LAKE MONONA
WATERFRONT DESIGN CHALLENGE

RFQ Response Prepared by:

Edgewater resources

carmichael ASSOCIATES, LLC

ERC
ECO-RESOURCE CONSULTING, INC

NSBE
NATIONAL SOCIETY OF BLACK ENGINEERS

THE GREAT SEAL OF THE HO-CHUNK NATION

Madison Bikes

SEH

1000 FRIENDS OF WISCONSIN

ACCESS TO INDEPENDENCE INC.

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Form A: Signature Affidavit

RFQ #:10082-0-2022-BP

This form must be returned with your response.

In signing Proposals, we certify that we have not, either directly or indirectly, entered into any agreement or participated in any collusion or otherwise take any action in restraint of free competition; that no attempt has been made to induce any other person or firm to submit or not to submit Proposals, that Proposals have been independently arrived at, without collusion with any other Proposers, competitor or potential competitor; that Proposals have not been knowingly disclosed prior to the opening of Proposals to any other Proposers or competitor; that the above statement is accurate under penalty of perjury.

The undersigned, submitting this Proposals, hereby agrees with all the terms, conditions, and specifications required by the City in this Request for Proposals, declares that the attached Proposals and pricing are in conformity therewith, and attests to the truthfulness of all submissions in response to this solicitation.

Proposers shall provide the information requested below. Include the legal name of the Proposers and signature of the person(s) legally authorized to bind the Proposers to a contract.

Edgewater Resources, LLC.
COMPANY NAME

SIGNATURE

APRIL 26, 2022
DATE

Gregory Weykamp
PRINT NAME OF PERSON SIGNING

Form B: Receipt of Forms and Submittal Checklist

RFP #:10082-0-2022-BP

This form must be returned with your response.

Proposers hereby acknowledge the receipt and/or submittal of the following forms:

Forms	Initial to Acknowledge SUBMITTAL	Initial to Acknowledge RECEIPT
RFQ Description of Services/Commodities	N/A	GW
Form A: Signature Affidavit	GW	GW
Form B: Receipt of Forms and Submittal Checklist	GW	GW
Form C: Proposer Profile	GW	GW
Form D: Fee Proposal	N/A	N/A
Form E: References	GW	GW
Appendix A: Standard Terms & Conditions	N/A	GW
Appendix B: Contract for Purchase of Services	N/A	GW
Addendum #	N/A	
Addendum #	N/A	
Addendum #	N/A	
Addendum #	N/A	

City of Madison, Wisconsin, Parks Department
VENDOR NAME

Edgewater Resources
COMPANY NAME

Form C: Proposer Profile

RFQ #:10082-0-2022-BP

This form must be returned with your response.

COMPANY INFORMATION

COMPANY NAME (Make sure to use your complete, legal company name.) Edgewater Resources, LLC.			
FEIN 30-0108951	(If FEIN is not applicable, SSN collected upon award)		
CONTACT NAME (Able to answer questions about proposal.) Gregory Weykamp	TITLE Principal		
TELEPHONE NUMBER (608) 556 5377	FAX NUMBER 269 932 3542		
EMAIL gweykamp@edgewaterresources.com			
ADDRESS 434 S. Yellowstone Drive, Suite 203	CITY Madison	STATE WI	ZIP 53719

AFFIRMATIVE ACTION CONTACT

The successful Contractor, who employs more than 15 employees and whose aggregate annual business with the City for the calendar year, in which the contract takes effect, is more than twenty-five thousand dollars ($25,000), will be required to comply with the City of Madison Affirmative Action Ordinance. Section 39.02(9) within thirty (30) days of award of contract.

CONTACT NAME Gregory Weykamp	TITLE Principal		
TELEPHONE NUMBER (608) 556 5377	FAX NUMBER 269 932 3542		
EMAIL gweykamp@edgewaterresources.com			
ADDRESS 434 S. Yellowstone Drive, Suite 203	CITY Madison	STATE WI	ZIP 53719

ORDERS/BILLING CONTACT

Address where City purchase orders/contracts are to be mailed and person the department contacts concerning orders and billing.

CONTACT NAME Paula Bryan	TITLE Accounting Manager		
TELEPHONE NUMBER 269 281 1805	FAX NUMBER 269 932 3542		
EMAIL pbryan@edgewaterresources.com			
ADDRESS 518 Broad Street, Suite 200	CITY St. Joseph	STATE MI	ZIP 49085

LOCAL VENDOR STATUS

The City of Madison has adopted a local preference purchasing policy granting a scoring preference to local suppliers. Only suppliers registered as of the bid's due date will receive preference. Learn more and register at the City of Madison website.

CHECK ONLY ONE:

☐ **Yes,** we are a local vendor ***and*** have registered on the City of Madison website under the following category:_____ www.cityofmadison.com/business/localPurchasing

☒ **No,** we are not a local vendor or have not registered.

Form E: References

RFP #:10082-0-2022-BP

REFERENCE #3 – CLIENT INFORMATION			
COMPANY NAME Chicago Park District	CONTACT NAME Heather Gleason or Rob Rejman (fmr dir)		
ADDRESS 541 N. Fairbanks	CITY Chicago	STATE IL	ZIP 60611
TELEPHONE NUMBER (312)742-4685 or (312)446-4143	FAX NUMBER Not Available		
EMAIL Heather.Gleason@chicagoparkdistrict.com or robert.rejman@anseradvisory.com			
CONTRACT PERIOD 2007-2014	YEAR COMPLETED 2014	TOTAL COST $103,000,000	
DESCRIPTION OF THE PERFORMED WORK Mr. Weykamp served as Principal in Charge and led the combined design and engineering team in the development of a new 1000 slip harbor and new landside park elements for the Chicago Park District. Located on Chicago's South side Lake Michigan shoreline, the new $103 million harbor project seamlessly integrated the new marina into the existing Burnham Park. The design of the new harbor facilities include a green roof covered parking area that provides heated winter boat storage below expanded park space above. Additionally, the marina project was leveraged to create a new regional destination play area and a new 1.5 acre park space offshore in Lake Michigan, providing views of the Chicago skyline. Key elements include improved pedestrian and bicycle safety by realigning the Lakefront Trail and the integration of extensive sustainable design strategies including green roof covered parking, bioswales, bioinfiltration, materials selection, habitat creation, alternative energy generation, boat wash, and LEED Certified structures.			

REFERENCE #4 – CLIENT INFORMATION			
COMPANY NAME Decatur Park District	CONTACT NAME Clay Gerhard		
ADDRESS 620 East Riverside Avenue	CITY Decatur	STATE IL	ZIP 62521
TELEPHONE NUMBER (217) 422-5911	FAX NUMBER Not Available		
EMAIL cgerhard@decparks.com			
CONTRACT PERIOD 2009 - 2022	YEAR COMPLETED Various/ongoing	TOTAL COST $10,600,000	
DESCRIPTION OF THE PERFORMED WORK The Nelson Park Master Plan creates an exiting and ongoing vision for the 180 acre Nelson Park and adjacent parkland along the shores of Lake Decatur in Decatur, Illinois, with the fundamental goal of achieving both financial sustainability for the park and spurring economic growth within the greater Decatur economy. In addition to the reconstruction of over two hundred boat slips, the project includes a waterside restaurant entertainment district, regional destination water park, and pedestrian loop around Basin Two of Lake Decatur. The design effort included an extensive public involvement process and the development of strategies to ensure economic viability of the facilities. After the initial Master Plan, several of the plan's projects have been successfully completed. Edgewater Resources has been an involved team member for these projects totaling more than $10M public investment. Our team has recently completed the Master Plan Update and have enjoyed our long standing successful partnership with the City of Decatur.			

Edgewater Resources

COMPANY NAME

Form E: References

RFP #:10082-0-2022-BP

REFERENCE #3 – CLIENT INFORMATION			
COMPANY NAME Massachusetts Turnpike Authority	CONTACT NAME Fred Yalouris		
ADDRESS Mr. Yalouris is now retired, no current address	CITY	STATE	ZIP
TELEPHONE NUMBER	FAX NUMBER		
EMAIL Fred@yalouris.net			
CONTRACT PERIOD 2003-2008	YEAR COMPLETED 2008	TOTAL COST $14,500,000	
DESCRIPTION OF THE PERFORMED WORK Landscape archtietural design for 5 acre park atop an interstate highway in downtown Boston.			

REFERENCE #4 – CLIENT INFORMATION			
COMPANY NAME City of Alexandria, Virginia department of planning and zoning	CONTACT NAME Karl Moritz		
ADDRESS 301 King Street	CITY Alexandria	STATE VA.	ZIP 22314
TELEPHONE NUMBER (703) 746-3804	FAX NUMBER		
EMAIL karl.moritz@alexandriava.gov			
CONTRACT PERIOD 2008-2011	YEAR COMPLETED 2011	TOTAL COST $100 million	
DESCRIPTION OF THE PERFORMED WORK Master plan for one mile waterfront park, including landside and watersdie improvements			

Carmichael Associates

COMPANY NAME

Form E: References

RFP #:10082-0-2022-BP

REFERENCE #5 – CLIENT INFORMATION			
COMPANY NAME City of La Crosse	CONTACT NAME Andrea Trane		
ADDRESS 400 La Crosse Street	CITY La Crosse	STATE WI	ZIP 54601
TELEPHONE NUMBER 608.689.7571	FAX NUMBER N/A		
EMAIL trane@cityoflacrosse.org			
CONTRACT PERIOD Began June, 2020	YEAR COMPLETED Ongoing	TOTAL COST $580,000	

DESCRIPTION OF THE PERFORMED WORK

SEH worked with the City of La Crosse on the Riverside North Development project to revitalize a former brownfield site at the internationally significant confluence of the Mississippi, Black and La Crosse Rivers. The design was developed using the innovative National Charrette Institute (NCI) process culminating in an intense, seven-day interactive public workshop.

The resulting plan reflects the history and character of the riverfront city as well as the community's vision for its future. The final design identifies strategies to reclaim and transform the strategic riverfront property into a livable, walkable neighborhood with a mix of residential and commercial buildings, and increased recreational, economic and tourism-related attractions.

SEH

COMPANY NAME

Edgewater resources

434 South Yellowstone, Suite 203
Madison, WI 53719
(608) 716 - 3128

April 26, 2022

Brian Pittelli
City of Madison Purchasing Department
City-County Building, Room 407
210 Martin Luther King, Jr. Blvd.
Madison, WI 53703

RE: Lake Monona Waterfront Design Challenge, RFQ

Dear Mr. Pittelli,

The City of Madison has a vision for the future of one of its greatest assets, Lake Monona. It is a jewel of many facets, already rough cut. It awaits now for the final strokes to make it a perfect gem. We at Edgewater Resources have put together a thoroughly qualified design team that has the vision and pragmatism in design and engineering to execute the master plans we produce. Being local, but working worldwide, we have a wide appreciation of what is possible, colored by an understanding of where we live, what the reality of our home community is, and what it takes to bring forth a real vision. We have living experiences in using this green space, but also have the technical expertise to form a visionary and inclusive solution that integrates the societal, historical, spatial, ecological, and engineering challenges associated with use of this shoreline.

Edgewater's design philosophy begins and ends with one key tenet, bringing the community closer to its water. Whether that be through traditional boating, human powered craft, fishing, swimming, or simply enjoying the open air adjacent to the water's edge. Madison is one of only two cities in the United States founded on an isthmus. Its proximity to the lakes is what makes Madison unique. We look forward to creating a vision to inspire Madison's next generations to enjoy and value the lakes we call home. With this we are pleased to submit our proposed approach to developing the Master Plan for Lake Monona.

Sincerely,

Jack C. Cox, PE. D.PE, D.CE, D. NE
Sr. Principal | Board Certified Coastal Engineer
jcox@edgewaterresources.com

Section 1 - Qualifications + Capacity

Edgewater Resources was founded with the goal of enhancing communities and their waterfronts, with a focus on planning, design, and engineering solutions based in economic reality. We consider the built environment to be our final deliverable, with the work not complete until the project is built and open to the community. Our core skill set goes beyond traditional design, planning, and engineering expertise to include funding and economics based on real world experience to help clients take projects from the drawing board and see them through implementation. That has enabled Edgewater to be honored with multiple LEED silver, gold and platinum projects.

Our team includes licensed landscape architects, planners, architects, engineers, surveyors, and appraisers providing professional services including:

- Landscape Architecture, Planning, and Public Process
- Public Engagement, Project Economics, and Grant Funding
- Architecture and Urban Design
- Marina and Harbor Planning, Design, and Engineering
- Coastal Engineering, Wave Studies, and Modeling
- Structural and Marine Engineering
- Regulatory, Permitting, Assessments, and Mitigation
- Site Civil Engineering Services
- Professional Land and ASCM Certified Hydrographic Surveying

Our mission is to create solutions based on natural strengths and opportunities that achieve long term resilience within a context of social, environmental, and economic viability. Our combined background in design, development, construction, and operations allows us to create waterfronts that are beautiful, functional, durable, and financially sustainable. We go beyond imagining what a waterfront could be and develop plans that can actually be financed and built, creating projects that achieve measurable economic benefits to the broader community.

We take pride in our efforts to engage and include all stakeholders involved in the waterfronts we touch. Edgewater frequently works with multidisciplinary teams of all sizes to ensure the best built environment for the public to enjoy. Even though we are a small company, our core skill set is broad, which we feel is critical to addressing the varied and complex needs of waterfront planning and implementing that plan.

Edgewater has engaged three other firms and several other stakeholder design team members to ensure the master plan we develop is technically feasible, economically viable, and equitable to the local community and all its stakeholders.

Dennis Carmichael, FASLA, LEED AP, of Carmichael Associates LLC will lead the visioning process for the team. With dozens of built projects around the country, including iconic landscapes created for Disney, his work in public places is famous and characterized by the use of narrative, cultural and historical references in landscape solutions. Rather than a signature style, his approach to design is about revealing the special qualities of a given place, seeking to make the landscape visible, comprehensive and

valuable. Further, his work incorporates principles of sustainability at all levels and his projects have earned Silver, Gold, and Platinum ratings from LEED. His work in the public realm has served as a catalyst for the revitalization of many American cities. In Louisville, the West Main Street project has generated over $400 million dollars in private investment with new museums, hotels, restaurants, and residential uses lining the street. In Chattanooga, Ross's Landing and the Tennessee Aquarium stimulated a new riverfront neighborhood with over $300 million dollars in residential, retail, and cultural uses. In Atlanta, Centennial Olympic Park has spurred a new civic heart to that city with over a billion dollars in hotel, residential, commercial, and cultural uses around the park.

Darren Fortney, AICP and Chris Blum, PE of SEH will lead multimodal transportation portion for our design team. SEH is an employee-owned engineering, architectural, environmental, and planning company that helps government, industrial and commercial clients find answers to complex challenges. Their 800-plus employee-owners share a core purpose: Building a Better World for All of Us®. This approach reflects a companywide commitment to improving the quality of life by designing safer, more sustainable infrastructure for government, and helping industrial and commercial clients achieve their business goals. Headquartered in St. Paul, Minnesota, and with 32 offices in 10 states, one can find evidence of SEH's work throughout the United States.

SEH has served a variety of clients that range from large municipalities, like designing a 15,000 passengers per day transit center in Denver, Colorado to midsized public entities like La Crosse where they redeveloped and revitalized the River Point District. But SEH has also worked closely with public works departments like designing a 6.1 multi use bike and pedestrian path for the Three Rivers Park District in Edina, Minnesota and designing a 2.5-mile shared use trail connector as part of the Lower Yahara River Trail in Dane County, Wisconsin.

Clayton Fraser with Eco-Resource Consulting (ERC) will provide the ecological restoration and aquatic habitat expertise to our team. ERC is a natural resources consulting firm that offers a broad range of services in that space, including but not limited to riparian and aquatic habitat restoration, native plant reestablishment, and shoreline erosion control product specification and placement. ERC is based in Stoughton, Wisconsin and has worked on a variety of projects in the Midwest (Wisconsin, Illinois, and Minnesota) for 18 years. Their clients are industrial, non-profit organizations, municipalities, public agencies, private landowners, and developers.

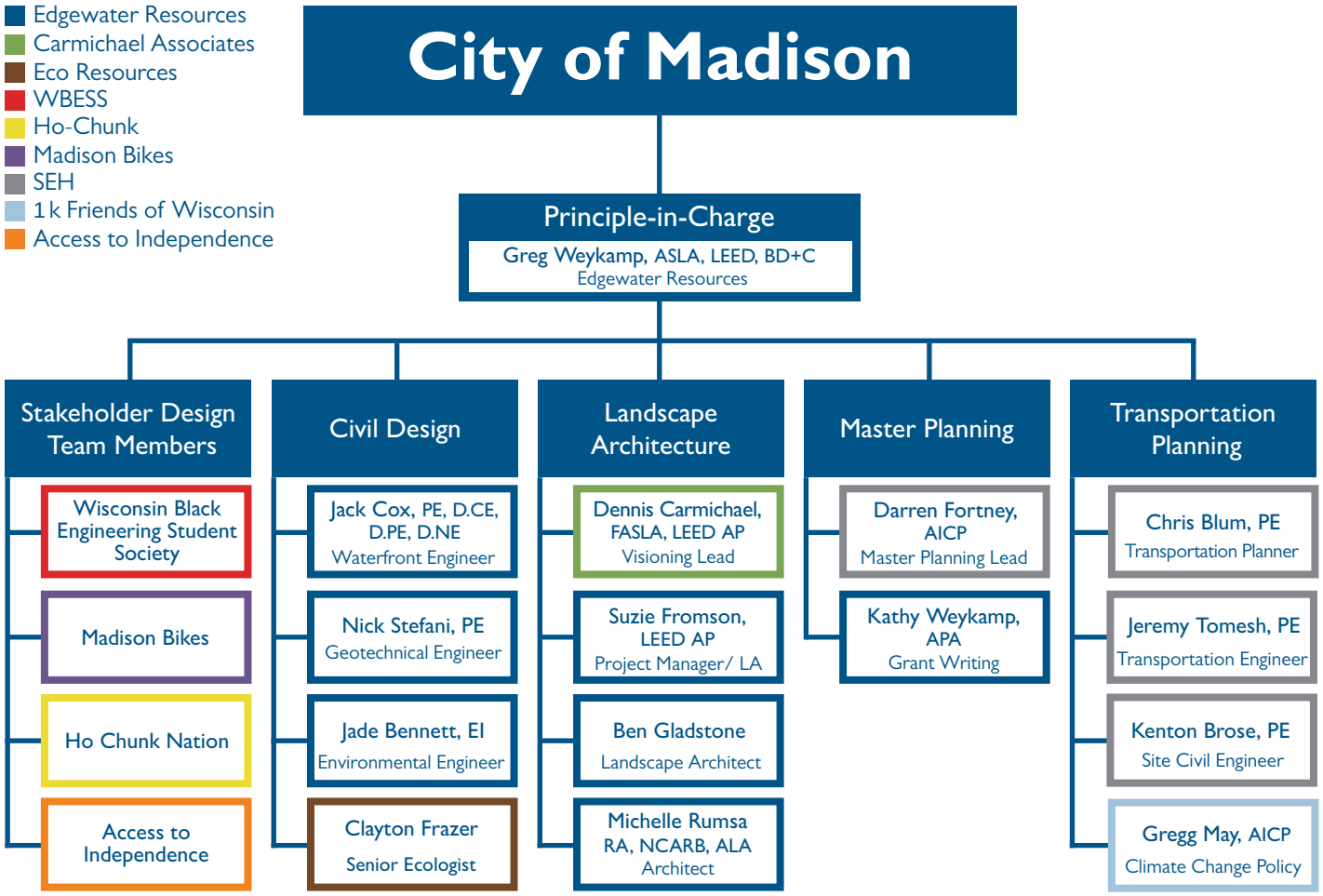
Their 12 employees have planned and implemented science-based ecological restoration projects on shorelines, rivers, lakes, and urban and municipal green spaces throughout the local and regional area. They are therefore most qualified to understand the ecosystem of Lake Monona. Their staff includes specialists in aquatic biology, ecology, and GIS, which allow for the execution of holistic and pragmatic approaches to their varied restoration projects. ERC is knowledgeable and experienced with the planning and execution of a broad range of habitat restoration techniques and best management practices.

Finally, Edgewater has engaged five stakeholder design team members to round out our team.

- **Bill Quackenbush**, Division Manager of the Department of Heritage Preservation for the Ho Chunk Nation
- **Gregg May**, AICP of 1000 Friends of Wisconsin
- **Naomi Lewis** and the students of the National Society of Black Engineers (NSBE) – Wisconsin Black Engineering Student Society (WBESS)
- **Jason Beloungy** of Access to Independence
- **Harald Kliems** and the board of Madison Bikes

Edgewater has assembled a design team qualified to execute a breathtaking master plan that addresses the technical, economic, and equity challenges of this shoreline. Our design team provides a breadth and depth of skills to provide sufficient capacity execute all aspects of Phase 1 and Phase 2 of this scope of work should we be selected.

Organizational Chart



EDUCATION

Bachelor of Landscape Architecture
Michigan State University, 1992

REGISTRATIONS

Registered Landscape Architect
State of Illinois
State of Indiana
State of Michigan
State of Ohio
State of New York
State of Wisconsin
CLARB Certified
Council of Landscape Architecture Registration Boards
LEED Accredited Professional Building Design & Construction

HONORS & AWARDS

Great Lakes Sea Grant Network "Great Lakes Outreach Programming Award," Sustainable Small Harbors Project

2013 President's Award, American Society of Landscape Architects, Illinois Chapter, 31st Street Harbor, Chicago, Illinois

ISS Fabien Cousteau Blue Award
31st Street Harbor, Chicago, Illinois

AIA Chicago SustainABILITY Leadership Merit Award, 2012, 31st Street Harbor

First Place, Engineering News Record Midwest "Best Projects" 2012, 31st Street Harbor

Design Evanston Urban Design Award 2010
Evanston Lakefront Master Plan

GREGORY J. WEYKAMP, ASLA, LEED AP, BD+C

Principal / President, Edgewater Resources, LLC

Greg Weykamp has over twenty-seven years of experience in the planning and design of the public realm, with an emphasis on implementation of sustainable built landscapes and urban waterfront environments. His project experience spans waterfront parks, marinas, master planned communities, urban revitalization, streetscapes, parks and recreation facilities, medical and university campuses, and military installations.

31ST STREET HARBOR

Mr. Weykamp served as the Principal In Charge, leading the combined design and engineering team in the development of a new 1000 slip harbor for the Chicago Park District. Design included a green roof covered parking area providing heated winter boat storage below expanded park space above. Key elements include improved pedestrian and bicycle safety by realigning the Lakefront Trail and the integration of extensive sustainable design strategies including green roof covered parking, bioswales, bio-infiltration, materials selection, habitat creation, alternative energy generation, boat wash, and LEED Certified structures.

DECATUR PARKS & REC MASTER PLAN, NELSON PARK MASTER PLAN AND MARINA

The Nelson Park Master Plan project will create a new vision for the 180 acre Nelson Park and adjacent parkland along the shores of Lake Decatur in Decatur, Illinois, with the fundamental goal of achieving both financial sustainability for the park and spurring economic growth within the greater Decatur economy. In addition to the reconstruction of over two hundred boat slips, the project will include a pedestrian loop around Basin Two of Lake Decatur. The design effort included an extensive public involvement process and the development of strategies to expand biologically diverse native habitats and improve the durability of the built environment while reducing maintenance and environmental impacts.

PORT OF ROCHESTER MARINA

The Port of Rochester Marina project includes the transformation of an underutilized asphalt parking lot and ship loading area into a new 180 slips marina serving both seasonal and transient boaters. As Principal of the design team, Mr. Weykamp led the design and implementation of the marine-based elements as well as surrounding site infrastructure of the project.

SOUTH PADRE ISLAND MARINA MASTER PLAN

Edgewater Resources is working with the South Padre Island Economic Development Corporation on a new deep water marina facility intended to expand public access to the Laguna Madre, support transient boating, and serve as a waterfront gateway to the community. The effort included an extensive analysis of potential sites throughout South Padre Island and a physical feasibility analysis that considered navigability, existing habitat and submerged aquatic vegetation, currents and sedimentation, visibility and access, and storm surge. A marina market analysis was performed to document existing demand and factors necessary to determine the proper capacity of the new facility. The master plan vision incorporated innovative offshore segmented breakwaters to provide extensive new aquatic and avian habitat, minimize impacts on seagrass and mangroves, and provide shoreline and flood protection for the adjacent shoreline in case of hurricane.

EDUCATION

Bachelor of Engineering Science
Purdue University
Master of Engineering Science
Purdue University
Post-graduate Studies in Geophysical Fluid Dynamics, University of Chicago
Studies in Coastal Engineering
University of Delaware

REGISTRATIONS

Registered Professional Engineer in the state of Alaska, Delaware, Florida, Illinois, Indiana, Louisiana, Maryland, Mississippi, New York, New Jersey, Ohio, Rhode Island, South Carolina, Washington, and Wisconsin

CERTIFICATIONS

Academy of Coastal, Ocean, Port and Navigation Engineers
Diplomate Coastal Engineer
Diplomate Port Engineer
Diplomate Navigation Engineer

HONORS + AWARDS

Adjunct Professor of Practice in The Department of Civil and Environmental Engineering, University of Wisconsin
Assistant Director for The Docks and Marinas Program, Department of Engineering Professional Development, University of Wisconsin
Board of Trustees of The Academy of Coastal, Ocean, Port and Navigation Engineers (Acopne) / Trustee for Navigation and Coastal Engineering

JACK C. COX, P.E., D.CE, D.PE, D.NE

Principal | Coastal Engineer | Director of Engineering

HAMMOND MARINA BREAKWATER

Tested unique dual breakwater concept consisting of a submerged outer reef structure backed by a reduced size main breakwater. Verified combined wave transmission and overtopping characteristics for hyper breaking waves. Confirmed required rock armor size for stability and explored reef porosity effects on wave transmission.

EGG HARBOR BREAKWATER REHAB

Provided engineering services to analyze excessive overtopping at Egg Harbor. The marina was intentionally constructed low to limit obstructed sightlines. The Village was concerned about damaging overtopping due to the high water on Lake Michigan. Assisted in Coastal Engineering calculations to provide several solutions to mitigate excessive overtopping

ILLINOIS BEACH STATE PARK

The project goal is to provide shoreline stabilization to protect and enhance a six mile, highly eco-sensitive coastline on Lake Michigan. Managed an extensive sand survey over lakebed in front of the park to help determine if locally dredged sand could be used for the beach nourishment aspect of the project. The sand survey also included researching existing data and the permit requirements to dredge sand from Lake Michigan as beach nourishment is extremely uncommon in that water body. Provided oversight and design optimization while the proposed solution was tested in a physical model. The work included altering and refining structures to reduce costs and maximize shoreline stabilization.

FAIRHAVEN BOAT LAUNCH FACILITY

Created a design to create a protected artificial beach area intended to serve a launch area for human powered craft including canoes, kayaks and paddleboards. The beach texture was designed to be comfortable for recreational use but also to attract spawning aquatic species, making it ecologically beneficial. Protection for the beach area was facilitated with a floating wave attenuator that also provided ADA access to light sailing craft for handicap boaters

ALUMNI PIER

For the University of Wisconsin Alumni Foundation, developed a design for an ice resilient festival pier. the design included innovative pile supports designed to deflect rather than crush moving ice, allowing for significantly reduced loads and reduced number of support piles. This minimized impacts to the lakebed. The pier decking was designer to be displaceable in case of excessive ice action and was made partially transparent to minimize shading and allow sunlight to penetrate to aquatic grasses growing below.

FT PIERCE MARINA BREAKWATER, FT. PIERCE, FL

Directed movable bed model testing of an island breakwater scheme to protect marina. Conducted three-dimensional testing with integrated tidal currents and simulated storm wave events. Examined erosional response of pocket beaches and artificial headlands embedded into island geometry. Introduced an interwoven rock island archipelago in lieu of continuous breakwall as more environmentally sympathetic protection scheme. Verified artificial island construction details in larger scale wave flume tests.

DENNIS CARMICHAEL, FASLA, LEED AP

Principal: Carmichael Associates LLC

EDUCATION

Bachelor of Landscape Architecture, SUNY College of Environmental Science and Forestry, 1976

PROFESSIONAL REGISTRATIONS

Registered Landscape Architect: Maryland; Virginia; Louisiana; New York

Dennis Carmichael, FASLA, LEED AP, was a principal with EDAW for 30 years with a focus on placemaking in the public realm. With dozens of built projects around the country, his work in public places is characterized by the use of narrative, cultural and historical references in landscape solutions. Rather than a signature style, his approach to design is about revealing the special qualities of a given place, seeking to make the landscape visible, comprehensible and valuable. Further, his work incorporates principles of sustainability at all levels and his projects have earned Silver, Gold, and Platinum ratings from LEED.

His work in the public realm has served as a catalyst for the revitalization of many American cities. In Louisville, the West Main Street project has generated over $400 million dollars in private investment with new museums, hotels, restaurants, and residential uses lining the street. In Chattanooga, Ross's Landing and the Tennessee Aquarium stimulated a new riverfront neighborhood with over $300 million dollars in residential, retail, and cultural uses. In Atlanta, Centennial Olympic Park has spurred a new civic heart to that city with over a billion dollars in hotel, residential, commercial, and cultural uses around the park.

Dennis has received over forty design awards and his work has been published in such magazines as Landscape Architecture, Urban Land, and Architecture. In 2006, he served as President of the American Society of Landscape Architects. In 2009, he served as President of the Landscape Architecture Foundation, a national organization devoted to research and scholarship in sustainable landscapes.

Alexandria Waterfront Plan; Alexandria, Virginia. Detailed landscape plans for up to ten acres of new parks and open spaces in association with a two mile long waterfront initiative. A key aspect of the plan is a promenade that acts as a flood mitigation barrier for an anticipated river level rise of two feet over the life of the project. ***Client: City of Alexandria.***

United States Patent and Trademark Office; Alexandria, Virginia. Landscape plans for this 2 msf campus in the Carlyle neighborhood of Alexandria. The plan featured patented materials in the landscape***. Client: LCOR, inc.***

Discovery Communications headquarters; Silver Spring, Maryland. Landscape design for a six acre urban site with a publicly accessible sensory garden and urban plaza***. Client: Discovery Communications.***

Sallie Mae headquarters; Reston, Virginia. Landscape plans for a 12 acre garden in association with a new office complex. Plans included a series of landscape artworks with poems about nature sprinkled though the garden. ***Client: SOM Architects.***

West Main Street; Louisville, Kentucky. Streetscape design for historic cast iron architecture district, in which the landscape revealed the patterns and materials of the architecture in the streetscape, creating an outdoor museum and stimulating a revitalization of the street. ***Client: Louisville Development Authority.***

DARREN FORTNEY AICP, LEED GA, NCI
PRINCIPAL/SENIOR TRANSPORTATION PLANNER | SEH

29
YEARS OF EXPERIENCE

Darren is a senior urban planner and project manager with a successful history of delivering projects involving stakeholder engagement, community outreach, land use/transportation planning, multimodal accommodations, civil engineering, environmental sustainability and placemaking. He has significant urban planning and infrastructure experience in both the public and private sectors, including numerous waterfront projects. Darren's projects consistently provide for proactive and meaningful public input, creative solutions, education components and strategies, a high degree of collaboration and development of local project ownership. He is skilled in technical and creative solutions, project delivery, multidisciplined team coordination and funding.

EXPERIENCE

- Autumn Ridge Path and Pedestrian Bridge – Madison, WI
- River Point District Project – La Crosse, WI
- King Street Greenway – La Crosse, WI
- Great River Landing Master Plan And Riverfront Trail – Onalaska, WI
- Milwaukee Shoreline and Veteran's Park Master Plan – Milwaukee, WI
- Economic Development and Business Engagement Consulting – Madison, WI

EDUCATION

Master of Science
Urban and Regional Planning
University of Wisconsin-Madison

Bachelor of Science
Political Science
University of Wisconsin-Madison

REGISTRATIONS/CERTIFICATIONS

Certified Planner, American Institute of Certified Planners

Charrette Facilitator, National Charrette Institute

LEED Green Associate, U.S. Green Building Council

CHRIS BLUM PE
ASSOCIATE/PROJECT MANAGER | SEH

31
YEARS OF EXPERIENCE

Chris is a project manager with extensive experience in all aspects of bridge and highway design and rehabilitation. His deep experience includes public involvement, agency and utility coordination, design study reports, environmental documentation and the preparation of plans, specifications and construction cost estimates for town, county and state highway projects. Chris' other, frequent responsibilities include overseeing the preparation of plans from the preliminary stage through final design.

EXPERIENCE

- Autumn Ridge Path and Pedestrian Bridge – Madison, WI
- Cannonball Path – Madison, WI
- Fish Hatchery Road Interchange (Wisconsin Department of Transportation Southwest Region) – Dane County, WI
- Lower Yahara River Trail Construction Services (Wisconsin Department of Transportation Southwest Region) – Dane County, WI
- I-39/90 Reconstruction and Expansion – Dane County, WI
- Lakefront and Riverwalk Enhancements (Portage Redevelopment Commission) – Portage, IN

EDUCATION

Bachelor of Science
Civil Engineering (Emphasis: Structural and Geotechnical)
University of Wisconsin-Platteville

REGISTRATIONS/CERTIFICATIONS

Professional Engineer in WI

Bridge Inspector, Wisconsin Department of Transportation (WisDOT) Highway Technician Certification Program, University of Wisconsin-Platteville

Open Water Diver, Professional Association of Diving Instructors (PADI)

ECO-RESOURCE CONSULTING, INC

Clayton Frazer

Senior Ecologist

Education

Bachelor of Science Wildlife Ecology/Botany, Southern Illinois University Carbondale, 1996

Professional Membership

Society for Ecological Restoration
The Wildlife Society
North American Stormwater and Erosion Control Association (NASECA)
International Erosion Control Association (IECA)
Wisconsin Wetlands Association

Areas of Specialization

- Native Vegetation Restoration, Enhancement, Maintenance, Monitoring, and Assessment
- Invasive Species Management
- Wildlife Habitat Restoration and Enhancement on Landscape Scale
- Shoreline and Streambank Restoration
- Wetland Restoration
- Steep Slope Stabilization with Native Vegetation
- Land Management Planning, Plan Implementation, Permitting, Environmental Compliance, and Ecological Monitoring
- Stormwater Management and Erosion Control in Green Infrastructure
- Vegetation Management Design and Implementation, on Ground-Based Solar Installations.
- Prescribed Fire Planning and Implementation on Grasslands, Woodlands, and Wetlands

Professional Experience

Mr. Frazer has worked in the natural resources management field for more than 20 years for federal and state agencies, non-profit organizations, and within the private sector as a consultant and professional project manager. Mr. Frazer has proposed, planned, budgeted, implemented, overseen and monitored hundreds of land enhancement or ecological restoration projects. These projects have been implemented for a wide array of clients on a broad spectrum of land classifications including private, corporate, municipal, and non-profit owned lands.

1000 FRIENDS OF WISCONSIN

GREGG MAY, AICP
Transportation Policy Director, 1000 Friends of Wisconsin

Gregg is an urban planner with experience in long-range comprehensive planning for communities across several states. He has worked on robust public engagement projects ranging from affordable housing developments to bus rapid transit studies. He has prepared materials, advocated transportation policy, and led coalition meetings to promote walking, biking, and transit across Wisconsin. Gregg sits on the steering committee for Wisconsin's Coalition for More Responsible Transportation and is also leading efforts within the Wisconsin Climate Table and the RE-AMP network to reduce transportation-related carbon emissions. Gregg is also a member of WisDOT's Transportation Stakeholder Taskforce and WisDOT's Non-Driver Advisory Council. Gregg received his M.S. in Urban and Regional Planning from the University of Michigan in 2015, and has since engaged with non-profit, public, and private clients in Wisconsin, Michigan and Illinois.

Education
Master of Urban and Regional Planning
University of Michigan, 2015
Bachelor of Arts – History and Geography
University of Wisconsin - Madison 2013

Certifications
American Institute of Certified Planners,
Since 2018

About 1000 Friends of Wisconsin
1000 Friends of Wisconsin was created in 1996 by a group of academics and environmentalists with the primary focus of promoting legislation that led to Wisconsin's Smart Growth Comprehensive Planning Law. Over the years we have continued to work to defend the law but also to expand our mission to the many issues that are associated with land use policies and activities that advance healthy communities, positive economic outcomes, and environmental benefits in Wisconsin. We understand that climate change and land use are intrinsically linked. Our goal is to help people make the connection between sound land use and transportation decisions; which lead to a healthier, cleaner environment. We are working to ensure communities across Wisconsin draft and adopt comprehensive climate action plans that focus on: equitably reducing greenhouse gas emissions and a responsible focus on mitigation. We are committed to applying an equity lens to all our programming and operations.

JEREMY TOMESH PE

PRINCIPAL/SENIOR PROFESSIONAL ENGINEER/HIGHWAY DESIGN | SEH

22 YEARS OF EXPERIENCE

Jeremy is a senior professional engineer with extensive transportation and civil engineering experience, including management, planning, design and construction of projects involving various types of WisDOT and federal funding. He is experienced in identifying the specific needs of a project and working with local officials, state agencies and stakeholders to find project solutions that address both environmental and budget constraints. Jeremy has a strong background in public involvement, agency coordination and environmental documentation. His experience working with multidisciplined teams and local units of government will help ensure a successful project.

EXPERIENCE

- Autumn Ridge Path and Pedestrian Bridge – Madison, WI
- Niedbalski Bridge Rehabilitation – La Crosse, WI
- King Street Greenway – La Crosse, WI
- Great River Landing Master Plan And Riverfront Trail – Onalaska, WI
- Trail Stream Crossings (US Army - Fort McCoy) – Fort McCoy, WI

EDUCATION

Bachelor of Science
Civil Engineering
University of Wisconsin-Madison

REGISTRATIONS/CERTIFICATIONS

Professional Engineer in WI

PROFESSIONAL ASSOCIATIONS

Wisconsin Society of Professional Engineers, Member

KENTON BROSE PE

PROJECT ENGINEER | SEH

13 YEARS OF EXPERIENCE

Kenton is a project engineer with experience overseeing design for public and private projects. He has successfully coordinated with agencies including Wisconsin Department of Natural Resources, WisDOT, Army Corps of Engineers, Regional Plan Districts and Utility Districts, as well as counties and local municipalities. Kenton has developed construction documents for commercial, industrial and industrial land development projects, including grading, erosion control and utility design. He has also developed stormwater management plans and traffic impact analysis reports. Kenton is proficient in HydroCAD, WinSLAMM, AutoCAD Civil 3D and Recarga.

EXPERIENCE PRIOR TO JOINING SEH

- Grandview Commons – Madison, WI
- Vista West Senior Living Community – Madison, WI
- Metrotech Apartments – Madison, WI
- West Place/Navitus Corporate Headquarters – Madison, WI
- Glen Apartments at Fahey Fields – Fitchburg, WI
- Grand Arbor Reserve – Madison, WI

EDUCATION

Bachelor of Science
Civil Engineering
University of Wisconsin-Madison

REGISTRATIONS/CERTIFICATIONS

Professional Engineer in WI

KATHERINE J. WEYKAMP, APA

Principal / Director of Operations & Planning, Edgewater Resources, LLC

KATHERINE WEYKAMP, APA is a planner and designer with more than twenty-five years' experience in the development, preservation, and restoration of working and natural waterfronts, educational and medical campuses, along with the town centers and recreation networks vital to communities. Working with local municipalities, state and federal agencies and international committees, she has led many projects from initial feasibility studies through substantial grant funding to final implementation.

EDUCATION

Bachelor of Landscape Architecture
Michigan State University, 1994
Master of Landscape Architecture
Planning Focus
University of Georgia, 1996

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects
American Planning Association

WATERFRONT MASTER PLANNING

- Island Hills Golf Club and Resort, Centreville, MI - Mixed Use Development
- Harbor Village at Harbor Shores, Saint Joseph, MI - Mixed Use Development
- Sydney 2000 Olympic Sailing shore base, Rushcutters Bay – Site design and documentation for temporary marina facilities for major sports event
- Morris Waterfront Master Plan for 450-slip, 400-unit residential development on the Illinois River, south of Chicago
- Numerous Seawall / Waterfront Permit Applications / Public Processes
- Michigan City Port Authority – Marina/waterfront master plan for 1500 acres in downtown – 2 marinas, 3 boat launches, 2 miles of public access/ promenades

LAND PLANNING ENTITLEMENT AND MASTER PLANS

- City of Holland 5 Year Parks and Recreation Plan – 2014 & 2019
- Several successful Michigan DNR grant awards and Boating Infrastructure Grant awards 2011-2021
- Rapids Stadium Development, Commerce City, CO – soccer stadium and regional soccer fields facility, major retail and residential components on 78 acres

SUZANNE FROMSON, LEED AP

Landscape Architect, Edgewater Resources, LLC

EDUCATION

Bachelor of Landscape Architecture
Michigan State University, 2000

REGISTRATIONS

Wyoming Landscape Architect, 2005
Registration # LA-0085B

CERTIFICATIONS

LEED (Leadership in Energy and Environmental Design), 2003
GBCI #0011006946

CITY OF ST. JOSEPH PARKS AND RECREATION MASTER PLAN 2021

The St. Joseph Parks and Recreation Master Plan 2021-2025 update is a five-year strategic plan that builds on past planning efforts while incorporating public input and stakeholder insight to assess current parks and address needs into the future. This Plan addresses parks as part of an overall green infrastructure network that includes trails, sidewalks, open spaces, and waterways. Universal and equitable distribution and access, regardless of age, income level, or physical limitations, is a guiding principle of this Plan.

DECATUR PARKS & REC MASTER PLAN, NELSON PARK MASTER PLAN AND MARINA

The Nelson Park Master Plan project will create a new vision for the 180 acre Nelson Park and adjacent parkland along the shores of Lake Decatur in Decatur, Illinois, with the fundamental goal of achieving both financial sustainability for the park and spurring economic growth within the greater Decatur economy.

CITY OF WAUKEGAN LAKEFRONT ACTIVE IMPLEMENTATION PLAN

The City of Waukegan commissioned a Master Plan in 2003 to help form a vision for future development of the downtown and lakefront. However, in the year 2015, many of the action items of this Master Plan had yet to be implemented. In July of 2015, the City of Waukegan, in cooperation with the Waukegan Park District and Waukegan Port District and with funding from the Great Lakes Restoration Initiative through the Illinois Coastal Management Program, tasked Edgewater Resources with the creation of an Active Implementation Plan.

Edgewater resources

EDUCATION

Master of Architecture
University of Illinois, Champaign-Urbana, 1993
L'Ecole de Architecture et d'Urbanism de Versailles 1991
Bachelor of Fine Arts
Scene Design, Technical Theatre and Piano
Central Michigan University, 1984

PROFESSIONAL AFFILIATIONS

Registered Architect:
State of Michigan
State of New York
NCARB registered
Association of Licensed Architects
SW Michigan Chapter President

MICHELLE M RUMSA, RA, NCARB, ALA

Architect, Edgewater Resources, LLC

MICHIGAN MARITIME MUSEUM, SOUTH HAVEN, MICHIGAN

Developing a Master Plan for this nonprofit museum campus with collaboration from our landscape architects, civil and marina engineers and the owners Design Build contractor team to renovate the campus and marina by replacing and existing several buildings, renewing the dock system and creating outdoor learning and exhibit areas. Building design includes a new 17,000 sf, two story Visitor Center with a learning and research center, exhibit and event spaces supporting the mission of the museum. Completion scheduled for 2022.

HOLLAND STATE PARK, BEACH HOUSE RENOVATION, HOLLAND MICHIGAN

Interior renovation of the public changing court and restroom areas of the 7,880 sf facility on the beach in Holland State Park. Program includes transformation of the south changing rooms into a full restroom facility, and an office with first aid recovery space and replacement of all fixtures in the north restrooms. All facilities will be accessible and ADA compliant and in compliance with the Michigan Uniform Energy Code. New outdoor shower towers with shower, foot wash and drinking fountains will be installed in two locations on the beach.

LEXINGTON STATE HARBOR, HARBOR MASTER BUILDING. RENOVATION AND ADDITION, LEXINGTON, MICHIGAN

New construction addition and interior renovation of the 1,754 sf restroom and shower building. Program includes replacing all plumbing fixtures, new partitions, new epoxy finish on the bathroom floors, new showers and transforming outdated public restrooms into a new boater's laundry and staff storage room in the existing building. The proposed 700 sf south addition includes a new boater's lounge, staff office, breakroom and a covered porch overlooking the marina. with ADA and Michigan Uniform Energy Code compliance.

EDUCATION

Master of Science - Geotechnical Engineering
University of Wisconsin, Madison, WI 2016
Bachelor of Science - Geological Engineering and Geology
University of Wisconsin, Madison WI 2014

CERTIFICATIONS

Professional Engineer
State of Wisconsin 2021

NICK STEFANI

Engineer, Edgewater Resources, LLC

ILLINOIS BEACH STATE PARK SHORELINE STABILIZATION, ZION, IL

The project goal is to provide shoreline stabilization to protect and enhance a six mile, highly eco-sensitive coastline on Lake Michigan. Managed an extensive sand survey over lakebed in front of the park to help determine if locally dredged sand could be used for the beach nourishment aspect of the project. The sand survey also included researching existing data and the permit requirements to dredge sand from Lake Michigan. The work included altering and refining structures to reduce costs and maximize shoreline stabilization.

OAK CREEK SHORELINE STABILIZATION. OAK CREEK, WI

Provided engineering services to design a traditional rock revetment to mitigate wave inducted toe erosion. The project is unique in that the City of Oak must build into the lake, much more than typically allowed by the agencies, due to environmental and constructability constraints. Services also included monitoring the bluff for erosion after significant storms, field surveying for bathymetry, engineering support to obtain applicable grants for construction.

OGDEN DUNES SHORE PROTECTION, OGDEN DUNES, IN

Provided engineering design services to reduce extensive overtopping and erosion induced by high Lake Michigan water levels for the village of Ogden Dunes shoreline, including approximately 100 households. Two of the existing steel sheet pile walls had failed due to extensive toe scour in front of the wall. The work included coastal engineering calculations and modeling to design an engineering solution to address the overtopping and erosion. The final design was a rock revetment adapted to be placed quickly with smaller than typical stone due to local sourcing restrictions.

Edgewater resources

EDUCATION

Master of Engineering – Environmental Engineering Sciences
University of Florida, Gainesville, FL

Dual Bachelor of Science – Civil and Environmental Engineering
Florida International University, Miami, FL

CERTIFICATIONS

OSHA 30
HAZWOPER 40

JADE BENNETT

Ecological Engineer, Edgewater Resources, LLC

PORT EVERGLADES TURNING NOTCH EXPANSION, FORT LAUDERDALE, FL

Provided environmental planning and monitoring for the construction t of an expansion of the Southport Turning Notch at Port Everglades. Created approximately 16.5 new acres of mangrove vegetated edge, enhanced the existing wetland, and provided habitat for marine life species such as manatees, and sharks. Performed real time monitoring of manatee and sea turtle migration and managed construction schedule to mitigate migration impacts. Performed field water and landside inspections and investigations of mitigation recovery.

WATER QUALITY IMPROVEMENTS, EL CHIMBORAZO, NICARAGUA

The project goal is to provide the rural community of El Chimborazo with an alternate source of clean drinking water versus using existing surface water sources being compromised by agricultural runoff draining into the source bodies of water. Performed research on water quality improvement techniques. Identified alternative solutions to resolve water quality and shortage issues. Lead design of solutions such as water quality treatment, rainwater catchment systems and spring box catchment systems.

WATER SUPPLY PROJECT, SOLOLÁ, GUATEMALA

The goal of the project is providing safe drinking water in a sustainable and efficient way to the community of Xoquic and San Bartolo in Sololá, Guatemala by December 2022. Well and pump installed within community. Involved with storage tank and water distribution system design. Collaborated with other engineers and professionals.

EDUCATION

Bachelor of Landscape Architecture
University of Georgia, 2019

HONORS & AWARDS

LAF Olmsted Scholar 2019
Dean's Beacon Award Winner
UGA Employee of the Year Nominee

BEN GLADSTONE

Landscape Architect, Edgewater Resources, LLC

CAPE VINCENT WATERFRONT PARK

Hired by the Town of Cape Vincent, Edgewater Resources was tasked to revision a public waterfront park that connects the water's edge to downtown Cape Vincent. The project involved a multi-day community charrette which created consensus among project stakeholders and their constituents. Edgewater developed a four-phase masterplan that incorporated the current needs, future community plans, and its extensive history. Furthermore, Edgewater Resources continued the project by securing funding in the form of community block grants, boating infrastructure grants, and private donations to implement the masterplan.

ADELAIDE POINTE

A waterfront development, created through a private-public partnership, Adelaide Pointe is a mixed-use project that will act as boating hub for recreational boaters in Western Michigan. The project incorporates public lands along its waterfront and will facilitate a continuous waterfront park that spans over 1 mile. This project implements highly sustainable practices including a soft, living shoreline edge, improved water quality practices, rainwater harvesting, solar energy production, habitat restoration, and mass-timber construction. This project will serve as the next benchmark for sustainable private and public developments in Michigan.

HARBOUR POINTE PARK

Edgewater Resources provided preliminary engineering, feasibility, and conceptual land planning and master planning for an undeveloped parcel in Ft. Pierce, Florida. Harbour Pointe Park is sustainable, working wharf and public park in St. Lucie County. This project dedicates its extensive shoreline as a public amenity that provides open space for the public, wildlife refuge, and ground water recharge for park visitors.

Edgewater resources

STAKEHOLDERS

The Ho Chunk are a proud Nation of 7849 Tribal Members. We are legendary and have been on these lands for over three ice ages. Our cultural ways, songs and stories guide us with values of how to respect the land, the animals and how to live in balance with nature. We take pride in our history as we have had many of our tribal members rise to many heights and firsts. We have dominated world stages and show much respect to the ones who have prayed for us despite the challenges we have had to face. With them in mind, we continue to grow, move forward, and conduct ourselves to protect the rights of our people, thus now, and forever more.

Madison Bikes envisions a city where anyone can ride a bicycle conveniently and comfortably to any place in the city and neighboring communities year round. We have been awarded the status of "Platinum Bicycle Friendly Community" by the League of American Bicyclists. But we at Madison Bikes think there is still a lot of work to do. Intersections and busy roads that leave people on bikes feeling exposed can make trips to work, shopping, school, or social events difficult or intimidating for many people who would like to have an alternative to driving. A major focus for us will be to work on closing the gaps in Madison's existing bicycle network, ensuring equitable access to high-quality bike infrastructure in all parts of the city.

The Wisconsin Black Engineering Student Society (WBESS) is the student chapter affiliated with the National Society of Black Engineers (NSBE). This organization is open to all STEM field students, however, focuses on students of an ethnic background. Our mission statement is centered around three aspects which balances academic achievement, professional development and community involvement. We value the Wisconsin Idea as it is our duty to be well-informed, innovative students.

Access to Independence is an organization that provides advocacy, resources, and services for people of any type of disability, and of all ages. What makes Access unique, and impactful, is that it is a consumer-run organization. The majority of staff members, and its board of directors, are persons with disabilities. The value of lived experience is evident in its work, including its accessibility consultation and technical assistance services. Access to Independence is an experienced partner, and has completed a variety of accessibility consultation services for over 10 years.

Section 11 - Project Experience

Our diverse project team offers the City of Madison a great depth of project experience to help inspire and inform ideas for the Lake Monona Waterfront Design Challenge. The following pages outline just a small sample of relevant waterfront planning and design projects.

A key component of all projects referenced is their ultimate goal of enhanced connectivity: each location is unique with different site constraints and opportunities, but each project provides a successful example of working with a community to improve the link between more populated urban areas, often across roadways or rail lines, to a fully public waterfront that is accessible for all citizens to enjoy. Each project included, from those in a large metropolis such as Chicago or Boston, to those in smaller communities such as La Crosse in Wisconsin, have recognized the waterfront as one of their community's most valuable assets. Much like Lake Monona, each waterfront serves as an important venue for active and passive public recreation, a historic connection to the heritage of the community, and as a critical environmental resource.

The five waterfront master plan projects included in this RFP have been chosen for inclusion not just for the reasons listed above, but for the many underlying themes they share with the City of Madison.

The 31st Street Shoreline in Chicago, Illinois employed creative use of space to bring people to the Lake Michigan shoreline. By burying surface parking underground and constructing a marina to generate revenue, the design team was able to recover valuable waterfront real estate for a public benefit by building a green roof park and playground. This project not only spurred neighborhood regeneration but received multiple awards for sustainability and environmental stewardship.

Nelson Park in Decatur, Illinois included extensive public input from a diverse community with high poverty rates to help determine the best public use for the Lake Decatur waterfront. This project resulted in the closure of a road through the park, a controversial idea that has greatly increased waterfront access. The project also provided a framework for philanthropic collaboration leading to construction of the Devon G. Buffett Lakeshore Amphitheater.

The Alexandria Waterfront Plan in Alexandria, Virginia improved waterfront access and pedestrian walkways between a city with tremendous historic significance and an underutilized waterfront.

Wharf District Park in Boston, Massachusetts was able to connect downtown Boston with a working harbor through a vibrant park that was once a highway.

Riverpoint District in La Crosse, Wisconsin was a brownfield site that, through extensive public outreach and interactive input, was revitalized to spur recreation and local economic growth at this site on the confluence of the Mississippi River.

Each of these projects is outlined in detail on the following pages.

CLIENT
CHICAGO PARKS DISTRICT

LOCATION
CHICAGO, ILLINOIS

31ST STREET HARBOR SHORELINE

In 1909 the famous architect Daniel Burnham developed a plan for the development of the City of Chicago waterfront. His vision for waterfront was to ultimately have a string of parks and public amenities stretching from the Wisconsin to Indiana state lines. Over time, many of the elements of his vision has been realized in some form or another. Edgewater's team was honored with the design mission to develop a concept for one of those unrealized elements, a harbor and marina on the south lake shoreline. The concept formulated retained the architectural sensitivity of the original Burnham vision with sweeping curvi-linear shoreline shapes and breakwaters. However, the spirit of the Burnham plan, with sweeping curvi-linear shorelines that are more than just architectural as they most efficiently conform to the natural bathymetry of the site. The design was conceived specifically to have low crests to preserve panoramic views to the water while protecting the marina against ravages of winter storms that may produce 4-5 meter waves and ice rubbling and ride-up. The resultant design creates a roughly 50 acre all-weather fully protected harbor.

On the landside, the plan was equally challenged by the urban topology. Access to the water was virtually severed by the proximity of both a multi-track rail line and an interstate highway. The plan therefore included strategies to make the site directly accessible to adjacent neighborhoods, creating a dry amenity destination for non-boaters. In the narrow strip of land between road and water, an artificially created green park space was made to share the same footprint as a parking garage and harbor related services buildings, by building these structures nested and recessed beneath green roofs functioning as park for youth activities and community use. The evolution of the design solution evolved from input derived from community input forums, to create a vision for the waterfront shared by a diverse population of users and user needs. The mission of the entire development was to herald a re-energizing of the Burnham vision on its centennial and serve as a catalyst for regeneration of the adjacent neighborhoods. The "green roof" structure approach preserves the lake view while providing the adjacent neighborhoods with public amenities and connectivity with the Lake.

SERVICES: SHORELINE PLANNING AND DESIGN, COMMUNITY ENGAGEMENT, LANDSCAPE ARCHITECTURE, TRAFFIC PLANNING, GREEN ROOF, FINAL ENGINEERING AND PROJECT MANAGEMENT

Edgewater resources

CLIENT
DECATUR PARK DISTRICT

LOCATION
DECATUR, ILLINOIS

DECATUR'S NELSON PARK MASTER PLAN

Nelson Park Master Plan, Decatur, IL. 2011-2019. The Nelson Park Master Plan project has created a new vision for the 180 acre Nelson Park and adjacent parkland along the shores of Lake Decatur in Decatur, Illinois, with the fundamental goal of achieving both financial sustainability for the park and spurring economic growth within the greater Decatur economy. In addition to the reconstruction of over two hundred boat slips, the project includes a waterside restaurant entertainment district, regional destination water park, and pedestrian loop around Basin Two of Lake Decatur. The design effort included an extensive public involvement process and the development of strategies to expand biologically diverse native habitats, improve the durability of the built environment, and apply improved stormwater management techniques while reducing maintenance and environmental impacts.

The Parks Master Plan was a comprehensive document that included inventory and future recommendations for all of the city's parks and natural areas. The Nelson Park Master Plan will revitalize Nelson Park and provide an economic catalyst for the long term economic success of the City of Decatur. The Implementation strategy for the plan includes a number of revenue generating elements, including a marina master plan for up to 500 new slips over the coming years. The marina master plan includes a market analysis of regional marinas, financial analysis, program assessment, revenue projections, and development of an operations plan.

SERVICES: PARK SYSTEM INVENTORY, COMMUNITY OUTREACH, COMMUNITY SURVEY, PARK DISTRICT PROGRAM ASSESSMENT, PARK SYSTEM ASSESSMENT

Edgewater resources

alexandria waterfront plan

Alexandria, VA

We participated in this project in two different roles of involvement with the City of Alexandria. We were the lead designer with EDAW in the master plan effort. Subsequently, we were a consulting landscape architect to The Olin Studio for the implementation phase of work.

The City of Alexandria has a vibrant historic core that enjoys robust visitation every year, but its waterfront features areas of empty warehouses, under utilized surface parking and incomplete pedestrian paths. We worked in tandem with city planners to create a master plan for the revitalization of the waterfront, with an emphasis on balancing new open space with new Alexandria development, in an effort to ensure economic and environmental sustainability. The goals for the plan were shaped by an extensive public outreach process and included continuous pedestrian and bicycle access along the entire two mile length of the study area, a net increase in open space, a net increase in parking and harmonious balance between the scale of the historic city fabric and new buildings. The plan was crafted to connect new open spaces to new development blocks, so that the parks could ultimately be a proffer for development projects, and that the net increase in property tax could provide monies for future maintenance of these open spaces. Further, by creating strong links between new developments, the parks would be activated by the users of those buildings. New development was limited to underutilized or vacant properties, with an emphasis on preserving existing historic buildings and matching the scale of the new with old. The open spaces feature a variety of strategies of sustainable design, including biofiltration areas to cleanse storm water, wind turbines to power dock lights and porous paving to reduce storm water runoff.

Client: City of Alexandria

Render © Olin Studio

alexandria waterfront plan

Alexandria, VA

Client: City of Alexandria

wharf district park

Boston, MA

Wharf District Park is the four-acre centerpiece of the park system that arose out of the Big Dig in Boston. This project transformed an impervious highway into a green oasis and reconnected downtown to the harbor. Through an extensive public consensus process, we came to a park design that was the common ground for all stakeholders.

The park consists of four separate parcels unified by a consistent pattern of walkways, planting, and lighting. The genesis of the design lies in revealing the historic pattern of the wharfs that started in the 1600's and were extended seaward over time. The park design reflects that land making process with granite plazas that trace the location and extent of the five wharfs within the park. These plazas serve as walkways, fountains, and seating areas for park users and create a new set of connections from city to harbor. A pair of paths frame the park in a north/south direction. On the city side is a formal tree-lined promenade suitable for social gatherings, festivals, and markets. On the harbor side is an informal meandering walk lined by a continuous edge of salvaged wharf stones collected during the construction process. These historic granite stones act as both seat wall and planter, holding waves of native plantings in a naturalized pattern. The park also features a signature fountain, interpretive artworks, and dramatic light blades that provide seasonal light displays. The greening of the site has improved air, water, and noise quality in the neighborhood and created a vibrant new place for people.

Client: Massachusetts Turnpike Authority

wharf district park

Boston, MA

Client: Massachusetts Turnpike Authority

Project Name: River Point District Project, La Crosse, WI

Contact

Andrea Trane
City of La Crosse
608.689.7571
tranea@cityoflacrosse.org

Budget

Planning: $100,000
Phase I Design: $180,000
Phase II Design: $300,000

Services Provided

Civil Engineering
Environmental Engineers and Scientists
Highway Design
Planning and Landscape Architecture
Transportation Planning
Water Engineering

Start & Completion Date

Planning: 2013-2018
Phase I Design: 2020-October 2021
Phase II Design: Ongoing, Anticipated Completion Spring 2023

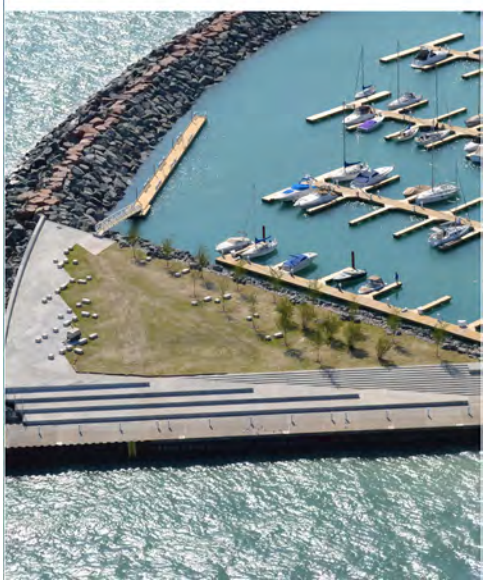
Team Members

Darren Fortney, Lead Transportation and Multimodal Planner

Description

SEH worked with the City of La Crosse on the Riverside North Development project to revitalize a former brownfield site at the internationally significant confluence of the Mississippi, Black and La Crosse Rivers. The design was developed using the innovative National Charrette Institute (NCI) process culminating in an intense, seven-day interactive public workshop.

The resulting plan reflects the history and character of the riverfront city as well as the community's vision for its future. The final design identifies strategies to reclaim and transform the strategic riverfront property into a livable, walkable neighborhood with a mix of residential and commercial buildings, and increased recreational, economic and tourism-related attractions.



Section III - Understanding of Technical Issues

As demonstrated in the previous sections, our team has extensive experience in master planning, public engagement, and bringing diverse stakeholders together to enhance community waterfronts and shorelines. Our team has digested the *A Madison Lakefront For All* document previously compiled in the first phase of this work. We will use this information and our own experiences with this waterfront to create a visionary plan. Additionally, we are including several local user groups and non-profits to round out our design team's direct experience with this waterfront. The goal is to be able to make sure that the long-term vision for this shoreline centers equity and inclusion.

Waterfronts attract a diverse set of users, including runners, bikers, pedestrians, both locals and tourists. Waterfronts also tend to be high-traffic areas, such as seen near the Monona Convention Center and the intersection of John Nolen Drive and Broom Street. For this project, we will prioritize keeping modes safe and separate to ensure that people of all ages and abilities can enjoy the waterfront. Connectivity is also essential, whether it be connecting the Monona lakefront to the Capitol Square, downtown or even specific destinations along the lake, including Monona Terrace, Monona Lake Loop, Law and Olin Parks, Southwest Commuter Path and Capital City State Trail.

Our design team is prepared to satisfy the multimodal requirements of this design, and we will ground our efforts in the following areas:

- A complete understanding of AASHTO design standards, as well as WisDOT plan/specification preparation requirements
- A proactive approach to City and other agency needs and requirements
- Experienced designers and technicians with bicycle/pedestrian path/bridge design and path use experience
- Previous experience which supports a cost-effective, on-time delivery project approach

Our approach to pedestrian/bicycle bridge structures is to prioritize practicality and creativity in design. This yields a bridge design that can safely accommodate users, fulfill aesthetic goals, contribute to placemaking efforts and be cost-effective and permittable. From an aesthetic point of view, these structures are often viewed as a park feature and can be designed to blend in with the park's theme and features. Our team is currently applying this approach to the design of the Autumn Ridge Pedestrian/Bicycle Path over STH 30, as well as the recently completed design of the Cannonball Path bridge over the Beltline.

For this project, we are focused on finding opportunities to separate or eliminate traffic conflicts between bicycle/pedestrian traffic and John Nolen Drive. This could include potentially making the bike/ped crossing at Broom Street and/or North Shore Drive a bridge, or possibly separating John Nolen Drive and the bike path further along the causeway by putting the bike path on a boardwalk or bridge where the two are closest.

To solve urban stormwater issues, we are committed to employing green infrastructure, including bioretention, bio-swales, porous pavement, stormwater tree trenches, planter boxes and other BMPs. Green infrastructure design in urban settings is often challenging as a result of existing infrastructure, utilities, and limited space. The John Nolan Drive causeway and Olin Park, in particular, will be very challenging in this regard due to the water elevation.

Our project team will use an integrated watershed ecosystem approach in design consideration for the Lake Monona Waterfront. This approach requires a profound understanding of the biological and ecological inputs that drive the system. The urban landscape surrounding the lakes of the Madison area create unique challenges. The Yahara River connects the chain of lakes, and the city has developed most of the available lands. ERC has been part of many efforts that improve the quality of water discharging into the waters of this state. We typically employ a watershed approach so that efficiencies and existing knowledge can be shared, and all biological inputs can be considered. All aspects of the watershed are investigated, both land and water, as one impacts the other in positive or negative ways. Resource inputs will be carefully considered by the professional aquatic biologists, botanists, and restoration ecologists on our team.

In regard to aquatic habitat restoration, nutrient and sediment loading from non-point sources are the most significant negative inputs to Lake Monona's ecology and water quality. Sequestration and stabilization of these pollutants can be achieved with a sustainable, multi-disciplinary design and a long-term approach. This will require the careful consideration of native plant species that will thrive in current water, sediment, nutrient, and disturbance conditions, with consideration for conditions that may exist as a result of climate change.

Enhancement of Lake Monona shoreline and water quality can be achieved through the proper placement and selection of native wetland and aquatic plant species. Our approach will be similar to the shoreline restoration implemented by ERC at Tenney Park in Madison. The shorelines, and near-shore areas received significant native restoration techniques that have improved the water quality of the lagoon and its discharge back into the Yahara River and downstream to Lake Monona. Deep-rooted native plant species stabilize soil conditions, attenuate excess nutrient inputs, and enhance ecosystem resiliency in the face of change.

Creating native plant communities fosters increased public use and enjoyment, and educational kiosks offer increased awareness of the shared resource. While providing a visually appealing native plant community, diverse mixes of perennial grasses, sedges, forbs, shrubs, trees and aquatic plants also provide critical improvements in functionality and sustainability. Our model of shoreline and near-shore aquatic restoration will be pragmatic and achievable in an urban setting and will be targeted to provide improvements in the water quality of the adjacent waterways as well as introducing habitat for a variety of fish, birds, insects, and mammals. The re-establishment of native wetland and

aquatic plant species will not only support biodiversity and improve riparian and aquatic habitat, but will also provide a safe, clean, educational, and aesthetically pleasing environment for all lake visitors.

Our design team is also knowledgeable on all types of shoreline structures as it relates to this site. The challenge will be finding cost-effective solutions given the steep bathymetry. Since most of the John Nolen footprint is built on fill to reclaim land, the bathymetry immediately offshore of the shoreline is unnaturally steep, making some shoreline protection structures like pocket beaches or offshore islands not feasible. However, there are shallow sections that would make habitat creation possible. Our team will investigate sections of the waterfront and apply practical solutions to areas where the shoreline can be softened. As a result, the shoreline will be more inviting and welcoming to the park's users.

As a visionary reach, the Edgewater team will also explore the feasibility of creating "zero footprint" offshore islands that can nurture waterfowl and aquatic species in the form of "floating" wetlands and roosting islands. Designed to resist ice push, these platforms, if bridged together, can provide alternate pedestrian pathways around the lake, bypassing private or tightly constrained lands, or could be arranged to form wave sheltering of shore areas to create quite waters for recreational activities such as paddle boarding. The aesthetics of such installations reflects and amplifies the true topography of the lake, where now submerged drumlins, left from the ice age, can be found.

ECO-RESOURCE CONSULTING, INC

Tenney Park Lagoon Shoreline Restoration

In the fall of 2015, ERC began the Tenney Park Lagoon Shoreline Native Vegetation Installation and Maintenance project in Madison, Wisconsin for the City of Madison Engineering Division. The project was a second phase of work following the completion of shoreline regrading and vegetation removal. The project took place from the fall of 2015 to 2018. Project leadership included: Stephen J. Hjort, Clayton Frazer and Daniel Fuhs.

This three-year project included removal of woody and herbaceous invasive species, shoreline regrading, shoreline armoring, and the installation of more than 16,000 native trees, shrubs, and herbaceous plants (plugs) within shoreline and near-shore locations in the park. ERC maintained and monitored the restored native plant communities for two growing seasons following installation.

While planning the seed and plug mixes for this project, special consideration was made for the avid kayakers, fisherman, and ice skaters in the winter who frequent the park. It was important that these users have access to the lagoon during the restoration. The lagoon's shorelines have been stabilized and deep-rooted native plants continue to reduce sediment and nutrient transport, significantly improving water quality within the lagoons and within discharge water that flows into the Yahara River and ultimately into Lake Monona.

Project challenges included herbicide use, pedestrians and frequent users of the park, wildlife depredation, and water level management. Specific aquatic plant management permits were acquired through the Department of Natural Resources in order to conduct herbicide treatment within the shoreline. Herbicide treatments were conducted by trained professionals with precision to ensure non-target species were not treated. Our staff is well-educated on the use of herbicides and were able to help educate the public on best management practices. The number and frequency of park visitors also posed unique challenges. Tenney Park is frequented by fisherman, kayakers, walkers, and community members. Signage and fences were used to clearly identify restoration areas in order to protect the native plants while establishing.

Section IV - Equitable + Inclusive Design

IV

Edgewater Resources has been working on waterfronts for the last 12 years with one key tenet driving our success, getting as many people to the water as possible. We strive to make all our master plans and designs geared towards easy access. Whether it is a large-scale marina like 31st street Harbor in Chicago, a small-scale boat launch and marina in East Tawas, Michigan, or a large integrated riverfront walking path at Belle Isle in Detroit, MI, we want our designs to be open and flexible for a variety of users and for years to come. We know the rest of our design team members are equally committed to this vision.

Our team also has the unique experience to have lived this waterfront and is truly a local collaboration. We have the unique experience of having used, enjoyed, and benefited from this waterfront. We will be able to use our experience and the information collected from *A Madison Lakefront For All* to identify opportunities to enhance the equitability and inclusiveness while still creating a one-of-a-kind vision.

Connectivity: Our plans will look beyond the immediate study area to determine strategies for connectivity to the city as a whole. With the understanding that the John Nolen causeway is a given, we will seek a variety of ways to get people safely, comfortably, and conveniently from downtown and the adjoining neighborhoods to the lake edge, so that all may experience the beauty and power of this landscape. The waterfront will be both destination and path; a place to be, as well as a place to pass through. Our goal will be to make that as seamless as possible so that the greatest number of people will be able to appreciate the natural resource of the waterfront.

Lake Access: The current shoreline is predominately rip rap. Rip rap is problematic for several reasons. One, it limits human access, providing few changes to get close to the water and put one's feet into Lake Monona. Two, it is a terrible access point for human powered craft. However, rip rap is there for a reason, to limit erosion of the shoreline. There are alternative methods to achieve shoreline protection but also provide softer shorelines. One example is creating pocket beaches or sheltered areas for beaches to be stable. Similarly, offshore islands, as mentioned previously, can provide shelter from waves. How these strategies can be implemented will be a function of practical water depths or issues with boater safety.

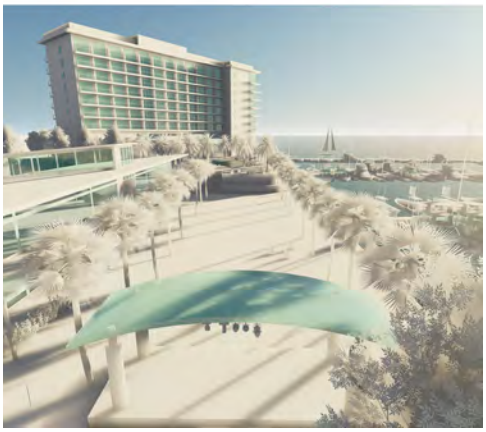
Along the water's edge, select shaped armor rock can be specially placed to create terraces so that access to the water is eased. The shoreline around the Memorial Union Terrace provides the ideal example of this approach. Our team members have been involved with these approaches, like the breakwater at Egg Harbor, Wisconsin, where stones were purposefully selected to provide terraces for angling while still protecting the shoreline against powerful waves. Ironically, designing for better human access also is designing for more animal access. Our efforts will be combined with habitat specialists to try and minimize negative animal behaviors such as ways to disincentivize goose colonies.

Place making: We will plan a waterfront that is a unique place, inspired by the natural and cultural history of Madison. We will create a narrative landscape that tells those stories and reveals the special qualities, in a manner both educational and poetic, so that residents and visitors alike can experience a place like no other. Stories we will explore include the glacial retreat that formed the topography and hydrology of the site and the Ho-Chunk settlers who made this their home. We will integrate these stories into landscapes, artworks, and interpretive elements that collectively act to make a Waterfront that inspires, delights, and challenges its users into a newfound awareness of place.

Having most of our team based in and around Madison also allows us to expand on local stories and ideas that we have lived or are familiar with. For example, we know the warmer months are filled with kayak and paddleboard rentals out of Brittingham Boats. Typically, the paddling gets hard once you cross the railroad bridges into Lake Monona due to the long fetch and waves. Floating or fixed islands in the area could provide several benefits. They could calm the wave climate and be adapted to create avian habitat so that we are achieving a net zero ecological footprint. The team could also design timber piles designed for bird nests to engage the community. This past winter, many city inhabitants were attracted to this shoreline due to the rare snowy owl taking up residence on the lake. Our team will tap into our experience and observations to continue to make this park space unique.

A Place for All: We see the waterfront as a regional destination for all, where all visitors and residents feel welcome. To that end, it must feel inclusive and have sociable spaces for large and small gatherings. It should feel like home for all. There should be spaces for visual and performing arts, for play, and for quiet respite from the city. We believe that we can create such flexible places, that can be transformed daily, weekly, and seasonally. In particular, our team is interested in providing opportunities to celebrate the winter months at the lakefront, a time when many parks and outdoor spaces are dormant. Winter is a fundamental piece of Madison's lifestyle. We want the park to embrace the four seasons, presenting a welcoming face in each. We imagine a place where people will come in all seasons to have family activities, meet friends, exercise, swim, fish, boat and ski, or just enjoy an idyllic setting in this beautiful city.

Furthermore, The Edgewater Resources team has enlisted the Madison-based non-profit, Access to Independence, as part of the design process. What makes Access unique and impactful is that it is a consumer-run organization. The majority of staff members, and its board of directors, are persons with disabilities. Further, it is a cross-disability organization which represents and supports the broader disability community. Additionally, Access to Independence has experience being a stakeholder, as well as supporting disability-community engagement for other activities in the Madison area.



Section V - Understanding of Scope

Project Scope

Lake Monona was created through climate change some 40,000 years ago. The earth warmed and the glaciers retreated in Wisconsin, incrementally depositing debris along the Yahara River valley to create the four lakes we see today. These lakes were interconnected by wetlands and humans found the isthmus between Lake Mendota and Lake Monona a bountiful place to settle. Today the City of Madison enjoys all these lakes have to offer and has become a wonderful fusion of an urban place within a natural setting. The lakes define Madison.

While there is much to admire about the setting of the city on the lake, the edge where the two meet suffers from some inelegant treatment of manmade infrastructure that is neither naturally intact nor beautifully built; it is simply utilitarian. While functional and durable, the rip rap edge that encompasses much of the west shore, provides neither ecological services, nor much aesthetic or recreational value.

Our team is excited to work to create a unique landscape befitting this exquisite setting. John Nolen, in his Model City plan for Madison in 1911, wrote, “No other city of the world, so far as I know, has naturally such a unique situation on a series of lakes with an opportunity for so much and such direct relationship to beautiful water frontages”. While much of his plan was implemented, the water’s edge remains indistinct and without the order, power, and clarity of his vision. We see this design challenge as that opportunity to build on this vision, but with a twenty-first century perspective. Our team will respect where the city has been and forge ahead with the latest thinking about sustainability, environmental justice, and climate change. We can create a waterfront befitting of Madison’s place as a model city for the future.

Project Challenges and Our Approach to Address those Challenges

The biggest challenge with this master plan project will be incorporating all the feedback from the previous public engagement phases. This means respecting the desires of all the stakeholders that use this public space and delivering a visionary master plan that is still feasible and cost-effective.

Edgewater will balance all these constraints by relying on the extensive, existing public engagement and by conducting an internal visioning meeting with our design team members. Over the course of the project, ideas, concepts, and plans will be discussed, debated, and dimensioned to fit this waterfront. Local expertise will be incorporated by inviting several team members to take part in the visioning meeting. The following local partners have been invited to take part in the visioning meeting.

- Department of Heritage Preservation of the Ho Chunk Nation
  - Bill Quackenbush, and other staff in his department will ensure that the design team appropriately incorporates and honors the first people to call this area home.
- Access to Independence
  - Jason Beloungy and Access to Independence will assist the team in working beyond simple ADA compliance. They will assist in making sure the master plan is accessible to all. They also have connections to Madison Residents that the team can pull direct feedback. For example, the design team will be able discuss specific types of ADA infrastructure that are best suited for a potential kayak launch with different types of adaptive kayak boaters.
- National Society of Black Engineers (NSBE) – Wisconsin Black Engineering Student Society (WBESS)
  - Naomi Lewis and/or engineering students will provide direct feedback to steer how our master plan unfolds to ensure BIPOC perspectives are incorporated. Additionally, our team views this as a unique partnership to help address the lack of BIPOC participation in the engineering field. Our team hopes this opportunity will connect BIPOC engineers with contacts in the industry and provide real world experience on the design side of the engineering world. Furthermore, UW-Madison students represent a large user group of this space, and we believe NSBE-WBESS will be a great representative of that perspective.
- 1000 Friends of Wisconsin
  - Gregg May, AICP, with 1000 Friends is intimately familiar with land uses and transportation around the City of Madison. He will assist the team by advocating for climate change considerations in this project.
- Madison Bikes
  - Harald Kliems and/or other members of Madison Bikes will be able to provide specific biking preferences and uses for this stretch of waterfront.

Our design team had reached out to The Wright Foundation to see if they would be interested in joining our team or providing feedback on how to incorporate Frank Lloyd Wright's architectural legacy into our master plan. Mr. Stuart Graff said that the Foundation is aware of the design challenge and said he would reach out to the city to share their views on the matter. They also shared their polices in regards celebrating Frank Lloyd Wright's legacy and "unbuilt projects" at https://franklloydwright.org/unbuilt-works-policy/. It will be a challenge to navigate these polices and celebrate Wright's legacy, but one that we think we can do tastefully and in line with the Wright Foundation's Policies for his unbuilt projects.

These team members will be compensated for bringing their expertise to visioning process. Each team member will have a time slot during the visioning meeting to discuss their ideas for the space, challenges they see with the site, and issues they want to see at the forefront for consideration in the master plan. The objective will be to discuss solutions to those considerations and

leverage their knowledge to round out specific design aspects of the master plan. The meeting will be collaborative and intended to ensure local feedback is incorporated into final master plan. Additionally, these members will also be provided the opportunity to review the final master plan design and provide closing feedback during both phases of the design challenge.

Combined, this team is made up of individuals that have lived in Madison for decades. We have walked, biked, kayaked, fished, and enjoyed this space extensively. This team can leverage our collective skills in, planning, landscape architecture, multi-modal transportation design, urban design, coastal engineering, and habitat restoration to enhance the waterfront of Lake Monona. With our unique local collaboration, our team can and will successfully construct a master plan Madison will be proud of for generations to come.