project, with its emphasis on historic preservation, also provided the creative lead for the redevelopment of the City of Falmouth, recognized by the United Nations as a World Heritage Site.

This project was awarded Port of the Year, Seatrade Insider - Cruise Awards, World's Leading Tourism Development Project - World Travel Awards, and Caribbean's Leading Tourism Development - World Travel Awards.



Golden Beach Townwide Improvements

Golden Beach, Florida

Stantec

With the community's reputation in mind, we designed a project to increase the community's infrastructure and aesthetic value. We developed a comprehensive Capital Improvements Program Master Plan focused on three major improvement areas: town-wide drainage, utilities underground relocation, and streetscape & traffic calming. Drainage improvements included design review, costs analysis, and recommendations based on the Town's existing stormwater master plan. This included construction inlets and culverts to collect and direct stormwater runoff to pumping stations discharging into the intracoastal waterway.

Utilities Underground Relocation improvements included a thorough analysis of the Town's existing power system configuration, and close coordination with FPL and other utility companies in developing a conceptual plan for burying all utility transmission and distribution lines throughout the entire Town.

We redefined and enhanced the Town's major thoroughfares and side streets to increase public safety, and improve the quality of life and aesthetic appeal. Improvements included highlighting intersections with concrete pavers and crosswalks, delineating of roadways with valley edge gutters, construction of traffic splitter islands and center median with new landscaping, and new lighting.



Mid-Town District

Delray Beach, Florida

REG

Balancing preservation and pending future redevelopment, REG worked with Hudson Holdings to help guide significant new mixed-use redevelopment into the designated historic district. In addition to overall design and support for new construction, REG was intimately involved in the restoration, relocation and/or reconstruction of several historic structures in the project area.

Various commercial uses and extensive public spaces were included within the overall project, including an underground parking garage.



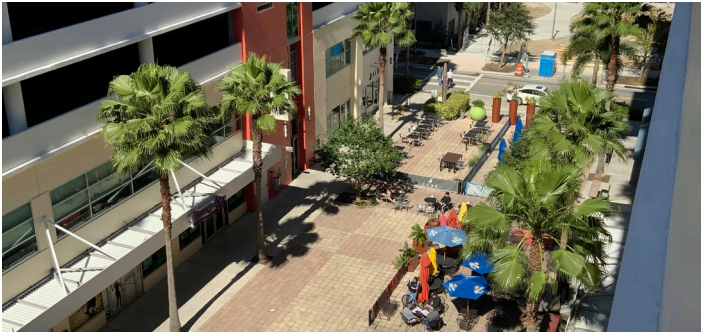
US 1 / Titusville Revitalization

Titusville, Florida

Stantec

Stantec was asked to provide surveying, design, and permitting assistance services for the conversion of this dead-end, minimal access road into a one-way exit for the Truman Waterfront Master Plan. The road served as an access point to several residences and an old utility building. The conversion to an exit from the Truman Waterfront parking lot will greatly assist with traffic flow and access in the area and enhance an underutilized portion of road.

A new sidewalk on the north side along with new ADA ramps will greatly assist with safe pedestrian travel through the corridor. Existing trees were avoided as much as possible to preserve the existing tree canopy.



Grand Central

Tampa, Florida

Stantec

Stantec’s civil design and landscape architecture team was hired by Mercury Advisors to redevelop the 10,000 square foot courtyard located between their two high-rise apartment and condominium buildings in downtown Tampa’s up and coming Channel District neighborhood. The courtyard was envisioned to serve as a pedestrian link for residents and visitors to nearby grocery stores, restaurants, parks, and retail options. In order to create a modern, appealing amenity the Stantec team incorporated additional outdoor seating options for restaurants that framed the courtyard as well as attractive water features, fire-pits, contemporary hardscapes, and refreshed planters. Additionally, to adapt to Tampa’s sub-tropical climate, Stantec’s team integrated design that promotes the functionality of the space including overhead shade canopy structures, wind screens and mitigation doorways, and pervious pavers that accommodated vertical runoff from the surrounding buildings and kept the center plaza dry.



Channel District Streetscape

Hillsborough County, Florida

Stantec

The Stantec team provided conceptual design, civil engineering, landscape architecture and survey services for the streetscape plan for the Channel District in order to provide a better functioning, safer, pedestrian-friendly environment.

The Channel District is a 200-acre area east of Tampa’s central business district. Traditionally, an industrial area with businesses supporting Port Operations, it’s transformation to an entertainment and residential district prompted a need for better infrastructure. Along with the necessities of paved streets, proper drainage, and improved water supply, was the opportunity to provide a more pedestrian friendly environment. As identified in the Strategic Action Plan prepared by Stantec, the streetscape included wide sidewalks with specialty paving, safe crosswalks, better lighting, shade trees, benches and trash receptacles. The design allows for individuality of adjacent property owners, but encourages following the standards set by the “Channel District Guidelines” that Stantec also prepared.



Water Street

Tampa, Florida

Stantec

Strategic Property Partners (SPP) had a vision for 50+ acres of parking and warehouses it owned in downtown Tampa: create a sustainable, walkable urban district that would land Tampa on the list of cities with renaissance downtowns. Fusing amenities, culture, multiple uses, a new street system, and a memorable public realm, Water Street Tampa will emerge as a walkable new urban neighborhood and a nationally known destination.

Stantec played a key role in bringing SPP's ambitious vision to life, starting with early planning, zoning, and infrastructure studies. We followed up with a deep dive into infrastructure planning. Our plan turns streets designed primarily for cars into a pedestrian-focused framework of landscaped streets, parks, and plazas designed to support a broad range of activities. The plan fills in this framework with 9,000,000 SF of condos, apartments, offices, unique shops, restaurants, and a medical school.



Roads & Highways Consultant of the
Year Award - Florida Chapter APWA

Caribbean Blvd. Roadway Improvements

Cutler Bay, Florida

Stantec

Stantec was contracted by the Town of Cutler Bay as prime consultant to design improvements for the portion of Caribbean Boulevard between Coral Sea Road and SW 87th Avenue. This 1.8 miles of roadway improvements included two traffic circles, pavement reconstruction, curb and gutter, sidewalks, concrete crosswalks, pavers, drainage facilities, medians, turn lanes, landscaping, irrigation, bus shelters, roadway lighting, pavement markings, signage and signalization.

The improvements included roundabouts at Gulf Stream Road and SW 192 Drive for traffic calming and beautification. The corridor is a two-lane roadway with turn lanes, landscape medians and traffic calming splitter islands where plausible.

The project also involved a traffic operational and capacity analysis study for the corridor. This included traffic data collection and field inventory of existing conditions, evaluation of existing signal operations and timings and development of optimal signal timing parameters for five signalized intersections. Corradino was contracted by the Town of Culture Bay to provide construction inspection services, quality control, and to oversee the construction of the project working with the Stantec design team to provide full-time public engagement and information.



Award Winner - APA Florida Award of Merit - Outstanding Plan Implementation

Sunset Drive West of US-1 Master Plan

South Miami, Florida

Stantec

This Master Planning and Traffic Calming Improvements project involved the development of conceptual streetscape and infrastructure improvements along Sunset Drive from the western City limits to US-1. These included delineating intersections with concrete pavers and crosswalks, redefining roadway sections, and providing new lighting and landscape design to increase public safety and appeal. In addition, a new architectural site plan for City Hall was designed incorporating surrounding public spaces and facilities to create an enhanced civic and community space.

The Master Plan was developed in accordance with the City's Hometown Plan Area, and evaluated proposed improvements with respect to their feasibility, cost/benefit, design, and construction. In addition, we held three public workshops to collect public opinions and suggestions, and ensured the conformance with the Master Plan.



Key West Carrying Capacity Study

Key West, Florida

Corradino

Corradino was selected by the City of Key West to complete a comprehensive traffic study of the entire City encompassing more than 15 corridors and 25 intersections. The purpose of the study was to determine the carrying capacity of key corridors in the City. The study specifically addressed the numerous vehicle types, including tour vehicles, which are common in the City. The project included several public outreach meetings and surveys to keep residents informed on the study and enabled residents to voice their opinions on a variety of transportation issues. The study also evaluated traffic counts, speed data, vehicle classifications, corridor travel time runs, multi-modal vehicle attributes, general roadway characteristics, speed limits, parking, cruise ship data, bike lanes, sound levels, and roadway Level of Service (LOS). Four different methodologies were utilized to evaluate the City transportation system. A 3D comprehensive citywide model utilizing VISSIM software was one of the methodologies chosen. The VISSIM model was developed after extensive data collection and was highly calibrated to the existing conditions. The model consisted of eight different vehicle types along with pedestrians to replicate the multi-modal nature of the City.

The study illustrated that improvements to the traffic signal operations can have a significant benefit to traffic operations on the overall City roadway network.



Key West Continuing Traffic Eng. Svcs.

Key West, Florida

Corradino

Corradino was contracted by the City of Key West on an on call continuing basis to provide engineering services. Consultant provided general engineering services including intersection analysis, signalization analysis and design, roadway level of service analysis, city-wide traffic modeling, speed studies, traffic calming and neighborhood traffic mitigation. In addition to general engineering services, Consultant reviewed site plan applications with respect to traffic engineering impacts on behalf of the City, responded to citizen inquiries regarding traffic engineering issues and miscellaneous transportation engineering items. The following task work orders were completed by the Consultant under this Contract:

- Eaton Street and White Street Signalized Intersection Analysis and Design
- Peary Court Traffic Impact Statement
- Qualitative Assessment and Field Review
- Southard Street Corridor Traffic Calming
- Old Town Areawide Speed Study
- DRC Traffic Study Review Services



Quay Road Corridor

Key West, Florida

Corradino

Corradino was retained by the City of Key West to prepare a traffic analysis of the Quay Road corridor between Fort Zachary Taylor State Park and the stop-controlled intersection at the existing boat ramp. The traffic analysis addressed the following key items:

- Evaluation of existing conditions at the Fort Zachary Taylor State Park entrance at Quay Road
- Evaluation of existing conditions at the Navy Outer Mole Entry Control Point at Quay Road
- Evaluation of the traffic operations at the existing Quay Road roundabout/traffic circle near the Navy Outer Mole Entry Control Point and the existing boat ramp stop-controlled intersection.

Corradino completed two site visits during September and October of 2018 to observe existing conditions along the Quay Road corridor. A joint meeting with the agency stakeholders occurred during the September site visit. A follow up field meeting occurred with the agency stakeholders where follow up discussion took place regarding traffic operations during cruise ship arrival at the Navy Outer Mole Entry Control Point. Fort Zachary Taylor State Park is located at the end of Quay Road which can be accessed through Southard Street past Truman Waterfront Park.



NoBe Ocean Terrace Neighborhood Urban Design Plan

Miami Beach, Florida

Corradino

This study builds upon the City's prior visioning for the North Beach area of Miami Beach. Specifically, this plan focuses on an urban design plan for the Ocean Terrace neighborhood, which is located adjacent to the North Beach Town Center neighborhood as envisioned in the City's NoBe Master Plan.

Corradino prepared a conceptual urban design plan based on analysis of selected parcels, rights of way, and allowable uses for areas north of 72nd Street to Altos del Mar Park and east of North Shore Youth Center to the Atlantic Ocean, whose key areas include the 72nd Street Parking Lot, all of Ocean Terrace, Altos del Mar Park, the Bandshell, the North Shore Youth Center, and the North Shore Branch Library (established boundary).



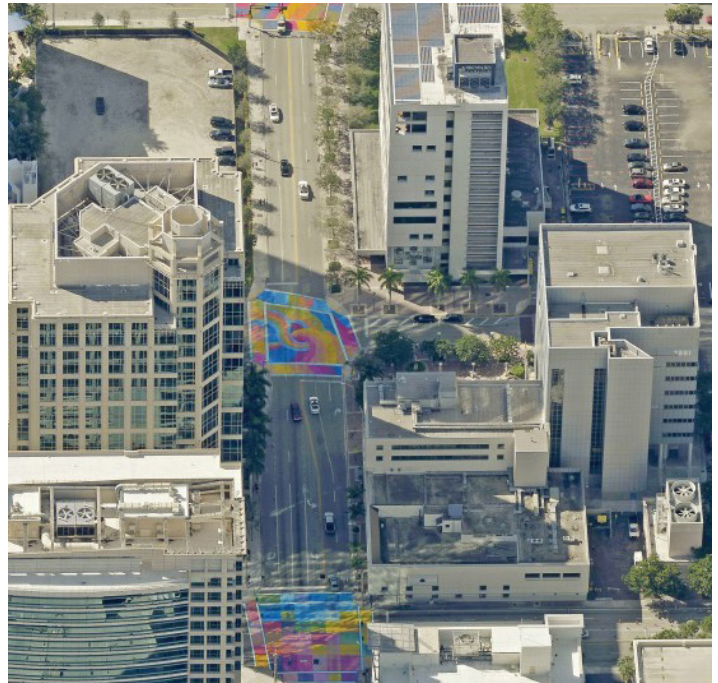
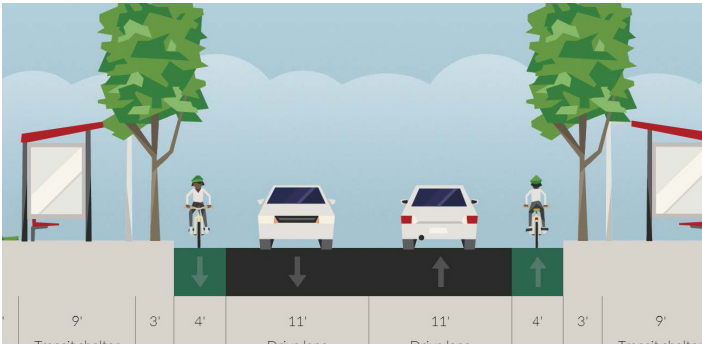
Transit Mobility Plan

Key Biscayne, Florida

Corradino

The Village of Key Biscayne is a true self-contained urban center, as much as any node along a major rail corridor. Yet its planning up until recently has been suburban in nature. Corradino was hired to reevaluate the entirety of the mobility system of Key Biscayne, primarily along the Crandon Boulevard corridor which serves as Key Biscayne's sole route off the island and the main commercial area. It became clear that this area in the future needed to function with an integrated multimodal transportation system if traffic congestion and associated travel time delays were going to be tolerable. Corradino assessed the existing system, then planned and implemented safe walking and cycling routes from major origins and destinations in the Village. These routes included safe crossings at the major vehicular corridors, as well as reclaiming some of the vehicular capacity on those corridors for alternative modes. Transit routing was reexamined, and more locally suitable transit alternative were suggested. Vehicular travel was enhanced through technological and operational improvements along the roadways.

This mobility plan built upon the Crandon Boulevard improvements Villagewide Golf Cart Master Plan improvements design and implemented by Stantec for the Village of Key Biscayne and Miami-Dade County.



Complete Street Corridor Analysis

Cutler Bay, Florida

Corradino

Study will advance the Town’s efforts in Complete Streets by continuing the success of Stantec / Corradino Team’s Old Cutler Road and Caribbean Boulevard Complete Streets projects. Involving public feedback and considerations of multimodality needs for the Town, the plan provided a conceptual redesign of Marlin Road, Gulfstream Road, Franjo Road, and SW 87th Avenue that was context sensitive to local land uses.

Corradino prepared complete street concept for four critical connecting corridors to further advance Complete Streets projects in the Town of Cutler Bay.

Las Olas Boulevard Streetscape Corridor Analysis

Ft. Lauderdale, Florida

Corradino

The City of Fort Lauderdale commissioned this Streetscape Corridor Analysis along Las Olas Boulevard to further identify opportunities and challenges to provide key components of a vision that will ground the future development of the area. The City of Fort Lauderdale is committed to promoting safe, accessible, multi-modal travel evidenced by its implementation of Complete Streets and Vision Zero policy. As the major thoroughfare connecting Downtown Fort Lauderdale and Central Beach, Las Olas Boulevard must balance moving people efficiently through a balance of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space programmed to safely accommodate other alternative modes of transportation such as scooters.

A successful conceptual design as achieved through the project will meet the following broad goals:

- Ensure a consensus vision that enhances the branding for the Boulevard and the City’s branding as both an international destination and the place for live, work, and play in South Florida.
- Create a coordinated, iconic, context-sensitive design for the five distinct character areas.
- Strike a balance between the needs of drivers from the beach and the residential areas to the east, and the needs of retail, office, and public space and event uses along Las Olas Boulevard.



Culinary Arts District Mobility Plan

Oakland Park, Florida

Corradino

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.

SOUTH MIAMI COMPLETE STREETS POLICIES AND DESIGN MANUAL



PREPARED BY:
THE CORRADINO GROUP
MAY 27, 2016



Complete Streets Manual

South Miami, Florida

Corradino

The South Miami Complete Streets Manual was completed in 2016 by Corradino, designed to implement multimodal "Complete Streets" on designated streets within the City of South Miami. This study includes the evaluation of existing rights-of-way; bicycle, transit and pedestrian levels of service; and existing and proposed transportation infrastructure, and resulted in a set of specific guidelines and standards which the City adopted and utilizes to implement its Complete Streets program. As part of this project, Corradino reviewed the City's Comprehensive Plan and proposed amendments which will allow for the better implementation of Complete Streets initiatives.

This manual and the concepts, principles, and procedures standardized the very guiding principles, goals, and objectives of the City of South Miami's Hometown Plan. This plan envisioned Complete Streets before the term existed, and the City implemented multiple phases of this plan throughout its downtown district centered on its primary commercial street - Sunset Drive. The Stantec team led this successful effort.



MY CALLE 8

Miami, Florida

PlusUrbia

For half a century, Calle Ocho (SW 8th Street) in the City of Miami has served as an eastbound speedway for commuters, along with the equally dangerous one-way, three-lane, westbound SW 7th Street. Originally a two-way typical main street, Calle Ocho was transformed in the late 60s into the highway we know today.

PlusUrbia's concept plan proposes to turn Calle Ocho back to its original design, reversing fifty years of disenfranchising neighborhoods and commerce with blight left in the wake of a corridor turned freeway. The design proposes to unlock Calle Ocho's potential by proposing the restoration of the original two-way traffic. Images were created of a 21st century Calle Ocho with a Complete Streets multimodal transportation alternatives such as dedicated bike and transit lanes, comfortable wider shady sidewalks, and additional safe crosswalks in a vibrant urban setting.



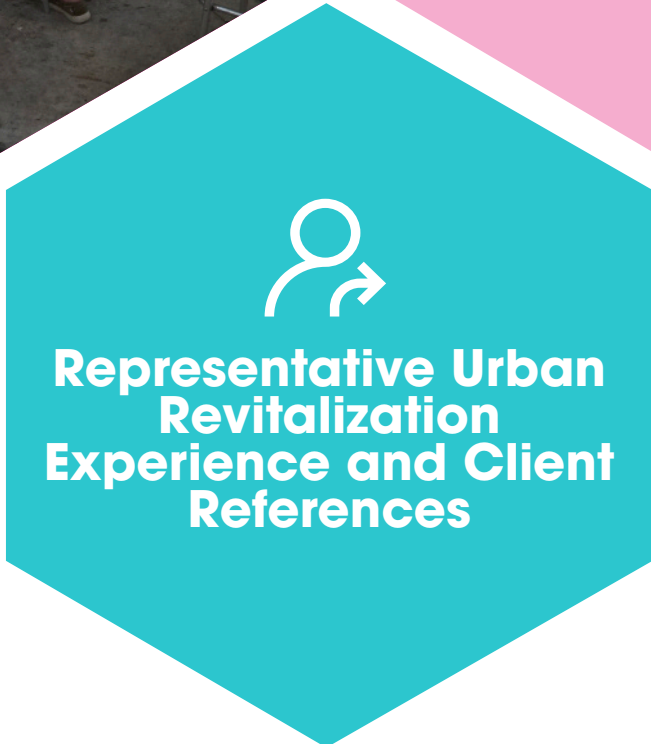
Complete Streets

Miami, Florida

PlusUrbia

While creating two transit-oriented development districts covering 313 acres for the City of Hialeah, PlusUrbia worked to ensure that these dense, mixed-use districts will be served by multimodal mobility. A Complete Streets Plan was created to ensure rail transit is connected to wide sidewalks, safe street crossings, bike lanes and public transit.

The guidelines, aimed at knitting all the urban fabric together with a seamless system, can be used citywide. PlusUrbia's plan creates holistic connectivity through a hierarchy of thoroughfares. The plan for Hialeah supports the concept of Complete Districts, with a proper design hierarchy to deliver complete contextual connectivity. In a Complete District a person can bike from home to work along a safe dedicated route, and switch onto a bus within the total network. Using a logical hierarchy, the concept provides total multimodal connectivity in the most efficient and safe way.



8 Representative Urban Revitalization Experience and Client References

Miracle Mile Coral Gables, Florida **Client Reference:** Assistant City Manager, Eduardo Santamaria, PE, LEED, AP
t: (305) 460-5202 e: esantamaria@coralgables.com a: 405 Biltmore Way, Coral Gables FL, 33134

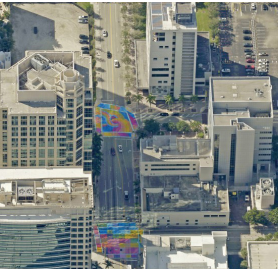
Stantec



Stantec worked with the City of Coral Gables to enhance the iconic Miracle Mile and Giralda Streetscape. Some of the enhancements included wider sidewalks, improved urban lighting, tree grates, benches, kiosks, signage for both businesses and parking garages, cleaner and more welcoming connections or 'paseos' to garages and alleyways, upgraded drainage facilities as well as vehicular traffic and permanent valet stations. In creating a more vibrant atmosphere for locals, this Streetscape Project will inherently serve to attract a larger share of Greater Miami's visitors, including the economic impact they generate, to Downtown Coral Gables.

Las Olas Boulevard Fort Lauderdale, Florida **Client Reference:** Transportation/Mobility Director, Ben Rogers
t: (954) 828-3781 e: brogers@fortlauderdale.gov a: 290 NE 3rd Avenue, Fort Lauderdale FL, 33301

Corradino



The City of Fort Lauderdale is committed to promoting safe, accessible, multi-modal travel with its Complete Streets and Vision Zero policy. As the major thoroughfare connecting Downtown and Central Beach, Las Olas Boulevard must move people efficiently through a balance of transportation needs, inclusive of pedestrian, bicycling, vehicular, and transit modes, with space to safely accommodate other modes of transportation such as scooters. Implementation of the design will: ensure consensus vision enhancing branding as an international destination, create an iconic, context-sensitive design for the five character areas, and balance needs of drivers from the beach, and residents, retail, office, public space and event uses Downtown.

Downtown Bonita Springs Bonita Springs, Florida **Client Reference:** Assistant City Manager, Matt Feeney
t: (239) 949-6262 e: matt.feeney@cityofbonitasprings.org a: 9101 Bonita Beach Rd, Bonita Springs FL, 34135

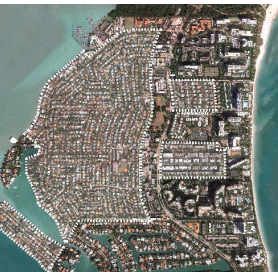
Stantec



Including "Main Street" and adjoining side streets, our team worked heavily with the local businesses lining the corridor and adjacent residents to address traffic and mobility issues, perpetual flooding, and decades of roadway improvements that created unsafe and cumbersome access to the individual businesses. Project elements included stormwater management, drainage infrastructure and integration of green initiatives, roadway, bridge, sidewalk, bicycle integration, and streetscape components. Major events held on the street and adjoining public parks had to be accommodated during construction and included in design elements for future use.

Transit Mobility Plan Key Biscayne, Florida **Client Reference:** City Manager, Andrea Agha t: (305) 365-5514
e: aagha@keybiscayne.fl.gov a: 88 West McIntyre Street, Key Biscayne FL, 33149

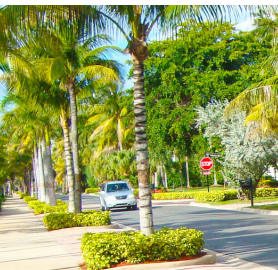
Corradino



We reevaluated the entire mobility system primarily along the Crandon Boulevard corridor which serves as its sole route off the island and main commercial area. Needing to function with an integrated multimodal transportation system if traffic congestion and associated travel time delays were going to be tolerable, we planned and implemented safe walking and cycling routes from major origins and destinations in the Village. Routes included safe crossings at vehicular corridors, as well as reclaiming some of the vehicular capacity on those corridors for alternative modes. Transit routing was reexamined, and locally suitable transit alternatives identified. Vehicular travel was enhanced through technological and operational improvements.

Golden Beach Golden Beach, Florida **Client Reference:** Town Manager, Alexander Diaz t: (305) 932-0744
e: alexdiaz@goldenbeach.us a: 1 Golden Beach Drive, Golden Beach FL, 33160

Stantec



With the community's reputation in mind, we designed a project to increase the community's infrastructure and aesthetic value. We developed a comprehensive Capital Improvements Program Master Plan focused on three major improvement areas: town-wide drainage, utilities underground relocation, and streetscape & traffic calming. When complete, We redefined and enhanced the Town's major thoroughfares and side streets to increase public safety, and improve the quality of life and aesthetic appeal.



Sworn Statements
and Affidavits



ANTI-KICKBACK AFFIDAVIT

STATE OF FLORIDA

SS:

COUNTY OF MONROE

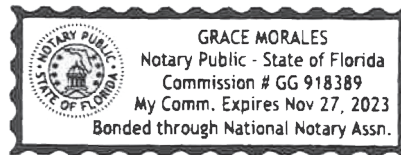
I the undersigned hereby duly sworn, depose and say that no portion of the sum herein response will be paid to any employee of the City of Key West as a commission, kickback, reward or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

BY: Ramon Castella, PE, ENV SP, LEED AP

sworn and prescribed before me this _____ 18th day of Feb., 2020

NOTARY PUBLIC, State of Florida

My commission expires: November 27, 2023



SWORN STATEMENT PURSUANT TO SECTION 287.133(3)(A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS,

1. This sworn statement is submitted for Ramon Castella, PE, ENV SP, LEED AP, Vice President
(print individual's name and title)

by Stantec Consulting Services Inc.
(print name of entity submitting sworn statement)

whose business address is 901 Ponce de Leon Boulevard, Suite 900, Coral Gables, FL 33134

and (if applicable) its Federal Employer Identification Number (FEIN) is

11-2167170

(if the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement): _____

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "conviction" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 01, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

a. A predecessor or successor of a person convicted of a public entity crime: or

b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime.

The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members and agent who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment of income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statute means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

6. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement (indicate which statement applies).

 X Neither the entity submitting this sworn statement, or any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July, 1989.

 The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 01, 1989.

 The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 01, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list (attach a copy of the final order).

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH ONE (1) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR THE CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.



(SIGNATURE)

February 18, 2020

(DATE)

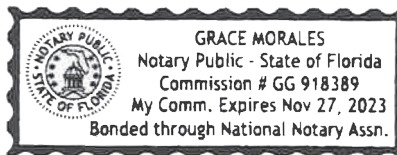
STATE OF FLORIDA

COUNTY OF MIAMI-DADE

PERSONALLY APPEARED BEFORE ME, the undersigned authority
Ramon Castella who, after first being sworn by me,
(name of individual)
affixed his/her signature in the space provided above on this
18th day of February, 2020

 NOTARY PUBLIC

My commission expires: November 27, 2023



EQUAL BENEFITS FOR DOMESTIC PARTNERS AFFIDAVIT

STATE OF FLORIDA)

: SS

COUNTY OF MIAMI-DADE)

I, the undersigned hereby duly sworn, depose and say that the firm of Stantec Consulting Services Inc.

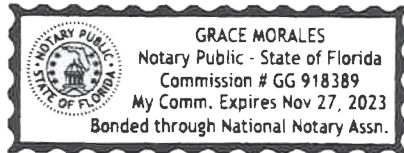
_____ provides benefits to domestic partners of its employees on the same basis as it provides benefits to employees' spouses, per City of Key West Code of Ordinances Sec. 2-799.

By: Ramon Castella, PE, ENV SP, LEED AP

Sworn and subscribed before me this 18th day of February 2020.

NOTARY PUBLIC, State of Florida _____ at Large

My Commission Expires: November 27, 2023



CONE OF SILENCE AFFIDAVIT

Pursuant to City of Key West Code of Ordinances Section 2-773 (attached below)

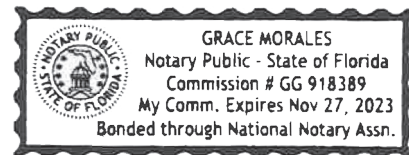
STATE OF FLORIDA)
: SS
COUNTY OF MIAMI-DADE)

I the undersigned hereby duly sworn depose and say that all owner(s), partners, officers, directors, employees and agents representing the firm of Stantec Consulting Services Inc. have read and understand the limitations and procedures regarding communications concerning City of Key West issued competitive solicitations pursuant to City of Key West Ordinance Section 2-773 Cone of Silence (attached). Sworn and subscribed before me this

18th day of February, 2020.

Grace Morales
NOTARY PUBLIC, State of Florida at Large

My Commission Expires: November 27, 2023



- (a) *Definitions.* For purposes of this section, reference to one gender shall include the other, use of the plural shall include the singular, and use of the singular shall include the plural. The following definitions apply unless the context in which the word or phrase is used requires a different definition:
- (1) *Competitive solicitation* means a formal process by the City of Key West relating to the acquisition of goods or services, which process is intended to provide an equal and open opportunity to qualified persons and entities to be selected to provide the goods or services. Competitive solicitation shall include request for proposals ("RFP"), request for qualifications ("RFQ"), request for letters of interest ("RFLI"), invitation to bid ("ITB") or any other advertised solicitation.
 - (2) *Cone of silence* means a period of time during which there is a prohibition on communication regarding a particular competitive solicitation.
 - (3) *Evaluation or selection committee* means a group of persons appointed or designated by the city to evaluate, rank, select, or make a recommendation regarding a vendor or the vendor's response to the competitive solicitation. A member of such a committee shall be deemed a city official for the purposes of subsection (c) below.
 - (4) *Vendor* means a person or entity that has entered into or that desires to enter into a contract with the City of Key West or that seeks an award from the city to provide goods, perform a service, render an opinion or advice, or make a recommendation related to a competitive solicitation for compensation or other consideration.
 - (5) *Vendor's representative* means an owner, individual, employee, partner, officer, or member of the board of directors of a vendor, or a consultant, lobbyist, or actual or potential subcontractor or sub-consultant who acts at the behest of a vendor in communicating regarding a competitive solicitation.
- (b) *Prohibited communications.* A cone of silence shall be in effect during the course of a competitive solicitation and prohibit:
- (1) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the city's administrative staff including, but not limited to, the city manager and his or her staff;
 - (2) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the mayor, city commissioners, or their respective staff;
 - (3) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and any member of a city evaluation and/or selection committee therefore; and
 - (4) Any communication regarding a particular competitive solicitation between the mayor, city commissioners, or their respective staff, and a member of a city evaluation and/or selection committee therefore.

(c) *Permitted communications.* Notwithstanding the foregoing, nothing contained herein shall prohibit:

- (1) Communication between members of the public who are not vendors or a vendor's representative and any city employee, official or member of the city commission;
- (2) Communications in writing at any time with any city employee, official or member of the city commission, unless specifically prohibited by the applicable competitive solicitation.
 - (A) However, any written communication must be filed with the city clerk. Any city employee, official or member of the city commission receiving or making any written communication must immediately file it with the city clerk.
 - (B) The city clerk shall include all written communication as part of the agenda item when publishing information related to a particular competitive solicitation;
- (3) Oral communications at duly noticed pre-bid conferences;
- (4) Oral presentations before publicly noticed evaluation and/or selection committees;
- (5) Contract discussions during any duly noticed public meeting;
- (6) Public presentations made to the city commission or advisory body thereof during any duly noticed public meeting;
- (7) Contract negotiations with city staff following the award of a competitive solicitation by the city commission; or
- (8) Purchases exempt from the competitive process pursuant to [section 2-797](#) of these Code of Ordinances;

(d) *Procedure.*

- (1) The cone of silence shall be imposed upon each competitive solicitation at the time of public notice of such solicitation as provided by [section 2-826](#) of this Code. Public notice of the cone of silence shall be included in the notice of the competitive solicitation. The city manager shall issue a written notice of the release of each competitive solicitation to the affected departments, with a copy thereof to each commission member, and shall include in any public solicitation for goods and services a statement disclosing the requirements of this ordinance.
- (2) The cone of silence shall terminate at the time the city commission or other authorized body makes final award or gives final approval of a contract, rejects all bids or responses to the competitive solicitation or takes other action which ends the competitive solicitation.
- (3) Any city employee, official or member of the city commission that is approached concerning a competitive solicitation while the cone of silence is in effect shall notify such individual of the prohibitions contained in this section. While the cone of silence is in effect, any city employee, official or member of the city commission who is the recipient of any oral communication by a potential vendor or vendor's representative in violation of this section shall create a written record of the event. The record shall indicate the date of such communication, the persons with whom such communication occurred, and a general summation of the communication.

(e) *Violations/penalties and procedures.*

- (1) A sworn complaint alleging a violation of this ordinance may be filed with the city attorney's office. In each such instance, an initial investigation shall be performed to determine the existence of a violation. If a violation is found to exist, the penalties and process shall be as provided in section 1-15 of this Code.
- (2) In addition to the penalties described herein and otherwise provided by law, a violation of this ordinance shall render the competitive solicitation void at the discretion of the city commission.
- (3) Any person who violates a provision of this section shall be prohibited from serving on a City of Key West advisory board, evaluation and/or selection committee.
- (4) In addition to any other penalty provided by law, violation of any provision of this ordinance by a City of Key West employee shall subject said employee to disciplinary action up to and including dismissal.
- (5) If a vendor is determined to have violated the provisions of this section on two more occasions it shall constitute evidence under City Code section 2-834 that the vendor is not properly qualified to carry out the obligations or to complete the work contemplated by any new competitive solicitation. The city's purchasing agent shall also commence any available debarment from city work proceeding that may be available upon a finding of two or more violations by a vendor of this section. (*Ord. No. 13-11, § 1, 6-18-2013*)

CITY OF KEY WEST INDEMNIFICATION FORM

PROPOSER agrees to protect, defend, indemnify, save and hold harmless The City of Key West, all its Departments, Agencies, Boards, Commissions, officers, City’s Consultant, agents, servants and employees, including volunteers, from and against any and all claims, debts, demands, expense and liability arising out of injury or death to any person or the damage, loss of destruction of any property which may occur or in any way grow out of any act or omission of the PROPOSER, its agents, servants, and employees, or any and all costs, expense and/or attorney fees incurred by the City as a result of any claim, demands, and/or causes of action except of those claims, demands, and/or causes of action arising out of the negligence of The City of Key West, all its Departments, Agencies, Boards, Commissions, officers, agents, servants and employees. The PROPOSER agrees to investigate, handle, respond to, provide defense for and defend any such claims, demand, or suit at its sole expense and agrees to bear all other costs and expenses related thereto, even if it (claims, etc.) is groundless, false or fraudulent. The City of Key West does not waive any of its sovereign immunity rights, including but not limited to, those expressed in Section 768.28, Florida Statutes.

These indemnifications shall survive the term of this agreement. In the event that any action or proceeding is brought against the City of Key West by reason of such claim or demand, PROPOSER shall, upon written notice from the City of Key West, resist and defend such action or proceeding by counsel satisfactory to the City of Key West.

The indemnification provided above shall obligate PROPOSER to defend at its own expense to and through appellate, supplemental or bankruptcy proceeding, or to provide for such defense, at the City of Key West’s option, any and all claims of liability and all suits and actions of every name and description covered above which may be brought against the City of Key West whether performed by PROPOSER, or persons employed or utilized by PROPOSER.

The PROPOSER’s obligation under this provision shall not be limited in any way by the agreed upon Contract Price as shown in this agreement, or the PROPOSER’s limit of or lack of sufficient insurance protection.



PROPOSER:

901 Ponce de Leon Boulevard, Suite 900, Coral Gables, FL 33134

Address



Signature

Ramon Castella, PE, ENV SP, LEED AP

Print Name

February 18, 2020

Date

Vice President

Title

NOTARY FOR THE PROPOSER

STATE OF FLORIDA

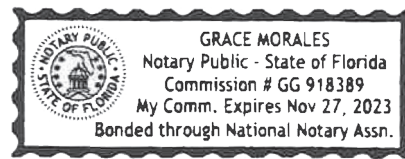
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 18th day of February, 2020. By ,
of Ramon Castella, VP (Name of officer or agent, title of officer or agent) Name of corporation
acknowledging)

or has produced as identification.

Grace Morales

Signature of Notary



Return Completed form with Print, Type or Stamp Name of Notary

Supporting documents to: City of Key West Purchasing

Title or Rank



THE CITY OF KEY WEST
1300 White Street
Key West, FL 33040

**ADDENDUM NO. 1 – DUVAL STREET REVITALIZATION
RFQ 20-001**

This addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is hereby addended in accordance with the following items:

- Pre-submittal meeting Minutes
- Sign-in sheets

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 1 by submitting the addendum with their proposal. This Addendum does not alter the bid-opening date of February 19, 2020 at 3:00pm. Proposals submitted without acknowledgement or without this Addendum may be considered non-responsive.

A handwritten signature in blue ink, appearing to read "Dan O'Connell", is written over a horizontal line.

Signature

Stantec Consulting Services Inc.

Name of Business



THE CITY OF KEY WEST
1300 White Street
Key West, FL 33040

**ADDENDUM NO. 2 – DUVAL STREET REVITALIZATION
RFQ 20-001**

This addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is hereby addended in accordance with the following items:

RFQ Questions Submitted:

1. Can you please confirm that five (5) printed copies and two (2) flash drives are to be submitted?

Change first sentence of paragraph C.3, Number of Copies to read: “Applicants shall submit five (5) printed copies and two (2) flash drives, each with a single PDF file of the complete qualifications submittal.

2. Regarding Section C.13 and the total proposal length, does the 20 double (40 single) side pages include all resumes, or are they excluded from the total page count?

The 20 double (40 single) side pages does include all resumes.

3. Regarding Section C.13.7, how many relevant experience projects should be listed?

As many as you feel are required to give a thorough understanding of your firm’s capabilities. Emphasize projects similar to the Duval Street project.

4. Regarding Section C.13.8, how many urban revitalization experience projects should be listed?

As many as you feel are required to give a thorough understanding of your firm’s capabilities. Emphasize projects similar to the Duval Street project.

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 2 by submitting the addendum with their proposal. **This Addendum does not alter the bid-opening date of February 19, 2020 at 3:00pm.** Proposals submitted without acknowledgement or without this Addendum may be considered non-responsive.

Signature

Stantec Consulting Services Inc.

Name of Business



THE CITY OF KEY WEST
1300 White Street
Key West, FL 33040

**ADDENDUM NO. 3 – DUVAL STREET REVITALIZATION
RFQ 20-001**

This addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is hereby addended in accordance with the following items:

RFQ Questions Submitted:

1. At the bottom of page 4 of the RFQ (Section B.1 Nature of Services), it states: *“The vendor shall prepare conceptual design alternatives which shall include a vision summary and at least three (3) conceptual designs for city and community review.”* Do these need to be provided with the qualifications proposal?

While conceptual design alternatives are not a requirement of the response, they would be extremely helpful to the ranking committee in understanding the vision of the proposer.

2. Will the cover sheet and dividers count as part of the 40-page limit?

No

3. Are 11x17-sized pages allowed as an insert page? If so, do they count as 1 or 2 pages?

11x17-sized pages are allowed as inserts and will count as one (1) page.

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 3 by submitting the addendum with their proposal. **This Addendum does not alter the bid-opening date of February 19, 2020 at 3:00pm.** Proposals submitted without acknowledgement or without this Addendum may be considered non-responsive.

A handwritten signature in blue ink, appearing to read "Dan O'Neil", is written over a horizontal line.

Signature

Stantec Consulting Services Inc.

Name of Business



Duval Street Revitalization

City of Key West
RFQ # 20-001
February 19, 2020

