COUNCIL WORK SESSION

Wednesday, January 20, 2021 at 1:00 PM

COUNCIL MEMBERS:

Mayor Rick Scholl
Council President Doug Morten
Councilor Patrick Birkle
Councilor Stephen R. Topaz
Councilor Jessica Chilton

LOCATION & CONTACT:

https://zoom.us/j/97624743613?pwd=SmNRd1VCYU1VeVltK1hyUmIvcVVxZz09
Website | www.sthelensoregon.gov
Email | kathy@ci.st-helens.or.us
Phone | 503-397-6272
Fax | 503-397-4016

AGENDA

CALL WORK SESSION TO ORDER

VISITOR COMMENTS - *Limited to five (5) minutes per speaker*

DISCUSSION TOPICS - *The Council will take a break at approximately 3:00 p.m.*

1. Employee Length of Service Award
2. Finance Semi-Annual Report - *Matt*
3. Municipal Court Semi-Annual Report - *Matt*
4. Municipal Court Judge Report - *Judge Amy Lindgren*
5. Prosecutor Report - *Prosecutor Sam Erskine*
6. St. Helens Industrial Business Park Parcelization Framework & Funding Plan - *John/Jenny*
7. Public Safety Facility - *Matt/Brian*
8. Review Recommendations for RFQ Solicitations - *John/Jenny*
9. Review Proposed Community Development Code Amendments - *Jacob*
10. Strategic Action Plan Updates
11. City Administrator Report

OTHER BUSINESS

ADJOURNMENT

EXECUTIVE SESSION

Following the conclusion of the Council Work Session, an Executive Session is scheduled to take place to discuss:

- *Real Property Transactions, under ORS 192.660(2)(e); and*
- *Consult with Counsel/Potential Litigation, under ORS 192.660(2)(h).*

Representatives of the news media, staff and other persons as approved, shall be allowed to attend the Executive Session. All other members of the audience are asked to leave the Council Chambers.

FOR YOUR INFORMATION

Upcoming Dates to Remember:

- January 18, Martin Luther King Jr. Day, All City Offices Closed
- January 20, 1:00 p.m., Council Work Session, Via Zoom
- January 20, 7:00 p.m., Council Regular Session, Via Zoom

Future Public Hearing(s)/Forum(s):

- PH: March 17, 6:30 p.m., Annexation of 35526 Firway Lane (Sell)
- PH: March 17, 6:45 p.m., Annexation of 58830 Firlok Park Street (Frank)

VIRTUAL MEETING DETAILS

Join Zoom Meeting:
https://zoom.us/j/97624743613?pwd=SmNRd1VCYU1VeVltK1hyUmIvcVVxZz09
Meeting ID: 976 2474 3613
Passcode: 273956
Dial by your location: 1 669 900 6833 US (San Jose)

The St. Helens City Council Chambers are handicapped accessible. If you wish to participate or attend the meeting and need special accommodation, please contact City Hall at 503-397-6272 in advance of the meeting.

Be a part of the vision…Get involved with your City…Volunteer for a City of St. Helens Board or Commission!

For more information or for an application, stop by City Hall or call 503-366-8217.

LENGTH OF SERVICE AWARD PROGRAM

To: Mayor and City Council

From: Kathy Payne, City Recorder

Date: January 20, 2021

I am happy to announce that we have one employee who has reached a milestone in their employment with the City of St. Helens. The following individual will receive a certificate and pin at the January 20 Council work session.

20 Years

Sue Nelson started working for the City's Public Works Department in January of 2001 in the Engineering Division. She is still serving in the Engineering Division of Public Works as the City Engineer.p

Congratulations, Sue, and **thank you** for your service!

City of St. Helens Financial Report for 10/01/2020 – 12/31/2020

For all graph representations; BLUE = Budget RED = Actuals

QUICK TAKES:

- In the General Fund, expenses are at 52%. Departments to be aware of:
  - City Council Dept sits at 79%, mainly due to increased attorney fees for meetings/other items.
  - Building Department sits at 68%, mainly due to a backlog of invoices from the Fire District for inspection fees that were all turned in at once and includes previous fiscal year invoices that were never turned into the department.

- Community Development Fund appears high for revenue due to the unbudgeted Timber Revenue from this year's cut.

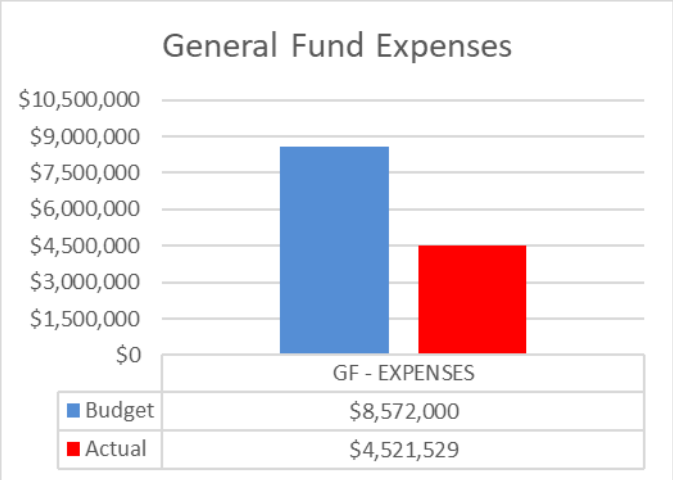
- Community Enhancement Fund appears high for revenue due to the COVID State/Federal expense/reimbursements.

- Enterprise (Water/Sewer/Storm) remain strong even through COVID. The City will lose about $175k in anticipated revenue from late fees and reconnection fees. The City discontinued late fees and shut-offs during COVID and we expect this to stay in place until the State of Emergency is lifted.

- Single Family Residential Permits for this past quarter were at 34, breaking last quarter's number of 21… an all-time high for St. Helens in recent history. Needless to say, the City is still remaining VERY busy even with COVID happening.

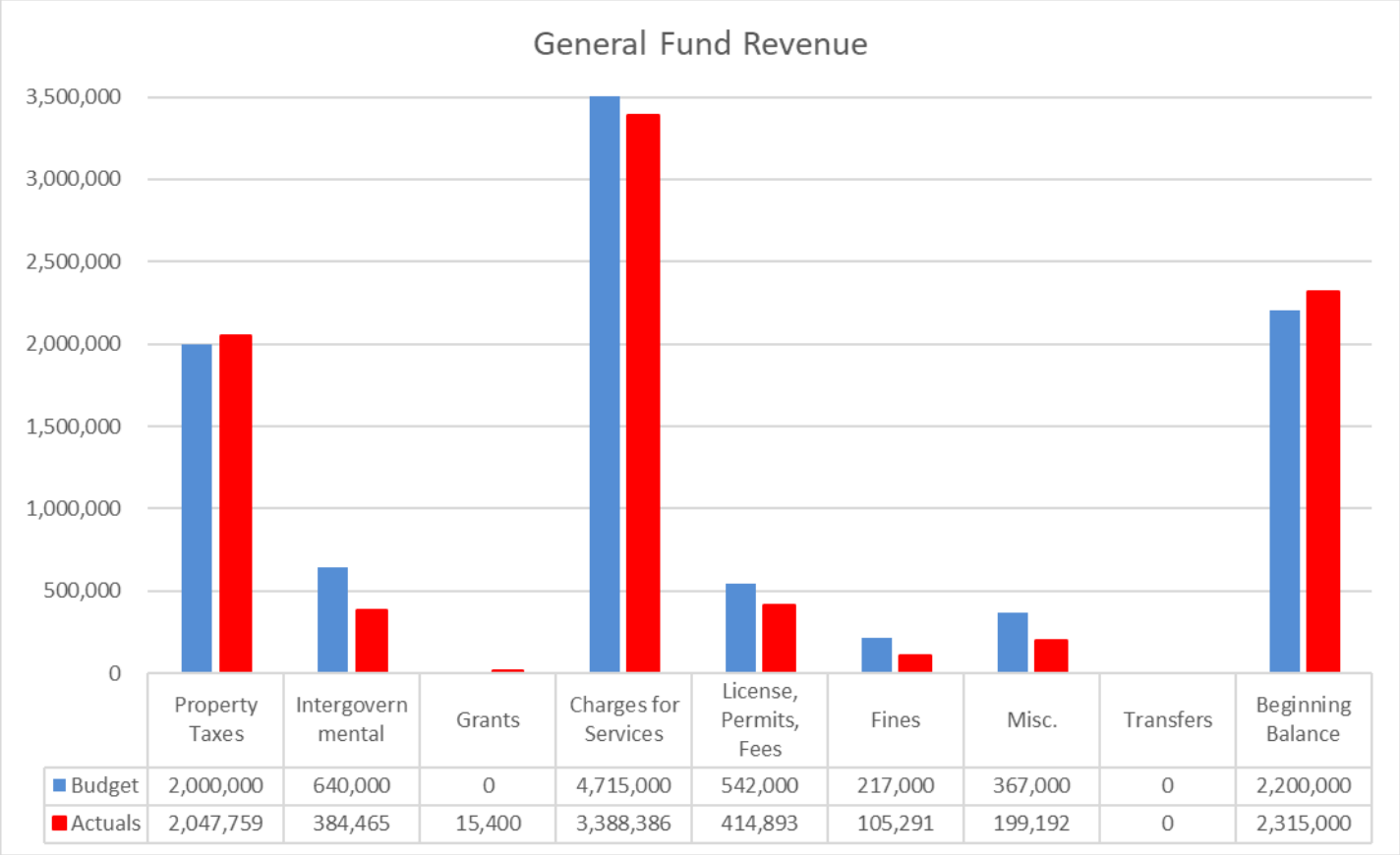
General Fund – Overview

The City has received 83% of the budgeted revenues for fiscal year. This is a typical percentage as a large percentage of revenue is property taxes that come in November/December.
Overall General Fund expenses are at 52%



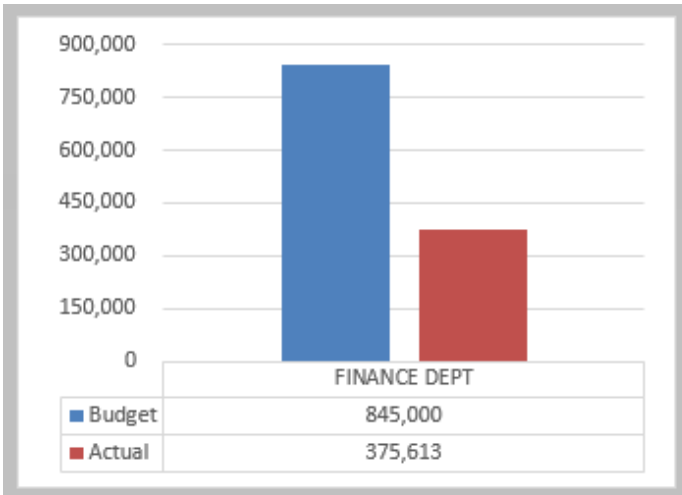
General Fund – Revenue by Category

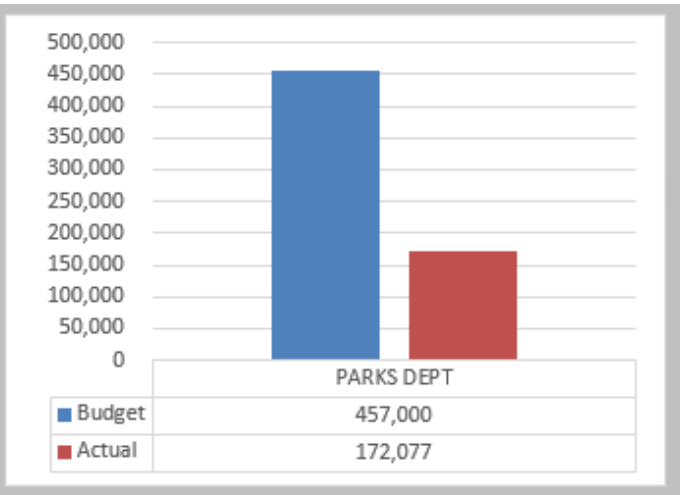
This graph displays the General Fund Revenue in separate categories.

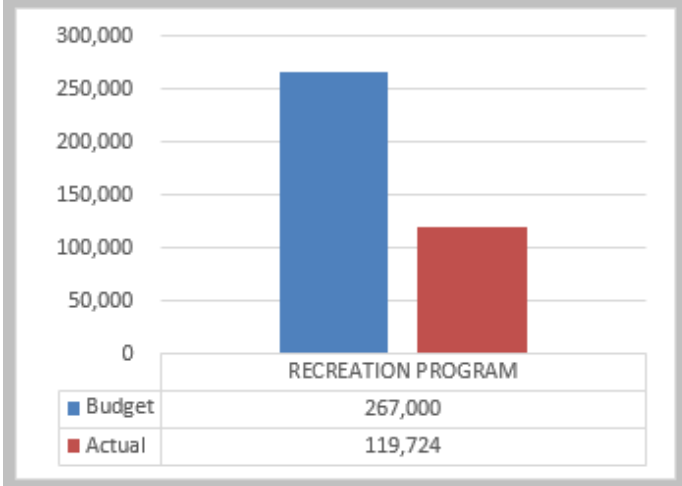


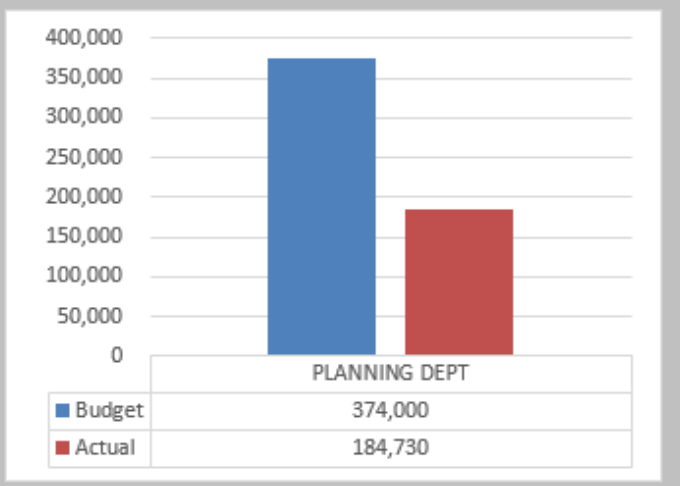
	Property Taxes	Intergovernmental	Grants	Charges for Services	License, Permits, Fees	Fines	Misc.	Transfers	Beginning Balance
Budget	2,000,000	640,000	0	4,715,000	542,000	217,000	367,000	0	2,200,000
Actuals	2,047,759	384,465	15,400	3,388,386	414,893	105,291	199,192	0	2,315,000

General Fund Expenditures by Department


900,000
750,000
600,000
450,000
300,000
150,000
0
FINANCE DEPT
Budget 845,000
Actual 375,613


500,000
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
PARKS DEPT
Budget 457,000
Actual 172,077


300,000
250,000
200,000
150,000
100,000
50,000
0
RECREATION PROGRAM
Budget 267,000
Actual 119,724


400,000
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100,000
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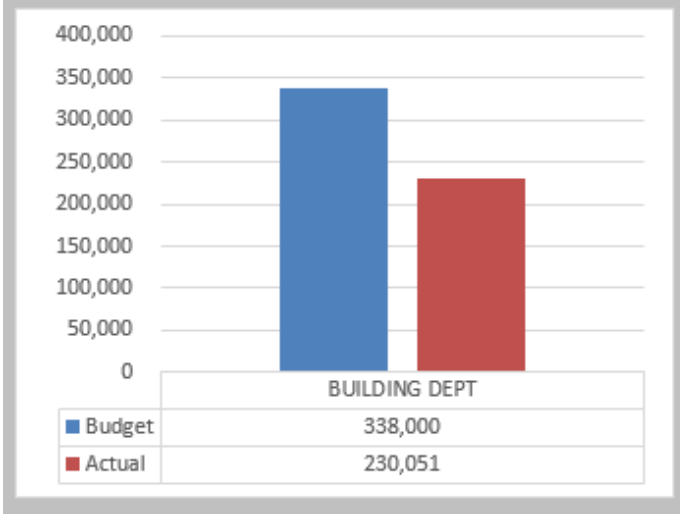
0
PLANNING DEPT
Budget 374,000
Actual 184,730


400,000
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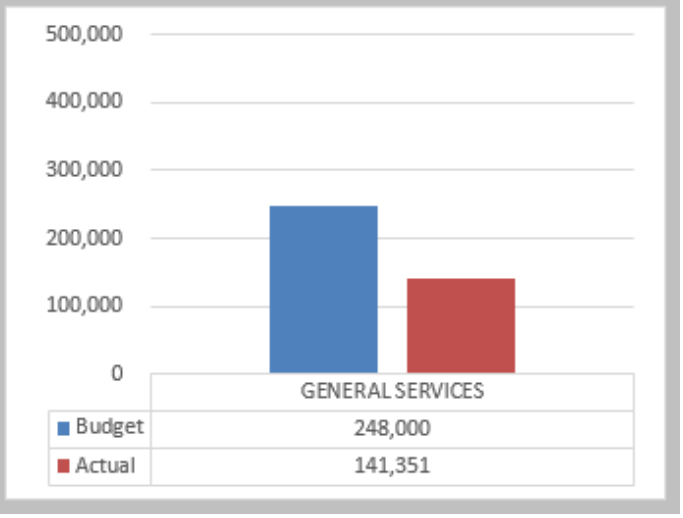
150,000
100,000
50,000
0
BUILDING DEPT
Budget 338,000
Actual 230,051


500,000
400,000
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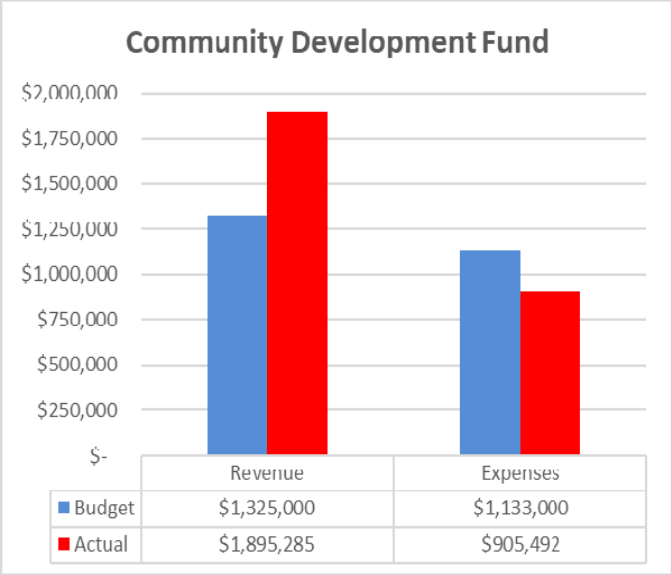
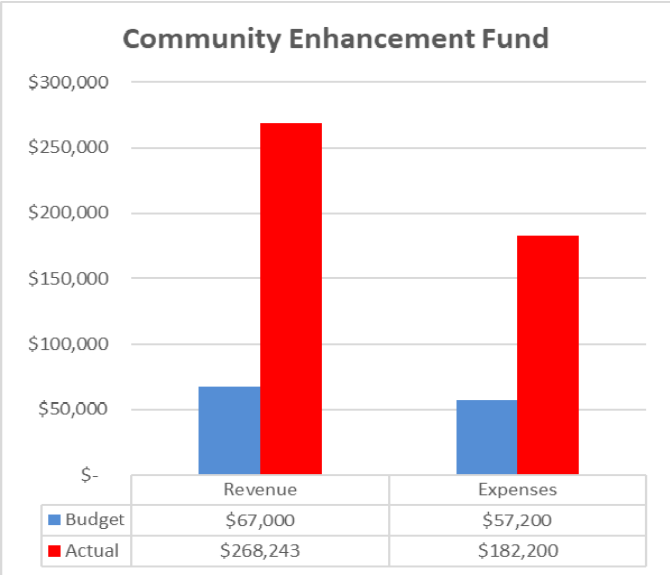
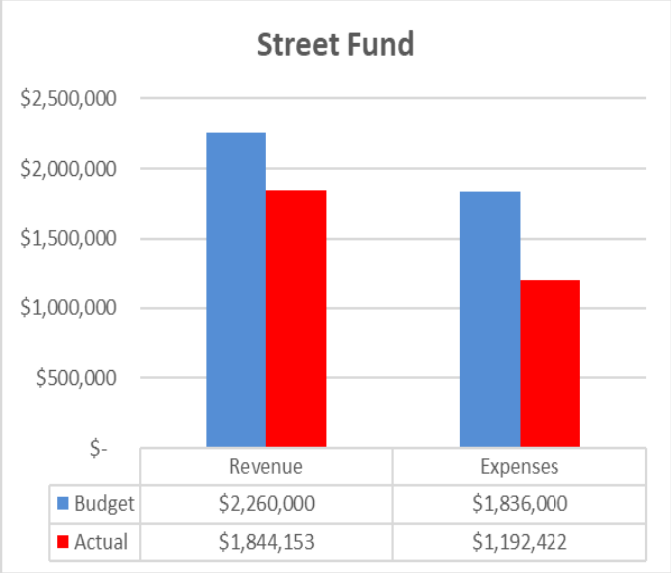
100,000
0
GENERAL SERVICES
Budget 248,000
Actual 141,351

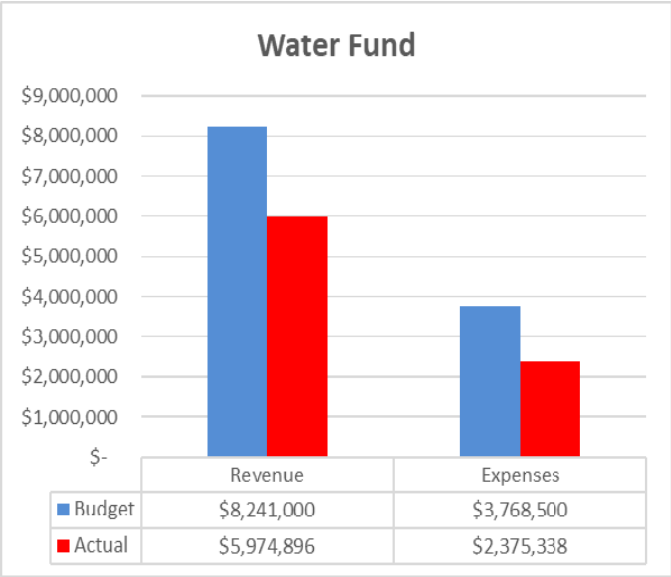
SPECIAL REVENUE FUNDS

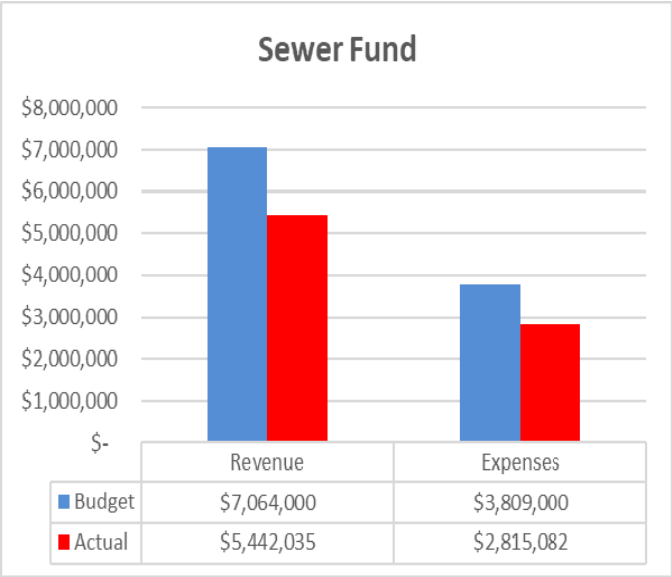


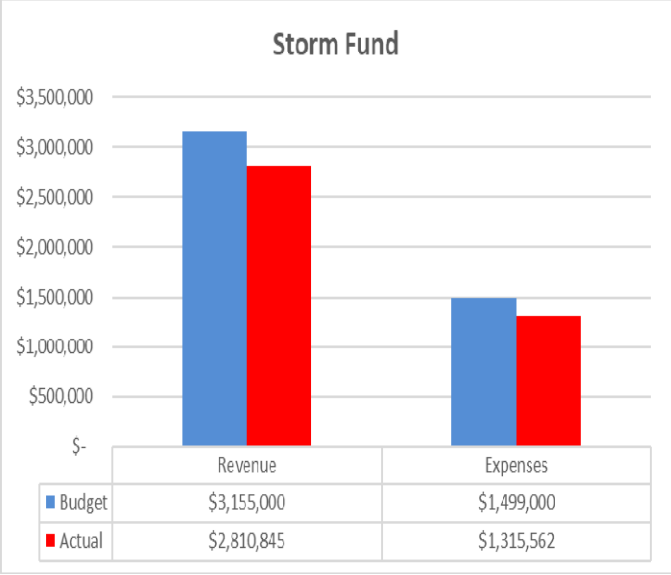




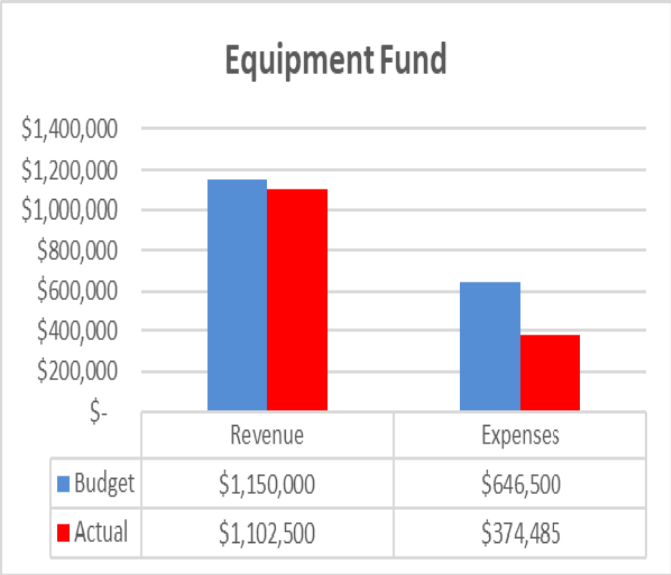
ENTERPRISE FUNDS

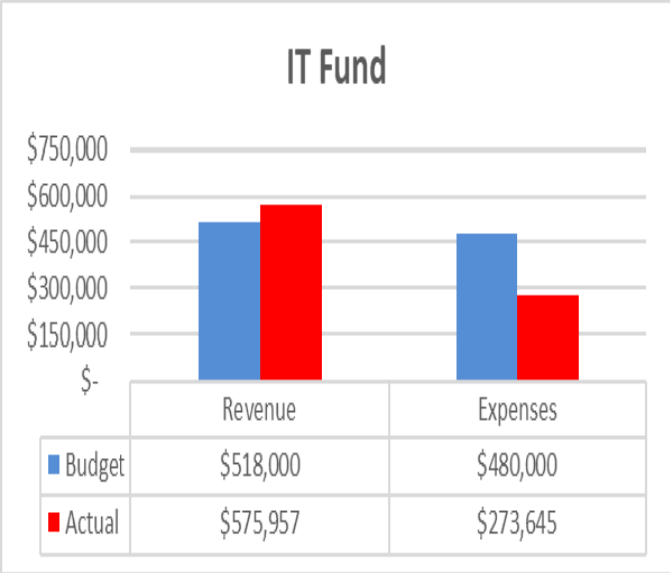


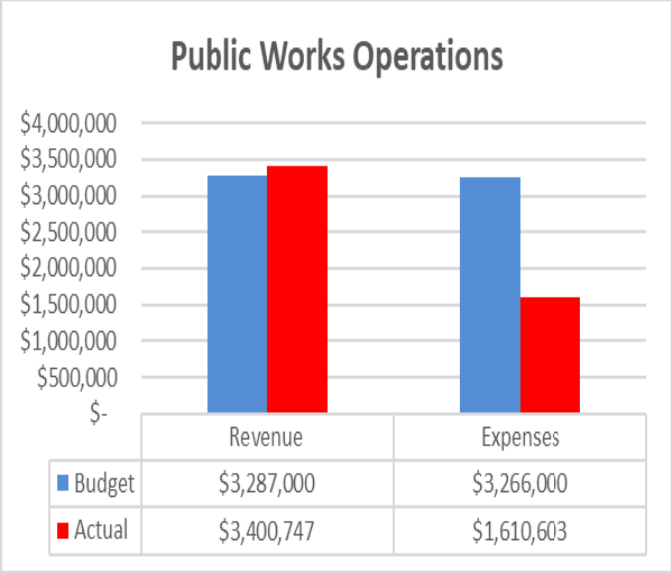


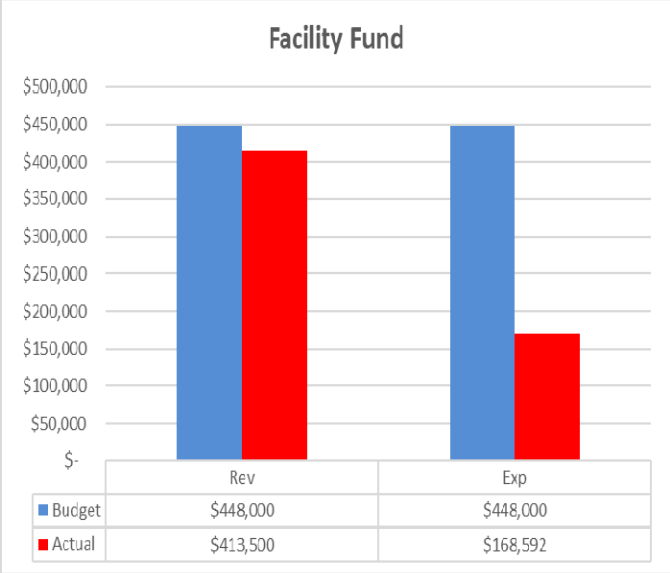


INTERNAL SERVICE FUNDS

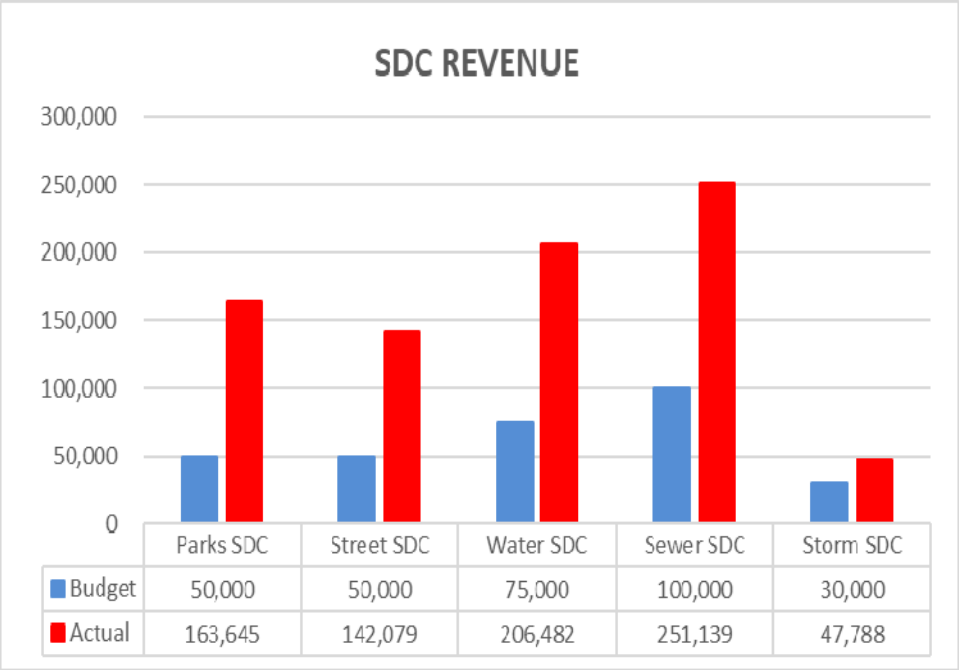




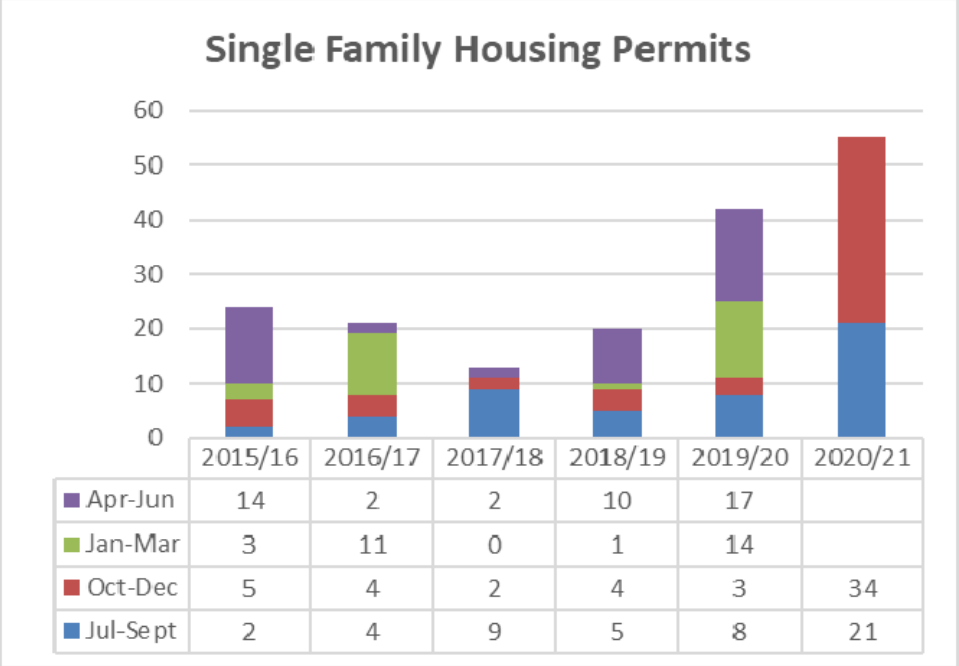




SDC & DEVELOPMENT OVERVIEW



	Parks SDC	Street SDC	Water SDC	Sewer SDC	Storm SDC
Budget	50,000	50,000	75,000	100,000	30,000
Actual	163,645	142,079	206,482	251,139	47,788



	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Apr-Jun	14	2	2	10	17	
Jan-Mar	3	11	0	1	14	
Oct-Dec	5	4	2	4	3	34
Jul-Sept	2	4	9	5	8	21

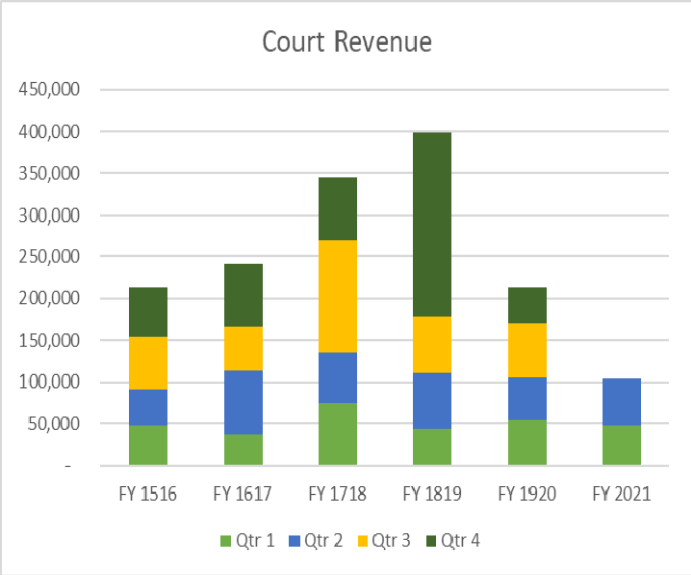
To: City Council
RE: Municipal Court Report 7/1/20 – 12/31/20

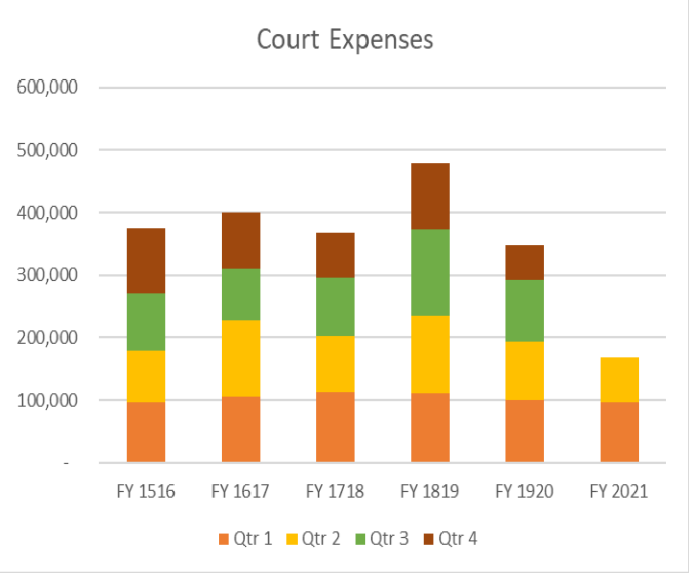
Quarterly Report of Municipal Court Operations:

Matt Brown	Assistant City Administrator
Amy Lindgren	City Judge
Sam Erskine	City Prosecutor

Over the last 2 years, the Municipal Court has gone through a revitalization process that saw the review of court procedures and staffing both internally and contractors (Judge & Prosecutor). Over the past 2 years, the Court Department has reviewed old files, updated collection procedures, and finalized many pending charges held as liabilities to the City. The results of those past 2 years are shown financially in FY 1718 and FY 1819 with the higher-than-normal revenue shown below. Additional court expenses were seen in mostly FY 1819 when additional time was needed for our Judge/Prosecutor as well as overtime for internal staff to ensure that items were finalized as we went into fiscal year 1920. Revenue returned to a more normal yearly amount along with reduced expenses from previous years (roughly $30k in savings).

Staff began using new software earlier this year along with new protocols for working within COVID guidelines. Below are updated stats for Revenue and Expenses. Revenue is on track with historical trends. Court Expenses have continued to decrease with increased productivity due to new standards/practices with our court operations. Clearance rates continue to be over 150%, meaning that staff is continuously working to close old cases. Any clearance rate over 100% means that we are closing out old cases that have been lingering for a number of possible reasons. City Prosecutor Sam Erskine and City Judge Amy Lindgren will report independently and be available for any questions you may have.





City of St. Helens
265 Strand St., St. Helens, OR 97051
Phone: (503) 397-6272 Fax: (503) 397-4016
www.ci.st-helens.or.us

MUNICIPAL COURT REPORT

January 11, 2021

1. Operations During COVID-19 Pandemic

The municipal court continued operations throughout the COVID-19 pandemic. As I reported in May, 2020, the court managed to operated remotely with attorneys and defendants appearing through video or telephone appearances. During the summer, the court transitioned back to in person appearances and took strict measures that complied with CDC and OHA guidelines. For example, prior to entering the courtroom, each person was asked screening questions, temperatures were taken, and hand sanitizer was required. Only a limited number of people were allowed into the courtroom to allow for proper social distancing and clear barriers were installed to protect the court staff. Also, accommodations for virtual or telephone appearances are provided for anyone who is in a high-risk category who requests the accommodation in advance. In December, the court briefly went virtual again after Governor Brown's recent executive orders but is now back in session with the same safety measures in place.

Due to the large number of people required for jury trials, the court has been unable to schedule any jury trials. All jury trial have been rescheduled to the Summer of 2021.

2. Ballot Measure 110

During the last election, Ballot Measure 110 passed which decriminalized possession of drugs. It goes into effect February 1, 2021. The measure created a new classification of a "violation" for the offenses, a Class E Violation. The maximum penalty is $100. This represents a significant change in the law and the types of cases that the municipal court will handle. Prior to the enactment of BM 110, municipal courts did not have jurisdiction over drug-related misdemeanor offenses under ORS 221.339(3). Now that the offenses are "violations" instead of "misdemeanors," the municipal court will now handle them.

In order to prepare, court staff will work with Tyler and create the new offenses in the court management software. If a person appears in court and pleads no contest, the presumptive fine of $100 will be imposed. According to BM 110, in lieu of the fine, a defendant who pleads no contest can participate in a drug assessment. I am in contact with Columbia Community Mental Health to work out the details of the drug assessments.

3. Truancy Court

I am working with Jennifer Johnson, the new School Safety & Prevention Specialist with Northwest Regional ESD to establish a truancy program. Sadly, during a recent meeting she reported St. Helens School District had not submitted any referrals for truancy this year. She estimated that it may take about a year to set up a truancy program and have district and teachers trained on it. The court's role will be very limited because – in most cases – once ESD reaches out to a family and offers resources, the truancy issues are resolved. We will be reviewing and modeling the program based on other districts like North Clackamas School District.

January 12, 2021

Semi-Annual Report for July 15, 2020 – January 20, 2021

City Prosecutor – Samuel Erskine

To: Mayor Scholl and Council Members

Introductory note:

Thank you for considering this written report as a supplement to my appearance at council proceedings today. As with my most recent report, the COVID pandemic continues to dominate as the most significant issue affecting court operations. As you can see from the statistics provided in this report, case referrals and cases issued during 2020 were essentially unaffected as compared with the numbers for 2019. I have made efforts to efficiently manage current cases in light of pandemic considerations and to preserve crucial contacts (with witnesses, victims, etc.) on cases currently awaiting trial, but the inevitable result of the current inability to hold jury trials means that there will be a backlog of trials to be held once the court system is fully operational again. In that respect, I expect 2021 to be similar to 2019 in terms of the need to process a backlog of trials. Given the improvements in court efficiencies made over the past several years – with credit due to Judge Lindgren, Melanie, April, and the attorneys handling court-appointments – I am confident that this 'recovery' will go smoothly once the court resumes full operations.

	2019	2020
Police reports received/processed	380	411
Total cases referred	242	290
Total cases charged	184	190*
Jury trials held	8	0

*Cases charged will likely increase as there are still 2020 cases pending review or awaiting additional evidence.

Closing:

Despite difficult circumstances, the numbers above reflect positively on the continued hard work of the police department, and Judge Lindgren and court staff have done an excellent job of continuing court operations to the full extent possible – including switching to holding court via telephone/remote appearances when necessary – during this time. While court operations have settled into a reliable (albeit different) rhythm at this point, I am still eagerly anticipating a return to something more 'normal' sometime soon. I have no doubt you all are as well.

Best wishes for a happy and healthy year for all of you and your families,

Samuel Erskine
City Prosecutor for the City of St. Helens

St. Helens Industrial Business Park Funding Strategy

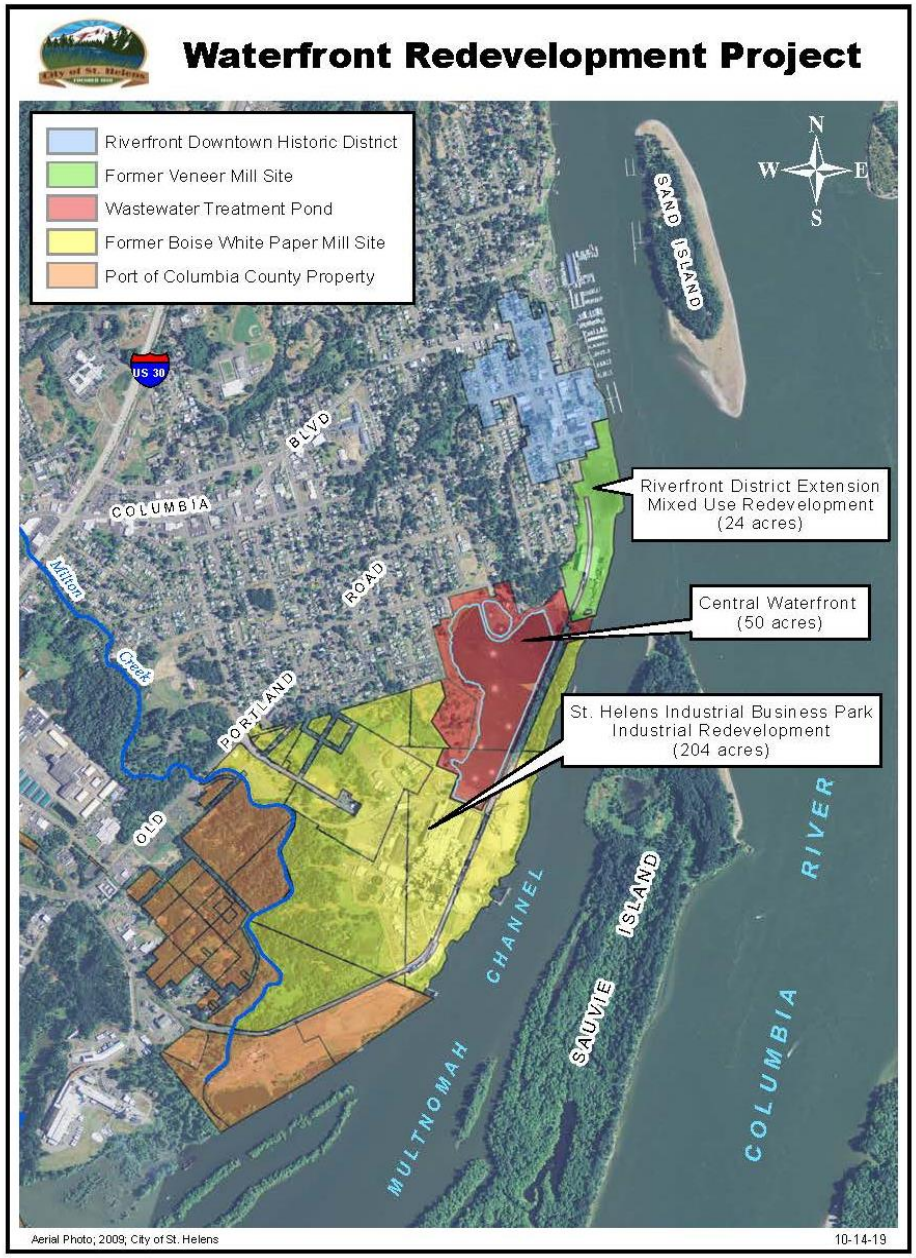
https://www.sthelensoregon.gov/administration/page/industrial-business-park-0

Presentation to City Council
January 13, 2020

ECONorthwest
ECONOMICS · FINANCE · PLANNING

Parcelization Plan

Waterfront Redevelopment Introduction



Parcelization Plan Framework

SITE NOTES

SITE MAP HAS BEEN PREPARED USING DATA FROM EXISTING TAX MAPS AND RLIS GIS DATA. THIS MAP HAS BEEN PREPARED FOR ILLUSTRATIVE PURPOSES ONLY. ALL BOUNDARY AND DIMENSIONAL INFORMATION SHOULD BE VERIFIED BY A PROFESSIONAL LAND SURVEYOR.

THE NET ACREAGE FOR EACH PARCEL HAS BEEN CALCULATED BY REMOVING PUBLIC RIGHT-OF-WAY, JURISDICTIONAL WETLANDS AND THEIR ASSOCIATED PROTECTION ZONES, AND WATERWAYS AND THEIR ASSOCIATED RIPARIAN PROTECTION ZONES.

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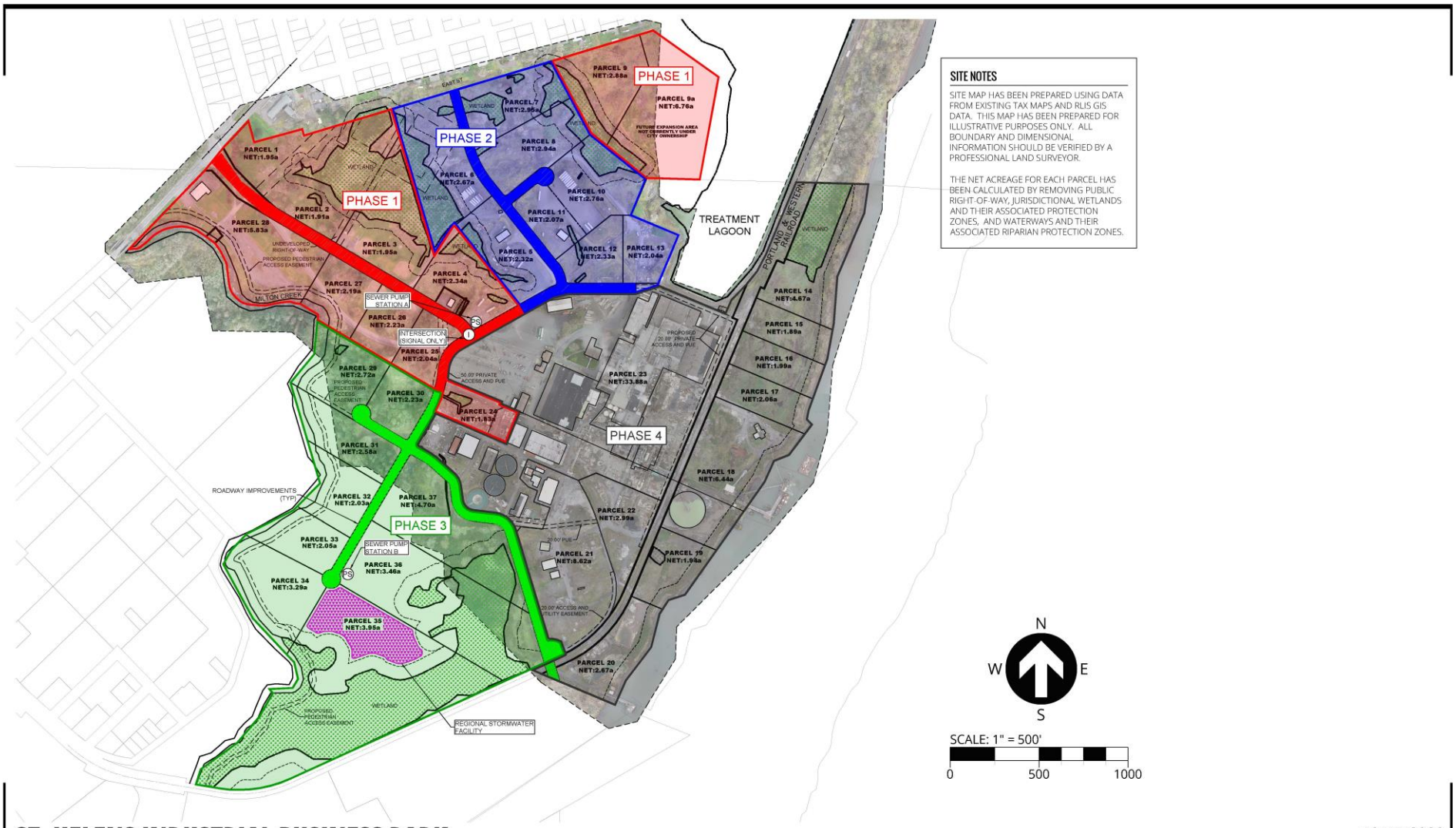
SCALE: 1" = 500'

0 500 1000

Phased Infrastructure Plan



ST. HELENS INDUSTRIAL BUSINESS PARK

10/15/2020

CITY OF ST. HELENS

EXHIBIT 1 - COST ESTIMATE MAP

3J CONSULTING

CIVIL ENGINEERING | WATER RESOURCES | PLANNING

Funding Strategy Detail

Project Purpose

Determine how and when the City can fund infrastructure in the St. Helens Industrial Business Park (SHIBP).

Provide foundational information to inform grant application need and content.

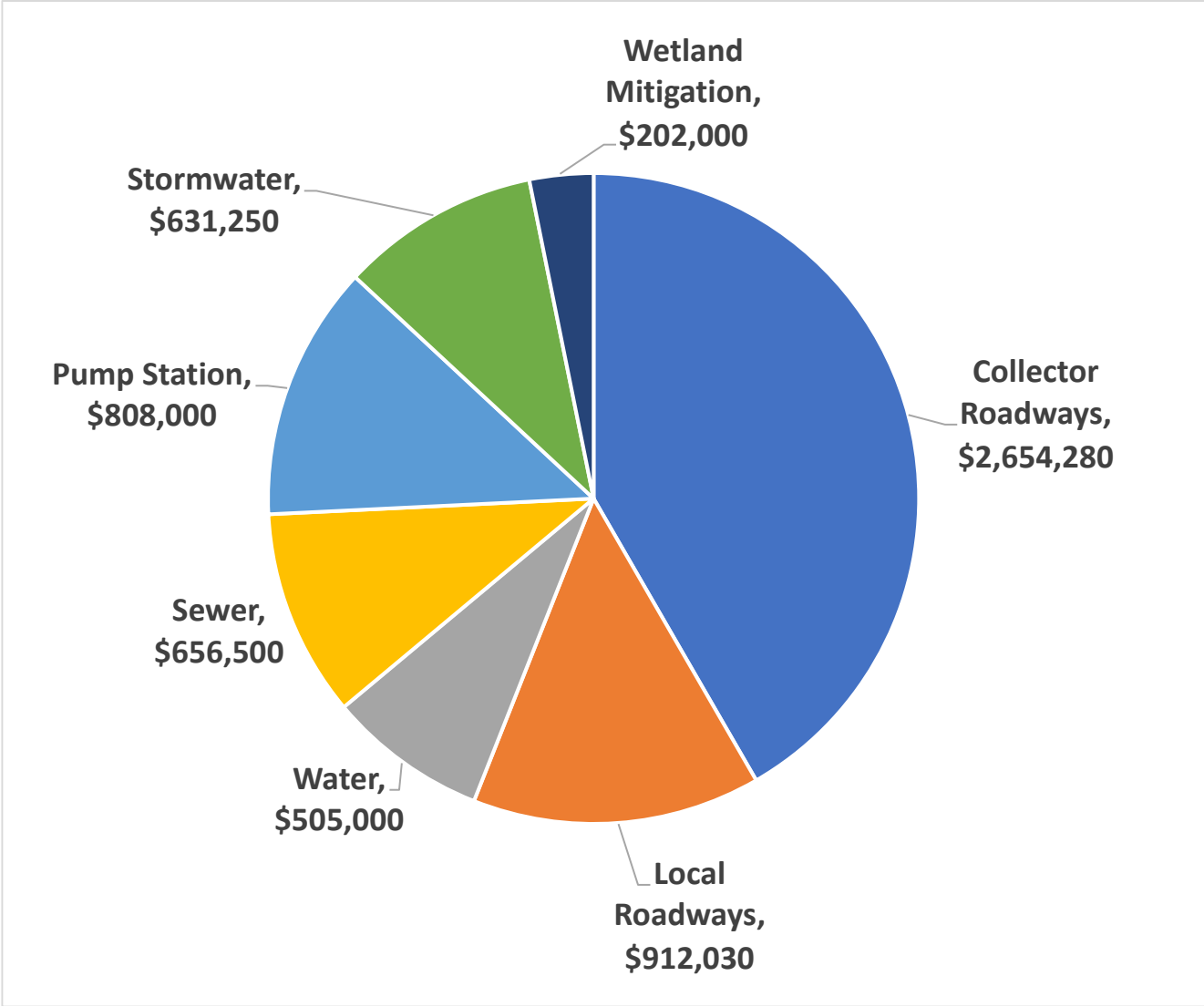
Coordinate investment responsibilities across a range of public and private partners.

Identify actions and funding resources to address infrastructure needs in the SHIBP

Total Cost Summary

Phase	Total Infrastructure Cost	Net-Developable Acres	Cost per Net Acre
Phase 1	$6,369,200	30.8	$211,742
Phase 2	$4,646,000	20.08	$231,375
Phase 3	$9,898,000	23.06	$429,228
Phase 4	$202,000	24.65	$8,195
Total	$21,115,200	97.87	$215,747

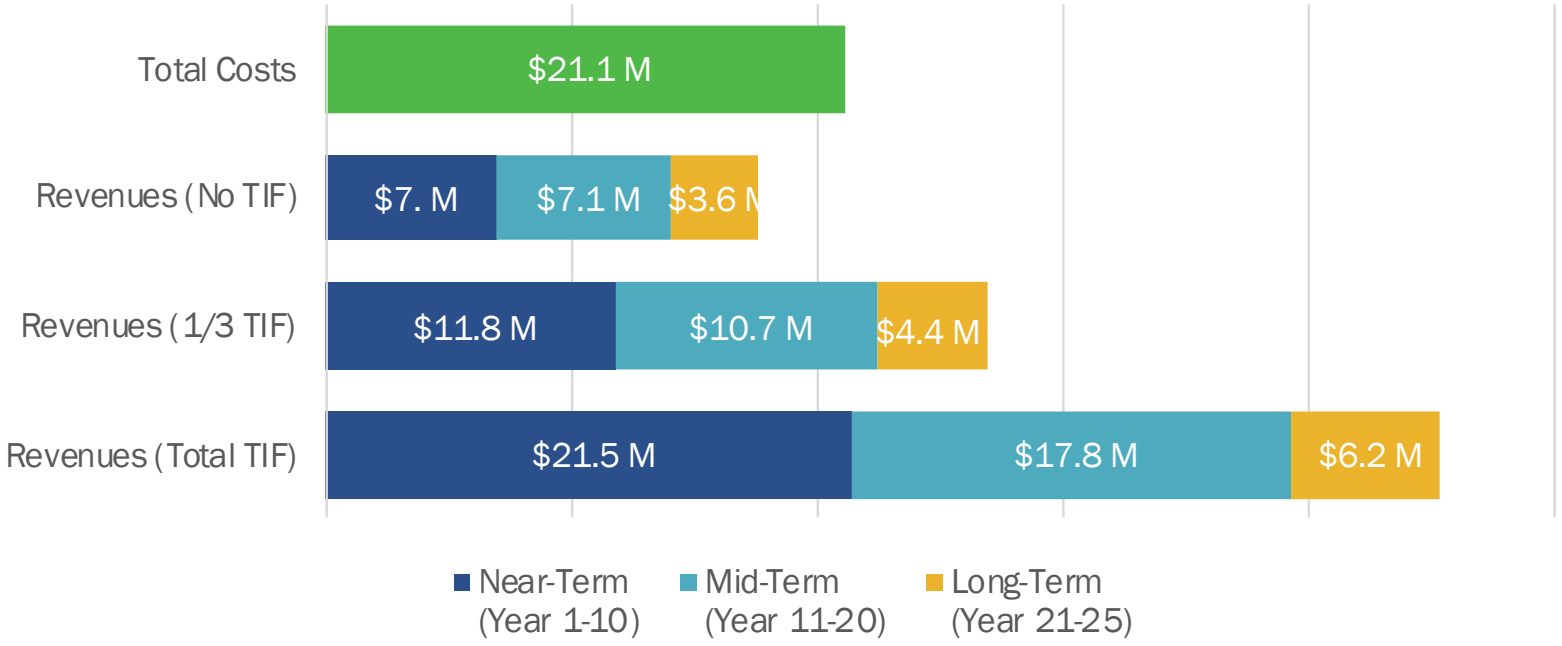
Phase 1 Cost Summary



Existing Revenue Sources

Source	Financial Capacity	Assumptions
Tax Increment Financing	$27.8 to $43.6m	Not used until later phases of development
Timber Revenues	$200,000 per year	Earmarked for infrastructure project design and engineering
Site Prep and Grading	$700,000 (year 1-3)	Prioritization for Phase 1
Ground Lease	$150,000 per year	None
Property Sale and Contract Payments	$82,800	Net from sale of ACSP parcel

Cost and Revenue Comparison



TIF Revenues will be necessary to cover overall costs without grant funding.

Total costs could be exceeded from existing sources with a 1/3 TIF allocation

Strategy Recommendations

Prioritize grant funding at all phases where possible. Investigate Economic Recovery funds and infrastructure programs.

1

Near-Term Strategy:

- Prioritize timber, site pre and grading, ground lease, and sale/contract payments for phase 1 infrastructure to catalyze development and grow increment.
- Account for an TIF Expenditures

2

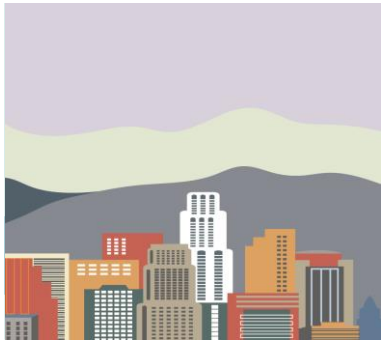
Mid-and Long-Term Strategy:

- Explore district funding solutions for regional facilities.
- Capitalize on TIF revenues for residual funding need.

https://www.sthelensoregon.gov/administration/page/industrial-business-park-0

ECONorthwest

ECONOMICS • FINANCE • PLANNING



Los Angeles

Portland

Seattle

Boise

St. Helens Public Safety Facility

Regular Session Ask to City Council

1. Do you accept the Committee's Recommendations?
2. Do you agree with the proposed next steps?
3. How would you like to be involved?

Ad-Hoc Committee Recommendations

- Robust Community Engagement Period
- Additional Polling after engagement period (if necessary)
- Increase funding for utility assistance programs
- Creation of Public Safety Fund
  - Suggested “Ramp up” (Start low then increase)
  - Create administratively through City Council
- Sale of current police station to pay down debt
- Continue researching grants and other funding opportunities

Funding Considerations

Revenue Bond

Public Safety Fund

- No affect on property taxes
- Funding may be used for capital construction and ongoing maintenance costs
- User based rate model rather than property tax based

- Increased funding flexibility
- Voter approval optional
- Rate may decrease with population growth
- More equitable

GO Bond

General Obligation Bond

- Increases property taxes
- Funding limited to capital construction (no ongoing maintenance rev)
- User disparity (high value properties pay more)
- Impact to other jurisdictions

- Voter approval required
- Confusion risk with other Public Safety agencies
- Limited prepayment options
- Secure funding option
- Renters may not directly contribute

Funding Methodology

How should each account pay?

- Flat amount per account?
- Flat amount per meter size?
- Based on per residential dwelling unit?
- Non-residential customers based on area?
- Non-residential customers based on impervious surface?

EXAMPLES:

- $2 Community Rec Fee based on: flat amount per account
- Storm Rate is based on dwelling units for residential customers & impervious surface for commercial/industrial customers

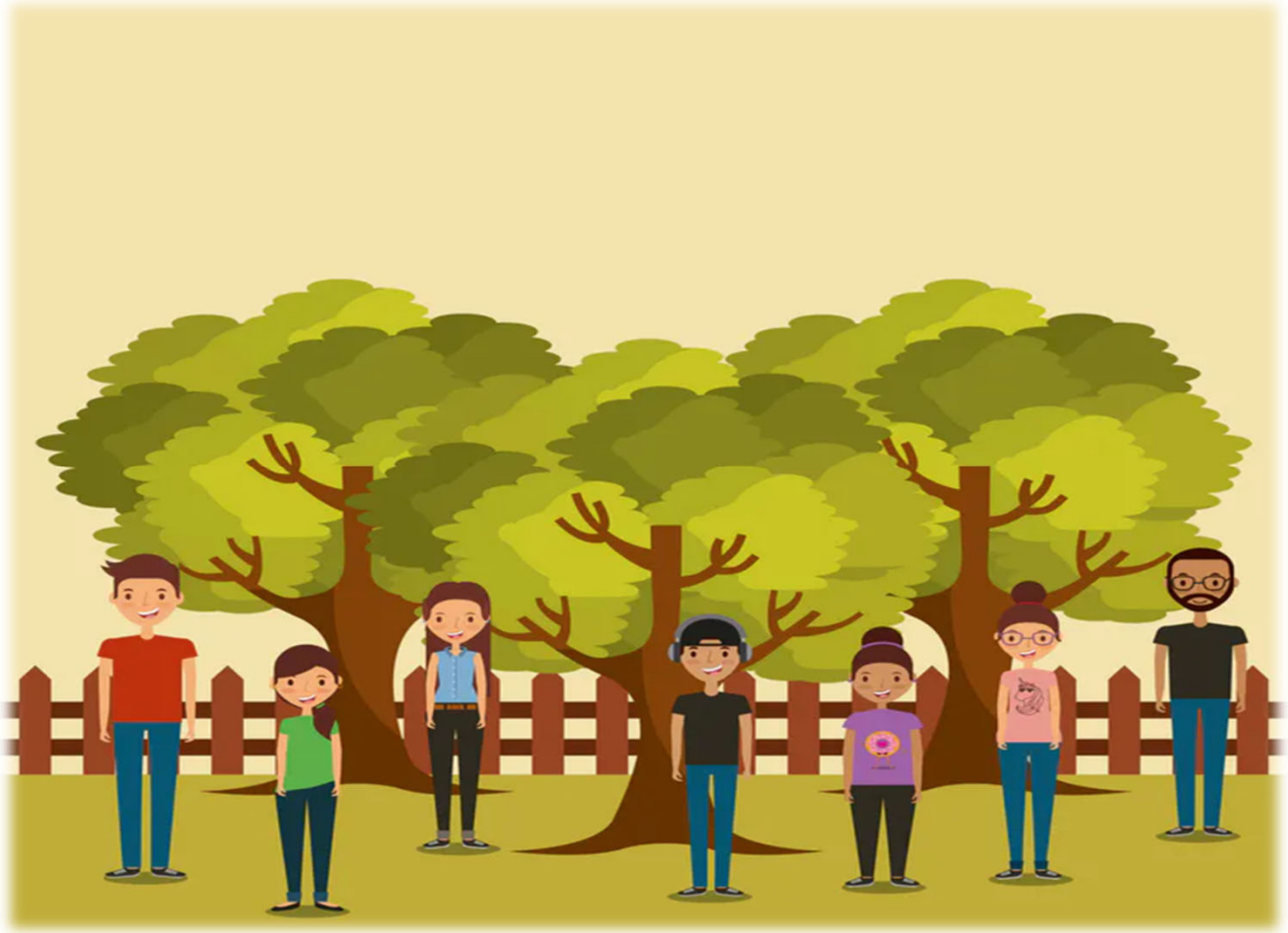
Pricing Strategies – Public Safety Fund

Example of Pricing:

- Based on Dwelling Unit
- Monthly Amt = Residential
- Anticipated City growth

	20-Year Financing Scenarios							30-Year Financing Scenarios						
	Level Pmts		3-year Interest Only, Level Pmts		3-year Interest Only, Increasing Pmts			Level Pmts		3-year Interest Only, Level Pmts		4-year Interest Only, Increasing Pmts	
Scenario #:	*1*		*2*		*3*		*Scenario #:*	*4*		*5*		*6*	
Years	DEBT	MTHLY	DEBT	MTHLY	DEBT	MTHLY	Years	DEBT	MTHLY	DEBT	MTHLY	DEBT	MTHLY
6/1/2022	$ 996,400	11.00	$ 505,350	6.00	$ 497,150	6.00	6/1/2022	$ 803,650	9.00	$ 537,500	6.00	$ 540,700	6.00
6/1/2023	996,550	11.00	505,350	6.00	497,150	6.00	6/1/2023	805,550	9.00	537,500	6.00	540,700	6.00
6/1/2024	1,001,250	11.00	505,350	6.00	497,150	6.00	6/1/2024	802,150	9.00	537,500	6.00	540,700	6.00
6/1/2025	1,000,350	10.50	1,110,350	12.00	632,150	7.00	6/1/2025	803,600	8.50	852,500	9.00	540,700	6.00
6/1/2026	998,550	10.50	1,106,150	11.50	776,750	8.50	6/1/2026	806,800	8.50	849,900	9.00	545,700	6.00
6/1/2027	1,000,950	10.50	1,106,150	11.50	920,350	9.50	6/1/2027	804,400	8.50	851,900	9.00	645,500	6.50
6/1/2028	997,350	10.50	1,110,150	11.50	1,067,750	11.00	6/1/2028	806,600	8.50	848,300	9.00	746,300	7.50
6/1/2029	997,950	10.00	1,107,950	11.00	1,088,550	11.00	6/1/2029	803,200	8.00	849,300	8.50	762,900	8.00
6/1/2030	997,550	10.00	1,109,750	11.00	1,107,550	11.00	6/1/2030	804,400	8.00	849,700	8.50	773,500	8.00
6/1/2031	996,150	10.00	1,105,350	11.00	1,129,750	11.00	6/1/2031	805,000	8.00	849,500	8.50	793,300	8.00
6/1/2032	998,750	9.50	1,109,950	10.50	1,154,950	11.50	6/1/2032	805,000	8.00	848,700	8.50	806,900	8.00
6/1/2033	1,000,150	9.50	1,108,150	10.50	1,177,950	11.50	6/1/2033	804,400	7.50	852,300	8.00	824,500	8.00
6/1/2034	1,000,350	9.50	1,110,150	10.50	1,203,750	11.50	6/1/2034	803,200	7.50	850,100	8.00	840,900	8.00
6/1/2035	999,350	9.50	1,105,750	10.00	1,227,150	11.50	6/1/2035	801,400	7.50	852,300	8.00	856,100	8.00
6/1/2036	997,150	9.00	1,110,150	10.00	1,248,150	11.50	6/1/2036	804,000	7.50	848,700	8.00	875,100	8.00
6/1/2037	997,100	9.00	1,107,250	10.00	1,277,100	11.50	6/1/2037	805,350	7.50	849,300	7.50	892,050	8.00
6/1/2038	996,300	9.00	1,108,600	10.00	1,299,250	11.50	6/1/2038	806,250	7.00	849,450	7.50	908,100	8.00
6/1/2039	999,750	9.00	1,109,050	9.50	1,324,750	11.50	6/1/2039	801,700	7.00	849,150	7.50	928,250	8.00
6/1/2040	997,300	8.50	1,108,600	9.50	1,353,450	11.50	6/1/2040	801,850	7.00	848,400	7.50	947,350	8.00
6/1/2041	999,100	8.50	1,107,250	9.50	1,380,200	11.50	6/1/2041	801,550	7.00	852,200	7.50	965,400	8.00
							6/1/2042	805,800	7.00	850,400	7.00	982,400	8.00
							6/1/2043	804,000	6.50	847,400	7.00	1,002,000	8.50
							6/1/2044	801,400	6.50	848,600	7.00	1,024,800	8.50
							6/1/2045	803,000	6.50	848,800	7.00	1,045,600	8.50
							6/1/2046	803,600	6.50	848,000	7.00	1,064,400	8.50
							6/1/2047	803,200	6.50	851,200	6.50	1,086,200	8.50
							6/1/2048	801,800	6.00	848,200	6.50	1,110,800	8.50
							6/1/2049	804,400	6.00	849,200	6.50	1,133,000	8.50
							6/1/2050	805,800	6.00	849,000	6.50	1,152,800	8.50
							6/1/2051	806,000	6.00	847,600	6.50	1,175,200	8.50
Total	$ 19,968,350		$ 20,356,800		$ 20,861,000		Total	$ 24,119,050		$ 24,552,600		$ 26,051,850	

Public Engagement



Public Engagement

3 Month Engagement Period – Council Decision on April 7th

TYPES OF PUBLIC ENGAGEMENT:

- Articles for release on city website, local news, and social media
- In-Person Meetings at Rec Center & Police (different dates/times)
- Social Media Meetups (Facebook Live, Zoom)
- Video presentations
- Scheduled tours of the current Police facility
- Engagement with local organization

Ad-Hoc Committee Recommendations

- Robust Community Engagement Period
- Additional Polling after engagement period (if necessary)
- Increase funding for utility assistance programs
- Creation of Public Safety Fund
  - Suggested “Ramp up” (Start low then increase)
  - Create administratively through City Council
- Sale of current police station to pay down debt
- Continue researching grants and other funding opportunities

Next Steps: Staff Recommendations

- ❑ Start a 3-Month Public Engagement Period
  - ✓ Focus on the story of WHY
  - ✓ Focus on the Committee's Recommendations and Reasoning
- ❑ April 7th - Return to City Council with feedback from the Public Engagement Period
  - ✓ Council votes on Resolution/Ordinance to create Public Safety Fund
- ❑ Public Engagement following City Council Decision until Public Safety Fund begins
- ❑ Creation of Public Safety Facility Advisory Committee
  - ✓ Review funding for Public Safety Facility
  - ✓ Makes future recommendations to Council regarding Public Safety Funds

Regular Session Ask to City Council

1. Do you accept the Committee's Recommendations?
2. Do you agree with the proposed next steps?
3. How would you like to be involved?

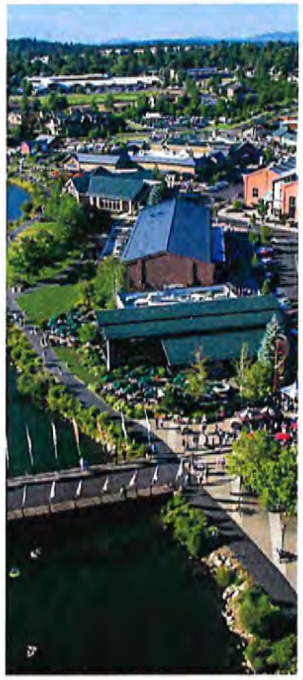
Mayer/Reed

City of St. Helens

St. Helens Riverwalk

DESIGN, CONSTRUCTION & PERMIT DOCUMENTS

Qualifications
December 8, 2020



Mayer/Reed, Inc.
319 SW Washington Suite 820
Portland, OR 97204
www.mayerreed.com

Mayer/Reed

December 8, 2020

John Walsh, City Administrator
City of St. Helens
265 Strand Street
St. Helens, OR 97051

RE: St. Helens Riverwalk Design, Construction & Permit Documents

Dear John and Members of the Selection Committee,

As a celebrated civic space in the heart of the community, Columbia View Park is the keystone of the St. Helens Riverwalk. Residents and visitors alike are drawn to the river's edge to gather and celebrate, to take in the views and context of our region's natural beauty, and to spend quite moments in the comfort and majesty of the Columbia. The Riverwalk projects are poised to renew the beloved park, restore public access to the riverbank, and unlock the potential for a new era of River District revitalization. We admire the hard work and strategic planning that has gone into the developing the vision for the city's future and securing funding for the design and construction of the initial phases. With the planning established and strong community support, this critical next step begins to realize that vision, turning it into reality.

Mayer/Reed thrives in the design and detailing of high-quality, civic spaces and riverfront greenways. We share your community's goal for the Riverwalk to be a premier public resource. With you, we will explore sustainable design solutions that embrace physical connections to the river and city. We will create meaningful, signature spaces that respond to existing and future contexts, while enhancing connections to the greater networks.

With our Portland based team – Otak, Pacific Habitat Services, GeoDesign, PAE and ACC Cost Consultants – we bring a highly collaborative and creative design approach with proven technical and riverfront permitting experience. We are client focused and excel at results-oriented service that will help the City navigate through all aspects of project development, including agency coordination, permitting and public outreach.

As Principal, Jeramie Shane is the primary proposal contact and authorized to represent the firm and sign any contract or agreement that may result. Project Manager, Shannon Simms will be the primary contact for the project. The firm accepts all terms and conditions contained in the RFP and the Personal Services Agreement.

We look forward to working in partnership with you to help shape the future of the St. Helens waterfront.

Sincerely,
MAYER/REED, INC.

Jeramie Shane, ASLA
Principal
jeramie@mayerreed.com

Shannon Simms, ASLA
Project Manager
ssimms@mayerreed.com

319 SW Washington St, Suite 820, Portland, OR 97204 Phone 503.223.5953

Understanding

ST. HELENS RIVERFRONT PAST & FUTURE

Riverfronts are natural magnets for people. The moment between land and water is a dynamic zone, attracting a rich array of life. For millennia, the riparian banks along the Columbia River enabled transportation and hosted vegetation and aquatic species that supported human settlement. Many indigenous populations lived in and around present-day St. Helens, including the village of the renowned Chief Kiesno. Following more recent white settlement, this reach of the Columbia has undergone a transformation to the timber industry that became the economic livelihood of St. Helens.

The riverbank remains an intriguing intersection of changing seasonal effects, currents, wildlife migration, views to mountains and regional history and culture. The impressive parade of river traffic includes an array of watercraft from kayaks and sailboats to ocean-going cargo ships. The community is eager to reconnect with its riverfront, a rich and treasured resource.

Today, St. Helens has a once-in-a-lifetime opportunity to transform 25 acres of precious, vacant waterfront property into a vibrant destination. The Riverwalk has potential to catalyze the redevelopment of the former Boise Cascade property and to realize the vision of a vibrant new neighborhood and extension to the historic Riverfront District. This project will result in a new linear park with a rich and diverse interface of the natural environments, recreation and urban community. Let's build it right.

OPPORTUNITIES & CHALLENGES

Columbia View Park, Phase 1 of the project, will be the crown jewel of the Riverwalk. It is a key node along a growing network of trails and the gateway to St. Helens for visitors arriving by water. This hub is uniquely poised to be the city's connection to the riverfront in the heart of downtown. The new boardwalk, perched at the edge of the bank, will create an engaging interface

with the river's edge and marina. People will be drawn to this vantage point to watch waterfront activities while overlooking the Columbia River with impressive mountain views beyond. The new amphitheater stage pavilion will become a signature placemaking element, a centerpiece designed to integrate with the beautiful stepped stone terraces beneath large oak trees, while growing the capacity and functionality for community gatherings, like the 13 Nights on the River Festival.

The half-mile Riverwalk Phase 2 extension to Plymouth Street can benefit from an ecological approach, exploring design solutions for new urban places for people that are in harmony with riverbank and habitat restoration. Creating nodes for human activity enables people to have access to the water, while providing continuous, productive habitat at the river's edge. These nodes will result from a planned urban framework that considers the areas of the riverbank that yield the most benefit for habitat. We also understand the importance of collaboration between the riverfront design team and the Street Extension Team. Together we will explore opportunities for the greater community's connections; and potentials for "green fingers" to extend upland from the water's edge and stitch habitat back into the bluff.

Our team brings a passion for creative problem solving and innovative design for waterfronts. With experts in technical solutions and permitting, we are committed to realizing the community's vision with a respect for cost, value and schedule. Local, state, and federal permitting is a challenge our team is experienced with and prepared to manage. Clear communication and close collaboration between the City and our design team will ensure that the design aligns with feasible permitting scenarios and costs.

With a framework plan in place, there is ample opportunity to explore the final form the Riverwalk will take. Our team is excited to help lead that process of discovery with you. The City has made enormous strides in planning this vision and identifying key opportunities and challenges. Now it is time to complete design and build it!

Mayer/Reed

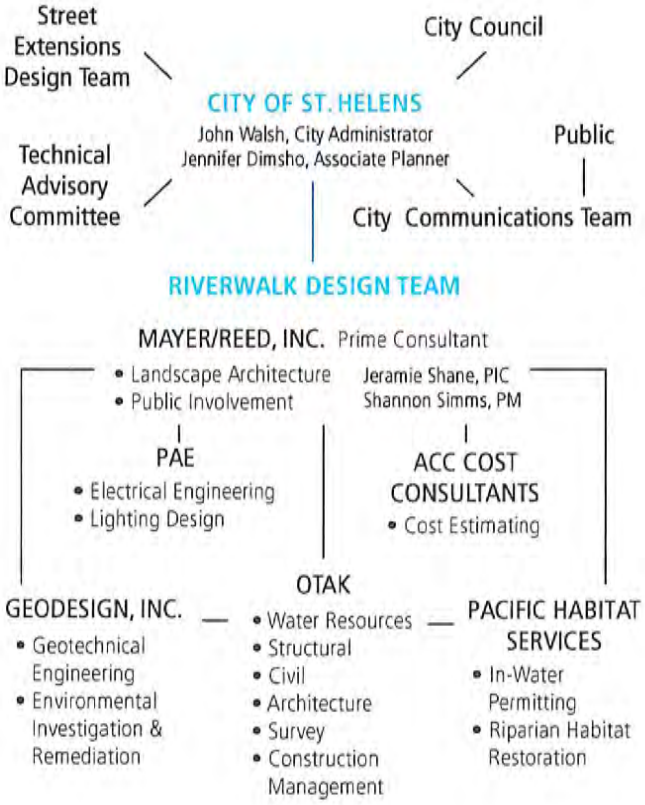
Project Team

THE TEAM

Mayer/Reed and our multi-disciplinary team provide expertise and creativity to deliver an exceptional community asset for St. Helens. We offer the full range of required services within a streamlined, nimble team. Our diverse experience ranges from large, complex projects to small-scale endeavors in a range of conditions from urban to natural. We've designed and built waterfronts, city parks, amphitheaters, plazas, natural areas, neighborhoods and private developments spaces - all with care and consideration for how each will resonate with the community and knit into its context.

The team is ready to capture the full opportunities of the riverfront and catalyze the long-term vision for the St. Helens Riverwalk and the larger Waterfront District. We thrive in working collaboratively with clients, developers, team members and the community to create meaningful places with distinct identity.

Our firms are currently working together in partnership on other projects - Mayer/Reed and Otak are collaborating on the highly complex and multi-agency Phase 1 implementation of the Willamette Falls Riverwalk in Oregon City. Together, we offer a strong partnership to address the opportunities and requirements of this project from concept to opening day.



The following uniquely sets our team apart:

- A **placemaking perspective** that imbues authentic local personality, using site characteristics, art, interpretation and experiential graphics as part of place design.
- **Creativity** among disciplines that enable us to realize the community's vision within the available resources.
- A genuine **culture of collaboration** which will inspire profound solutions.
- A **researched process and scheduling strategy** for this effort that will enable flexibility of design and permitting.

Vera Katz Eastbank Esplanade

Old Mill District

The Rain Garden at the Oregon Convention Ce

Registered Landscape Architect: OR, AK
Years of Experience: 25
Current Workload on other projects: 40%
Estimate of Project Involvement: 35%

JERAMIE SHANE, ASLA, Principal In Charge
Mayer/Reed, Inc.

Jeramie will direct the design, oversee the team, lead quality control and take responsibility for the team's performance. His experience includes leading complex projects including urban spaces, waterfronts, esplanades, plazas, transportation corridors and streetscapes. He is skilled in public involvement and forming collaborative relationships with stakeholders and communities.

Similar Project Experience

- Willamette Falls Riverwalk Concept Design and Phase 1, Oregon City, OR (Phase 1 with Otak)
- Vera Katz Eastbank Esplanade, Portland, OR
- Willamette Greenway Trail, Daimler Trucks North America Headquarters, Portland, OR
- Willamette Greenway Trail East & West Tilikum Crossing Bridgeheads, Portland, OR
- Oregon Convention Center Plaza & Amphitheater, Portland, OR

Registered Landscape Architect: OR
Years of Experience: 10
Current Workload on other projects: 25%
Estimate of Project Involvement: 50%

SHANNON SIMMS, ASLA, Project Manager
Mayer/Reed, Inc.

Shannon will be the main point of contact, responsible for daily design tasks and management of schedule, budget and team communication. She excels in design and management of complex public projects that involve multiple disciplines, agencies and jurisdictions. Shannon specializes in connecting recreation infrastructure with growing communities.

Similar Project Experience

- Ebey Waterfront Trail, Phase 1, Marysville, WA
- Marysville Waterfront Park & Ebey Trail Master Plan, Marysville, WA
- Eastbank Crescent Concept, Portland, OR
- The Green Loop, Portland, OR
- Marquam Hill Connector, Portland, OR
- Willamette Park Improvements, Portland, OR

Projects below completed prior to joining Mayer/Reed

- Deschutes River Trail, Bend, OR
- Burke Gilman Trail, Seattle, WA

Registered Landscape Architect:
OR, WA, ID, CA
Years of Experience: 43
Current Workload on other projects: 60%
Estimate of Project Involvement: 15%

CAROL MAYER-REED, FASLA, Senior Advisor
Mayer/Reed, Inc.

Carol will provide design, workshop and public involvement stratety to assure the highest level of design. As Mayer/Reed's founding landscape architect, Carol has a wealth of experience in waterfronts, public-private interface, recovered brownfield sites and natural areas. She has designed numerous projects along rivers in the Pacific Northwest that link people with water.

Similar Project Experience

- Old Mill District Phases 1& 2 and Les Schwab Amphitheater, Bend, OR
- Willamette Falls Riverwalk Concept Design and Phase 1, Oregon City, OR (Phase 1 with Otak)
- Vera Katz Eastbank Esplanade, Portland, OR
- Salem Riverfront Park, Salem, OR
- Ebey Waterfront Trail Phase 1, Marysville, WA
- Eastbank Crescent Riverfront Plan, Portland, OR

Registered Landscape Architect: OR
Years of Experience: 17
Current Workload on other projects: 40%
Estimate of Project Involvement: 30%

RYAN CARLSON, LEED AP, Landscape Architect
Mayer/Reed, Inc.

Ryan will lead design efforts from initial concepts through final detailing and documentation. He is skilled in design for waterfronts, parks, trails and natural areas woven with ecological sensitivity and connection to place. His sustainably-designed, vibrant destinations are designed for long-term viability and ease of maintenance.

Similar Project Experience

- Willamette Park Improvements, Portland, OR
- Willamette Greenway Trail Segment, Daimler Trucks North America Headquarters, Portland, OR
- Cathedral Park Master Plan, Portland, OR
- Marysville Waterfront Park & Ebey Trail Master Plan, Marysville, WA
- Eastbank Crescent Riverfront Plan, Portland, OR
- Errol Heights Park, Portland, OR
- Ecologically Sustainable Park Landscapes Report, Portland Parks & Recreation, Portland, OR

Years of Experience: 21
Current Workload on other projects: 50%
Estimate of Project Involvement: 20%

KEVIN TIMMINS, PE, Water Resources Engineer
Otak

Kevin manages Otak's Water Resources business unit in OR and Southwest WA. His expertise is in surface water systems, including streams, wetlands and urban drainage systems. He has a comprehensive understanding of the planning, design, permitting and construction process for projects that must balance natural resource areas and the built environment.

Similar Project Experience

- Alamo Manhattan Blocks Bank Stabilization, Portland, OR
- Willamette Falls Riverwalk Phase 1, Oregon City, OR
- Pringle Creek Demolition and Stream Restoration, Salem, OR
- East Lents Floodplain Restoration, Portland, OR
- Bend Whitewater Park, Deschutes River, Bend, OR
- Amazon Creek Stream Restoration, Eugene, OR
- Butternut Creek Enhancement at Witzig Reservoir, Washington County, OR
- South Waterfront River Bank Restoration, Portland, OR

Years of Experience: 28
Current Workload on other projects: 50%
Estimate of Project Involvement: 15%

DOUG SARKKINEN, PE, SE, Structural Engineer
Otak

Doug will lead the structural engineering discipline. He has significant experience in park and recreation projects as well as with concrete bridges, post-tensioning and seismic design. Doug is a hands-on, proactive project manager and engineer who is highly experienced working with tight timelines and strict budgets.

Similar Project Experience

- Sandy River Pedestrian Path, Multnomah County, OR
- Kronberg Park Multi-Use Trail, Milwaukie, OR
- Wind River Boat Launch Structural and Hydraulic Analysis, Skamania County, WA
- Lacamas Creek Utility Line Pier Stabilization, Camas, WA
- Shoring Bracing Design-Kalama Fish Hatch, Kalama, WA
- Iron Mountain Pedestrian Bridge & Sanitary Sewer, Lake Oswego, OR
- Cape Disappointment State Park Multi-Use Trail Bridge Design, Ilwaco, WA

Years of Experience: 17
Current Workload on other projects: 70%
Estimate of Project Involvement: 15%

KEITH BUISMAN, PE, CESCL, Civil Engineer
Otak

Keith will be responsible for civil engineering design for the riverfront improvements above ordinary high water for Phases 1 and 2. His civil engineering experience includes street improvements, storm water design, mass grading, street layout, sanitary sewer design and water systems design for private development, public infrastructure and large scale master plans.

Similar Project Experience

- Alamo Manhattan Greenway and Blocks 41, 42, 44, 45, South Waterfront District, Portland, OR
- Alamo Manhattan Blocks PWP-LU-CLOMR-Plat, South Waterfront District), Portland, OR
- Winkelman Park Phase 1, Beaverton, OR
- Sandy River Pedestrian Path, Multnomah County, OR
- Jory Trail Parking Final Design, Wilsonville, OR
- South Waterfront Eco-District Study, Portland, OR

Years of Experience: 19
Current Workload on other projects: 80%
Estimate of Project Involvement: 15%

AMY SCHECKLA-COX, AIA, LEED AP, Architect
Otak

Amy will lead architectural design for the stage structure. She is a project architect who works with both the public and private sectors in Oregon and is well-versed in planning and urban design. She brings extensive experience in sustainable design and LEED documentation. Amy particularly enjoys community-based projects that create a meaningful signature within the landscape.

Similar Project Experience

- Willamette Falls Riverwalk, Phase 1, Oregon City, OR
- Wade Creek Park (Design and Permitting), Estacada, OR
- City of Enumclaw Welcome Center, Enumclaw, WA
- NPS Devils Tower, Pavilion and Accessibility Project, Devils Tower, WY
- Flowing Lake County Park Entrance, Snohomish County, WA
- Grand Teton Nat. Park, Shade Structures & Comfort Station, WY
- Saint Croix National Scenic Riverway, Shade Structures & Comfort Station Renovation, MN

Years of Experience: 13
Current Workload on other projects: 50%
Estimate of Project Involvement: 30%

MIKE WILLIAMS, Construction Manager
Otak

Mike will oversee construction management and inspection for Phase 1. He offers extensive leadership experience with expert level skills in construction management and comprehensive owner's representative services. His project management experience in the construction industry allows him to easily translate and communicate complex technical matters in the right terms for any audience.

Similar Project Experience

- Boones Ferry Rd: Oakridge - Madrona CM Services, Lake Oswego, OR
- West Devils Lake Road Bridge 30-100%, Lincoln City, OR
- US197: The Dalles (Columbia River) Bridge CA, The Dalles, OR
- Yosemite National Park Tuolumne Meadows Campground, Yosemite Valley, CA
- Beaver Creek (Wolkau Rd) Bridge Replacement CA/CEI, Seal Rock, OR
- City Hall Generator Project, Vancouver, WA
- The Vancouver Clinic Expansion, Vancouver, WA

Years of Experience: 28
Current Workload on other projects: 30%
Estimate of Project Involvement: 10%

JON YAMASHITA, PLS, Survey Manager
Otak

Jon will provide additional topographic survey of the project area to augment the existing conditions information. Jon is the director of Otak's survey and mapping team. He is skilled in research, boundary calculations, rights-of-way, easements, legal descriptions and construction staking, as well as topographic, as-built, ALTA and bathymetric surveys.

Similar Project Experience

- Willamette Falls Riverwalk, Oregon City, OR
- Scappoose Industrial Subdivision Phase 1 - Final/CD, Scappoose, OR
- Willamette River Bank Stabilization at Klein Property Phase 2, Portland, OR
- Columbia Palisades Subdivision, Vancouver, WA
- Willamette River Trail, West Linn, OR
- South Waterfront Block 43 - SW Lane St and SW Moody Ave, Portland, OR
- Cascades Converting Plant (Survey), Scappoose, O

Years of Experience: 32
Current Workload on other projects: 55%
Estimate of Project Involvement: 30%

JOHN VAN STAVEREN, SPWS, Environmental Scientist
Pacific Habitat Services

John will direct the PHS team in state and federal permitting and riparian habitat restoration. As Pacific Habitat Services' President, his expertise includes wetland science, endangered species consulting, state, federal and local permitting and restoration ecology. John is one of the most experienced professionals in Oregon and recognized as a leading expert in his field.

Similar Project Experience

- Willamette Falls Riverwalk Permitting, Oregon City, OR
- Boardwalk Riverfront Permitting, Port of Siuslaw, Florence, OR
- St. Helens Sanitary and Storm Sewer Rehabilitation Projects, St Helens, OR
- St. Helens Riparian Inventory, St Helens, OR
- BUILD application 2019 – NEPA compliance, St Helens, OR
- Alamo Manhattan, South Waterfront Greenway Design & Permitting, Portland, OR
- Wastewater Treatment Plant Expansion, Columbia River Permitting, Rainier, OR

Years of Experience: 18
Current Workload on other projects: 40%
Estimate of Project Involvement: 15%

SHAWN DIMKE, PE, GE, Geotechnical Lead
GeoDesign, Inc.

Shawn will oversee the geotechnical investigation and recommendations to support design and construction. Shawn brings geotechnical expertise in waterfront redevelopment, along with foundation design for difficult soils (which can involve ground improvements), shoring and retaining wall design, seismic hazard evaluations and seismic design for liquefaction and lateral spread hazards.

Similar Project Experience

- Zidell Yards Waterfront Redevelopment (Riverbank Stabilization, Master Plan and Proposed Infrastructure), Portland, OR
- SW Bond Avenue Extension, Portland, OR
- Proposed Live Nation Amphitheater (at Zidell Yards), Portland, OR
- Various Projects at South Waterfront, Portland, OR
- AMCCO Remediation (Dike Extension & Stormwater Detention), Astoria, OR
- Proposed Renovation of Les Schwab Amphitheater, Bend, OR

Years of Experience: 20
Current Workload on other projects: 40%
Estimate of Project Involvement: 20%

COLBY HUNT, CHMM, Environmental/Hazmat Lead
GeoDesign, Inc.

Colby will serve as a liaison for interactions with DEQ for components of the site's Consent Judgement and Contaminated Media Management Plan. His expertise includes hazardous materials corridor studies (HMCS) and environmental site assessments, where he examines and evaluates potential environmental concerns that may affect the design and construction schedule.

Similar Project Experience

- Alamo Manhattan Blocks Greenway Development and Riverbank Restoration, Portland, OR (ongoing)
- Riverfront Park and Park Parcel – Proposed Amphitheater, Salem, OR
- Pringle Creek Confluence Restoration, Salem, OR
- South Waterfront District, Various Projects, Portland, OR
- Trust for Public Land, Eagle Creek Watershed Riparian Habitat Tract, Clackamas County, OR
- SE 17th Avenue Trail, Milwaukie, OR

Years of Experience: 43
Current Workload on other projects: 65%
Estimate of Project Involvement: 10%

GRANT PARTHEMER, Electrical Principal
PAE

Grant will provide quality control and oversea budget, schedule and design standards. Having managed a wide variety of project types at PAE, he brings unique solutions and strong leadership to every engineering challenge. Grant actively seeks collaboration with the project team members to develop integrated and efficient designs.

Similar Project Experience

- Sacramento River Walk, Sacramento, CA
- Cooper Mountain Park, Beaverton, OR
- 53rd Avenue Park, Hillsboro, OR
- Holly Farm Park, Portland, OR
- Northgate Civic Center/Community Park, Seattle, WA
- Oregon Shakespeare Festival Courtyard, Ashland, OR
- Maxwell Farms Regional Park, Sonoma County, CA
- Alpenglow Community Park, Bend, OR
- Riley Ranch Nature Reserve, Bend, OR
- Iron Mountain Park, Lake Oswego, OR

Years of Experience: 19
Current Workload on other projects: 75%
Estimate of Project Involvement: 20%

SETH PSZCZOLKOWSKI, Lead Estimator
ACC Cost Consultants

As senior estimator and director of ACC, Seth will lead ACC's cost estimating team. He brings a wealth of knowledge through all phases of costing. He is involved in costing on numerous project types and draws on his project management experience to complete detailed cost estimating throughout the region.

Similar Project Experience

- Willamette Falls Riverwalk Phase 1, Oregon City, OR (with Mayer/Reed and Otak)
- Vancouver Waterfront Park, Vancouver, WA
- South Waterfront Greenway, Portland, OR
- Waterfront Park at Ankeny Plaza, Portland, OR
- Errol Heights Park, Portland, OR (with Mayer/Reed)
- Waterhouse Trail, Beaverton, OR

Project Approach

OVERALL APPROACH

Some key components of our team's approach in making the St. Helens Riverwalk successful are:

- Developing an inspired, signature design for the park and trail that resonate with the community and stakeholders
- Formalizing an efficient decision-making process with a Technical Advisory Committee (TAC)
- Identifying, analyzing and working within existing site constraints and deploying appropriate technologies
- Holding a Permitting Strategy Session early in the process to clarify intent and procedure
- Establishing a flexible method for project delivery in order to meet variable timelines for permitting and coordination.

Mayer/Reed often conducts public involvement activities including events on the project site with fun and interactive ways to share information.

TASK 1

PROJECT START-UP & MANAGEMENT

Mayer/Reed will work closely with the City Project Manager to develop the work plan and schedule. As prime consultant, we will negotiate the design contracts, scopes of work and consulting fees on behalf of the entire team.

Upon notice to proceed, we will schedule a project **Kick-off Workshop** with the core project team and Technical Advisory Committee (see task 2). At this workshop, we will confirm project goals, clarify program and priorities and review the scope and critical path schedule. This efficiently run workshop will enable our team to get up and running quickly.

Jeramie Shane, Principal-in-Charge and Shannon Simms, Project Manager, will coordinate directly with the City as well as manage subconsultant's scope, communications and contracts. During the design phases, Shannon will conduct regular **Progress Meetings** and bi-weekly check-ins with the City Project Manager. These meetings will be action-oriented to address questions, changes and make sure the project stays on budget and on schedule.

Jeramie will oversee design and quality control for the Riverwalk. A Quality Management Plan (QMP) will be developed, establishing a framework and protocol for the review and confirmation of design and technical deliverables. Each firm will be responsible for review and quality control of their work by a principal or senior leader, with final review performed by Mayer/Reed prior to submission to the City.

Task 1 Deliverables: Project work plan, Schedule, Workshop and Meeting Notes
Key Staff: Shannon Simms, Jeramie Shane

TASK 2

PUBLIC INVOLVEMENT

We recommend forming a Technical Advisory Committee (TAC) of key decision makers who will review technical information and are empowered to make decisions about project direction based on vision, technology, budget and schedule. Members may include City staff and select stakeholders. Active participation of this committee will be crucial in the early stages of design. The TAC may participate in the Kick-off Workshop, Permitting Strategy Session, Design Alternatives Workshop and provide review of the submittal at each design milestone (30%, 60%, 90%).

Carol Mayer-Reed, Senior Advisor, will collaborate with the City Communications Team to prepare a Public Involvement Plan. This plan will include two public events. Although the form of these events may vary depending on the public health recommendations at the time, Mayer/Reed is adaptable and experienced with both virtual and in-person open houses. These events will engage the public regarding the project progress and schedule, gather feedback on the design and celebrate this exciting new chapter for the riverfront. Mayer/Reed will provide illustrative exhibits and survey questionnaires for both events.

Public Event #1 is scheduled for summer 2021, at the end of the 30% design phase. An outdoor event in Columbia View Park will enable community members to visualize concepts for the amphitheater and Riverwalk on the site, if possible.

Public Event #2 will occur near the end of the 90% design phase and will include the anticipated construction timeline. The City may optionally include project information at the Spirit of Halloweentown festivities.

Our team will additionally provide supporting materials for city-led presentations to City Council, the Planning Commission and Parks and Trails Commission as needed.

Task 2 Deliverables: Public Involvement Plan, Public Event Presentation Materials & Questionnaires
Key Staff: Shannon Simms, Carol Mayer-Jeramie Shane

TASK 3
TECHNICAL INVESTIGATIONS

Upon notice to proceed, our team will immediately begin technical investigations. Based on review of the existing survey available, Otak will prepare additional topographical survey for the project area.

GeoDesign will begin geotechnical and environmental explorations to gain an understanding of the structural capacity and potential for contaminated soil on the site. This work includes historic research and site borings, which will be summarized in geotechnical and environmental reports. The geotechnical report will define the depths to basalt for the Columbia View Park improvements and provide foundation and subgrade recommendations to support 100% design of the Riverwalk Phase 1 park, boardwalk and amphitheater. Because a portion of the Phase I project is on the Boise Cascade Veneer Plant site, it is subject to the associated Consent Judgement. If required, the environmental report will identify appropriate soil management and worker protection measures.

Our team will review the relevant project planning documents, codes and standards. We will visit the site to photo-document existing conditions. We will use GIS software to map the natural features of the context. Mayer/Reed will summarize the opportunities and challenges in our site analysis.

Task 3 Deliverables: Topographic Survey, Geotechnical Report, Environmental Report, Site Analysis Diagrams
Key Staff: Shannon Simms, Jon Yamashita, Shawn Dimke, Colby Hunt

TASK 4
PERMITTING STRATEGY & PROCESS

A comprehensive understanding of permitting is crucial to the project staying on schedule. Pacific Habitat Services and Otak will lead a **Permitting Strategy Session** with the TAC concurrent with the Task 3 Technical Investigations. This session will build a common understanding of permitting implications on the design and strategies for tailoring the design to fit within an expedited permitting process. This discussion will inform the range of design alternatives pursued for the Riverwalk Phase 1 (see Task 5).

Agency representatives will be consulted at an **Agency Meeting** during the preliminary design phase to help representatives understand the project goals and objectives and to seek feedback on the proposed project, along with recommendations for a simplified permitting strategy.

Maintaining the project schedule may require US Army Corps of Engineers (USACOE) and/or the Oregon Department of State Lands (DSL) Permit Applications to be prepared and submitted as soon as a design direction can be agreed upon and impacts to the resource can be quantified. For example, if the project can avoid ground disturbance below Ordinary High Water (OHW), yet projects or cantilevers out over the OHW boundary, then the permit from the USACOE will be more simple and enable a shorter time frame for approval. Pursuing permits from USACOE and/or DSL will add cost and time to the project, which will be worthwhile if it achieves the desired project outcome.

USACOE & DSL Permit Applications (if needed) will be prepared following 30% design and submitted mid-2021 so that permits may be complete and approved around the end of 2021/early 2022, in time for 2022 construction. Any in-water work below OHW of the Columbia River is required to take place during the **In-Water Work Window** between Nov. 1 and Feb. 28th, therefore procurement of a contractor may need to take place before permits are issued. If needed, the team will create and fast-track a separate **In-Water Work Submittal** to meet this timeline. There is no timing restriction for over-water construction.

Pacific Habitat Services processes more permits in Oregon than any other organization. A key to their success is based on maintaining a healthy, long-term relationship with regulators and their reputation for submitting complete, yet concise, permit applications the first time.

Local permits will also be required from the City of St. Helens but are not expected to be a critical path item to achieve the desired schedule. **Local Permit Applications** will be submitted at the end of the 90% design phase. Mayer/Reed will attend a pre-application meeting with City staff to review the requirements.

Task 4 Deliverables: Permitting Strategy Session Materials, Permit Applications, Meeting Notes
Key Staff: Kevin Timmins, John van Staveren, Shannon Simms

TASK 5
PRELIMINARY DESIGN

With the information gained during Technical Investigations and the Permitting Strategy Session, Jeramie Shane and Shannon Simms will lead our interdisciplinary team in the development of up to three design alternatives for the **Amphitheater Stage and Riverwalk Phase 1** components of the project. These two components will be designed together to ensure they are part of one, coherent extension of Columbia View Park. Ryan Carlson will develop design alternatives that will take into account the City's preference for various permitting scenarios. Our team will collaborate with ACC Cost Consultants to develop rough order of magnitude (ROM) costs for these alternatives.

The team will present the design alternatives and costing exercises at a **Design Alternatives Workshop** with the TAC along with our recommendations. The TAC will provide comments and direction that will inform the 30% design. Graphic materials will be provided in advance to facilitate collaboration and decision making. Depending on the permitting requirements of the preferred option, the team is prepared to fast-track completion of a portion or all of the 30% design.

For **Riverwalk Phase 2,** Mayer/Reed will lead the conceptual design for a continuation of the Riverwalk trail south to Plymouth Street, identifying locations for overlooks and riverbank restoration. Our team will collaborate with the City and the Street Extensions Team to determine the design schedule for this component in our initial work plan. Because this design is not being permitted and constructed with the other components and does require collaboration with the Street Extensions Team, this subtask may operate on a modified schedule.

The preliminary design phase entails preparation of the 30% drawings, specifications outline, cost estimate and budget resolution. Drawings from each discipline will include plans and details to document demolition, utilities and stormwater, materials and furnishings, grading, lighting and electrical, planting and irrigation, and structures. This **30% Design Submittal** will be submitted to the City for a two-week **Review Period**. At the end of this period, the team will meet with the reviewers for a **Comment Review Meeting** to clarify direction for the 60% design phase. During the Review Period, Mayer/Reed will develop the illustrative graphics of the 30% Design for Public Event #1 (see Task 2). If pursuing a USACOE permit, the 30% plan set will be used in the permit application (see Task 4).

Task 5 Deliverables: Design Alternatives for Amphitheater Stage, Riverwalk Phase 1 and Riverwalk Phase 2; Design Alternatives Workshop Materials, 30% Design Submittal

Key Staff: Shannon Simms, Jeramie Shane, Ryan Carlson, Carol Mayer-Reed, Keith Buisman, Doug Sarkkinen, Amy Scheckla-Cox, Grant Parthemer, Seth Pszczolkowski

TASK 6:
FINAL DESIGN

After receiving comments from City reviewers on the 30% Design Submittal and from the public at Public Event #1, the team will continue to develop the plans, specifications and cost estimates through subsequent design phases. Each of these design phases will include a Design Submittal, Review Period and Comment Review Meeting. The **60% Design Submittal** will include plans, specifications and estimates as well as additional information and graphic exhibits of material palettes, plant palettes and product information. The 90% design phase will include final refinement on all project details. After the **90% Design Submittal**, we will develop materials for Public Event #2 (see Task 2) and submit the project for local permits (see Task 4). The final 100% design phase will incorporate the final comments from the 90% submittal and end with the preparation of the **Bid Documents**.

Task 6 Deliverables: 60% Design Submittal, 90% Design Submittal, 100% Design Submittal

Key Staff: Shannon Simms, Jeramie Shane, Ryan Carlson, Keith Buisman, Doug Sarkkinen, Amy Scheckla-Cox, Grant Parthemer, Seth Pszczolkowski

TASK 7
BID ASSISTANCE AND CONSTRUCTION MANAGEMENT

Otak will take the lead on the Construction Management task, with Mike Williams as the primary point of contact and providing daily inspection. Mayer/Reed will continue to be involved in construction observation for site and landscape elements and overall project quality to ensure that design intent is met through construction. Our team is skilled at working with contractors early in each process to ensure they establish safe, responsible and best practices that meet or exceed requirements.

After the completion of design and permitting, Mike will advise the City and manage the preparation of the construction package for bid and advertisement and assist the City with the review of qualified bids for award of the construction contract.

Once the construction contract is awarded, Mike will schedule a preconstruction meeting to review the project documents and schedule with the general contractor. The team will walk the site and review the existing conditions. As the construction manager, he will lead the review of all work

On sunny fall days the riverfront site already attracts visitors who enjoy the views and have built impromp peace signs out of concrete site rubble.

and deliverables by the contractor, including the initial work plan and construction sequencing. Regular meetings will be scheduled with the contractor, design lead and the city to track the progress of the work through completion.

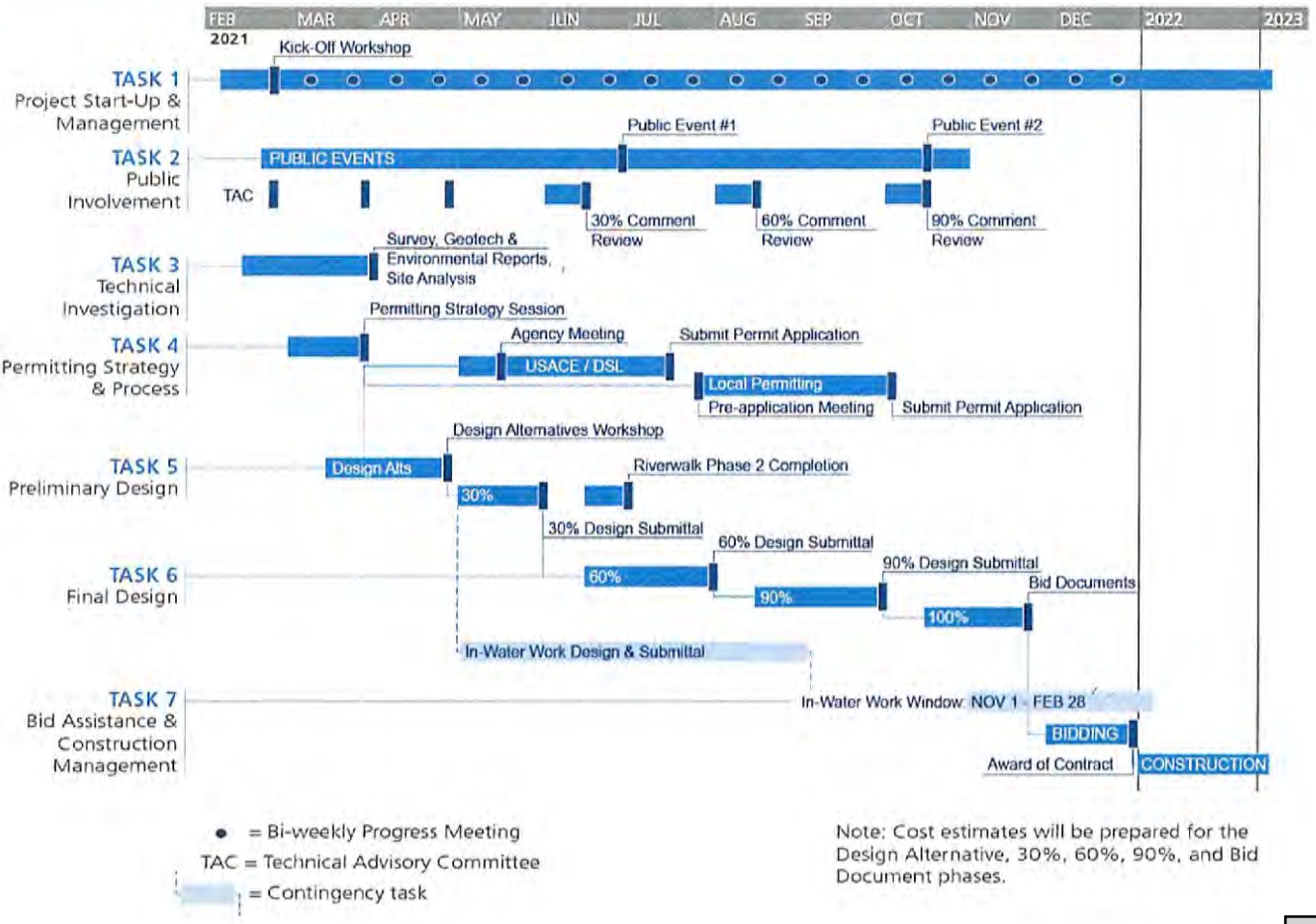
Otak's ongoing Construction Management responsibilities will include:

- Preparing meeting agendas and notes that emphasize accountability and results.
- Tracking progress on a calendar-month basis and review draft progress estimates with the contractor prior to submittal to the City.
- Conducting regular site observations to verify that construction progress reflects the contract documents.
- Maintaining a contract administration log tracking all project RFIs, submittals and correspondence.
- Inspecting procurement and construction of project elements, including bridges, boardwalks and retaining walls and documenting observations, analysis, quantity calculations and photographs in daily written reports.
- Facilitating the involvement of design team leads to ensure design intent and conformance to the construction documents.

Task 7 Deliverables: Weekly Construction Meeting Agendas & Notes, Timely Progress Payments, Contract Administration Log & Responses, Daily Inspection Reports, Record Drawings

Key Staff: Shannon Simms, Mike Williams

PROPOSED SCHEDULE



● = Bi-weekly Progress Meeting
TAC = Technical Advisory Committee
= Contingency task

Note: Cost estimates will be prepared for the Design Alternative, 30%, 60%, 90%, and Bid Document phases.

Relevant Experience

FIRM DESCRIPTIONS

MAYER/REED, INC.

Prime Consultant, Landscape Architecture, Public Involvement

With over 40 years in business, Mayer/Reed is a 31-person firm providing landscape architecture, urban design and visual communications. Collaborative by nature, we embrace teamwork among clients, design disciplines and stakeholders to enhance design thinking. Our interdisciplinary approach and commitment to excellence have grown our reputation for social understanding, environmental consciousness and creative problem solving.

Our firm provides experience leading large multidisciplinary teams and designing complex public projects from plans to construction observation including waterfronts, plazas, trails, streetscapes, natural areas, stormwater features, art and history integration and interface with commercial property. Our designs emerge from an exploration of the social, cultural, ecological and historic contexts of each place, resulting in spaces that resonate identity.

Mayer/Reed's award-winning work has transformed underutilized places into engaging environments that create community, forge connections and spur revitalization.

INTEGRATED GREEN APPROACH

Considered a leader in sustainable site design, Mayer/Reed works with our team members to incorporate ecologically responsible strategies into every landscape architecture project we undertake. Our designs seek to use resources efficiently, minimize site impacts, maximize on-site storm water management, enhance wildlife habitat, encourage low impact commuting, minimize waste and utilize recycled and local products. We integrate eco-roofs, rain gardens, bioswales, stormwater planters, permeable paving and drought-tolerant landscapes. We showcase these natural and engineered systems at work and often provide interpretation to help people understand and value their environments.

PUBLIC INVOLVEMENT

Mayer/Reed has considerable experience engaging the public on park projects throughout the region. We enjoyed highly engaged public involvement processes on several recent projects including Willamette Falls Riverwalk and SE 150th & Division Park Master Plan. These award-winning projects benefited from interactive outreach activities including community fairs, open houses and international picnics, as well as visual preference surveys, physical models, multi-lingual visual materials and games to spark interest and participation.

HOLISTIC PLACEMAKING

Our interdisciplinary studio – comprised of landscape architects, artists and experiential graphic designers - understands that creating places with identity and meaning requires a holistic approach. We consider placemaking elements, interpretation, signage and wayfinding, landmarks and public art strategies along with the overall site design to more deeply intertwine place and meaning.

The Rain Garden at the Oregon Convention Center

Public involvement leads to community supported designs

A river map inset into the Vera Katz Eastbank Esp

OTAK

Civil & Structural Engineering, Hydraulics/ Shoreline (or Water Resources) Engineering, Stormwater, Architecture, Surveying, Construction Management

Founded in 1981 and headquartered in Portland, Oregon, Otak is a multidisciplinary firm with more than 300 professional and support staff based in six offices in Washington, Oregon and Colorado. The firm employs experts in civil engineering, water resources, bridge and structural design, survey, architecture, planning and urban design and construction management. This diverse capability facilitates efficiency, flexibility and forward-thinking approaches to every project. Otak's staff is familiar with federal, state and local agency approval processes and can effectively assist clients in navigating these processes. Otak has a successful working relationship with both Mayer/Reed and Pacific Habitat Services. They are currently collaborating with both firms on the Phase 1 implementation of the Willamette Falls Riverwalk and with Pacific Habitat Services on the Alamo Manhattan Bank Stabilization project.

PAE

Electrical Engineering & Lighting Design

Founded in 1967, PAE is a firm of more than 350 employees in Portland, Eugene, Seattle and San Francisco providing services in mechanical and electrical engineering, lighting design, building analysis, commissioning and technology system design. Known for innovation in sustainable systems, PAE has a history working in a variety of public and civic spaces including waterfront facilities, parks and recreation centers. PAE's electrical systems are tailored to each owner's requirements and adaptable to meet future needs. In addition, PAE is known for their abilities in shaping and controlling light to provide positive, humanistic experiences. Their expertise includes lighting design for landscapes and public art installations.

GEODESIGN, INC.

Geotechnical Engineering, Environmental Investigation & Remediation

GeoDesign, Inc., an NV5 Company, provides geotechnical engineering, pavement design and environmental consulting from Pacific Northwest locations in Wilsonville, Vancouver, Longview, Tacoma and Bothell, Washington. Its waterfront project work includes the 30-plus-acre South Waterfront in Portland, where its team provided geotechnical and environmental services. In southwest Washington, projects include the McMenamins Kalama Harbor Lodge for the Port of Kalama. GeoDesign's experience on teams with Mayer/Reed includes several mixed-use developments at Portland's South Waterfront District and the Daimler Trucks North America Headquarters along the Willamette River. GeoDesign has collaborated with Otak on the City of Scappoose's West Lane Road (Honeyman to Highway 30) Improvements and projects at Portland's South Waterfront, including the ongoing Alamo Manhattan Blocks development.

ACC COST CONSULTANTS

Cost Estimating

Established in 1988, ACC provides an effective tool to monitor and control costs throughout the design process. They work with designers, engineers, owners and contractors, encouraging close scrutiny of estimates and validation of assumptions by all team members. ACC provides detailed quantity take-offs and cost estimating for all divisions of work (from landscape through electrical), using the most applicable take-off processes & software. Over the past 30 years, ACC has maintained a record of accuracy averaging inside a 5% range. ACC worked with Mayer/Reed and Otak on the Willamette Falls Riverwalk Phase 1. The firm also worked with Mayer/Reed on parks such as Errol Heights Park and Creston Park Playground and with Otak on several projects for the National Park Service.

PACIFIC HABITAT SERVICES

State & Federal Permitting, Riparian Habitat Restoration

Pacific Habitat Services, Inc. (PHS) is a 27-year old environmental consulting firm based in Wilsonville. They are one of the most experienced and well-respected natural resource consulting companies in Oregon. Their 21 employees offer expertise in environmental permitting, wetland science, endangered species consulting, wildlife and fisheries biology, hydrology, soil science, botany, NEPA and restoration and mitigation design and implementation. PHS has excellent relationships with state and federal regulatory agencies and has conducted more wetland delineations and filed more state and federal applications than any other consulting company in Oregon. They've assisted with design and permitting of waterfront projects in Portland, Oregon City, Independence, Salem, Eugene and Florence. In St. Helens, PHS worked on the environmental issues associated with the BUILD application, they inventoried the riparian areas throughout the city of St. Helens and they assisted the St. Helens School District with their middle school campus.

Resumes of individuals from each firm are located as an attachment at the end of the document.

SIMILAR PROJECTS

THE OLD MILL DISTRICT *Phases I & II, Bend, OR*

Mayer/Reed

Two pine lumber mills flanking the Deschutes River were once the economic engine of Bend, Oregon. But when the last mill closed what remained was environmentally degraded land and riverbank. The Old Mill District is now a vibrant, mixed-use waterfront development along both sides of the river. The new district helped transition the city from a shrinking timber-based economy to a booming recreation, tourism and lifestyle economy.

Mayer/Reed, as the landscape architects for phases 1 and 2, designed the open spaces along the riverfront and within the mixed-use development, balancing nature, recreation and economic opportunities. A public trail system and development open spaces are well-integrated, mutually supportive and seamless in their relationship.

A section of the Deschutes River trail on both sides of the river is connected with two bridges creating a loop and neighborhood access. The public greenway balances public access with vegetated buffers for fish and wildlife habitat. A large riverfront plaza is a venue for year-round events and casual gathering. In the walkable retail core, Mayer/Reed's design enables pedestrian use in all seasons with generous sidewalks, flexible plazas and courtyards. A former mill pond is repurposed as a fly-casting course. Artifacts such as boiler covers, foundation blocks and chunks of basalt add an authentic connection to place. Across the river, the firm also designed the 5-acre Les Schwab Amphitheater that hosts national entertainment acts and community activities.

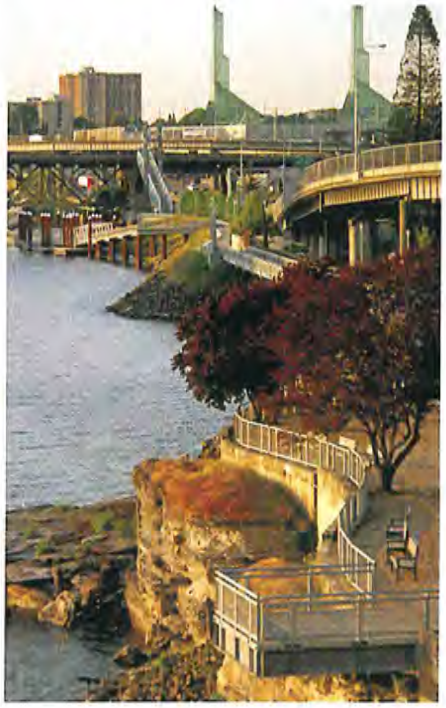
Honor Award, Excellence on the Waterfront, The Waterfront Center, 2017

Relevance

- Waterfront trails
- Public/private interface
- Waterfront amphitheaters/stages
- Waterfront park design
- Riparian habitat restoration
- Former mill site
- Event space

VERA KATZ EASTBANK ESPLANADE *Portland, OR*

Mayer/Reed



Mayer/Reed transformed a 1.5-mile long derelict strip of land between the Willamette River and I-5 freeway into a well-used, vibrant greenway trail, reconnecting people to nature and the river. The episodic design repurposes remnants of industry as river overlooks and the old seawall supports a cantilevered grated steel walkway over water. Cantilevered decks punctuate the bank where historic streets once met the river. The 1,200 ft. long floating walkway allows people to be right on the water. Place-based interpretive stories, maps and art are a key part of the experience. As part of Mayer/Reed's Art and Interpretive Plan, the firm designed 20-foot tall, stainless steel markers incorporating street signs, luminaries, maps and interpretive panels. Restored habitat on the once barren bank now supports numerous species using vegetated bioengineering techniques. Rain gardens and bioswales improve water quality throughout this urban trail.

Relevance

- Waterfront trail
- Cantilevered trail/overlook
- Waterfront park design
- Riparian habitat restoration
- Former industrial site

WILLAMETTE FALLS RIVERWALK *Concept Design and Phase 1, Oregon City, OR*

Mayer/Reed

Mayer/Reed worked on the two most recent public contracts for design of the Willamette Falls Riverwalk for Metro and the City of Oregon City. For over 150 years, industry blocked public access to the Willamette River and views of Willamette Falls. But the Blue Heron mill closure opened opportunities for public access and redevelopment. Working with 4 governmental partners, tribal representatives and private landowners, the design collective of Snøhetta, Mayer/Reed and DIALOG developed the concept design for the riverwalk. The concept design reflects an authentic sense of place, providing public access, cultural and historic Interpretation, habitat and economic redevelopment. The 1/2-mile riverwalk offers opportunities to explore a rich spatial sequence through promenades and trails that lace public spaces and viewpoints into the complex, physical strata. Flexible spaces provide venues for community events.

In March 2018, Otak and Mayer/Reed were awarded the Phase I contract for detailed design, permitting, cost reconciliation and implementation. The team is currently awaiting direction from the project partners regarding how the riverwalk will fit with the vision of the Blue Heron landowners, the Confederated Tribes of the Grand Ronde. Phase I construction of the riverwalk is expected to commence in 2021.

Relevance

- Waterfront trails
- Public/private interface
- Cantilevered trail/overlook
- Waterfront park design
- Riparian habitat restoration
- Former industrial site
- Event space

Mayer/Reed

WILLAMETTE GREENWAY TRAIL *and Upland Amenities at Daimler Trucks North America, Portland, OR*

Mayer/Reed

As the landscape architect for Daimler's headquarters campus, Mayer/Reed designed public and private outdoor spaces on the 16-acre riverfront site. This section of the public Willamette Greenway Trail features seating, lighting, native vegetation and an overlook repurposed from an old foundation. Upland corporate amenity spaces, such as the terraced lawn with performance/stage abilities, game patio and social plaza, host Daimler activities as well as events like weddings and an annual half marathon finish line.

ALAMO MANHATTAN BLOCKS & SOUTH WATERFRONT GREENWAY EXTENSION *Blocks 41, 42, 44, 45, South Waterfront District, Portland, OR*

Otak

The latest of Otak's extensive experience in Portland's post-industrial South Waterfront District is a proposed mixed-use development which includes riverbank stabilization and an extension of the public South Waterfront Greenway trail. Otak is providing civil engineering, stormwater/ bank stabilization design, surveying and land use planning support.

"I have worked with Otak on multiple major urban mixed-use projects over many years. The firm is highly competent, knowledgeable and solutions oriented. Most recently, I have worked closely with Otak, especially Keith Buisman, on a 10-acre development project on the Willamette River in the South Waterfront neighborhood of Portland. The project includes new roads, utilities, intersection signalization, five buildings and over 1,200 apartment units. It also involves a major riverbank stabilization process that involves multiple city, state and federal agencies. Otak (and Keith) have been the leaders on this very complicated project. They have met and exceeded our expectations at every turn. They are proving to be the best civil engineers I have ever worked with. I am pleased to provide them with my highest recommendation."

Wade Johns, Alamo Manhattan, 469-941-4515, wade.johns@alamomanhattan.com

City Involvement

A high degree of collaboration and communication between the design team and City staff is essential to project success. After notice to proceed, the City staff will issue a contract to Jeramie Shane. Shannon Simms will develop a detailed draft work plan and schedule, which she will review in-depth with the City's Project Manager.

The City's Project Manager will identify individuals to participate in the TAC and communicate with its members. Additional City staff will be participants on the committee, which will be convened for the Kick-off Workshop, Permitting Strategy Session and the Design Alternatives Workshop. TAC members will be asked to review materials provided by the design team in advance of each meeting and come prepared with questions.

City staff will be asked to conduct timely review of the 30%, 60% and 90% Design Submittals during the review periods. Reviewers may include TAC members and additional bureau staff. The City's Project Manager will collect review comments into a single document, provide direction on conflicting feedback and submit the comments to the design team at least 2 business days prior to a Comment Review Meeting. The reviewers will attend the Comment Review Meeting with the design team to provide additional clarification and address questions.

The City will identify members of the City Communications Team. The Communications Team will collaborate with the design team to review the draft Public Involvement Plan and to prepare for each of the Public Events. The City Communications Team will prepare, with input and graphic materials from the Design Team, all print, web and social media outreach for events and project updates. They will also update the project website hosted by the City. After each public event, City staff will collect and synthesize public input, provide summary comments to the team and provide direction on conflicting feedback.

It is anticipated that the City's Project Manager will present project updates to City Council, at Planning Commission meetings and at Parks & Trails Commission meetings. The design team will provide materials to the City for these presentations and are prepared to attend to co-present.

The City's Project Manager will coordinate project schedules with the Street Extension Team and identify appropriate points of collaboration between the two projects.

Salem Riverfront Park - Mayer/Reed

References

WILLAMETTE PARK IMPROVEMENTS

ROSS SWANSON, Project Manager, Portland Parks & Recreation, 971-940-5712, Ross.Swanson@portlandoregon.gov

Mayer/Reed designed improvements to this popular waterfront park in SW Portland. The design clarifies entries, establishes an off-leash dog park and includes a pathway system and redevelopment of the Willamette Greenway Trail. The multi-use path uses porous asphalt over an open-graded base to limit stormwater impacts. Re-imagined park entries feature artful interpretive markers and custom site walls with entry signage.

OREGON CONVENTION CENTER PLAZA

CRAIG STROUD, Executive Director, Oregon Convention Center, 503-235-7583, craigstroud@oregoncc.org

"A striking highlight of Oregon Convention Center's comprehensive renovation is the work that Mayer/Reed conducted when renovating our venue's outdoor spaces, including the plaza, streetscape and entry areas. Mayer/Reed's experience, dedication and attention to detail is evident in OCC's newly crafted outdoor spaces, complete with welcoming gardens and landscaping that seamlessly fit with OCC's Pacific Northwest-inspired aesthetic. The renovation of OCC's plaza created a flexible outdoor space option for events. The plaza also serves as a community gathering place, further solidifying OCC as a communal destination for locals and visitors alike."
Craig Stroud, OCC Executive Director

WILLAMETTE FALLS RIVERWALK CONCEPT DESIGN & PHASE 1

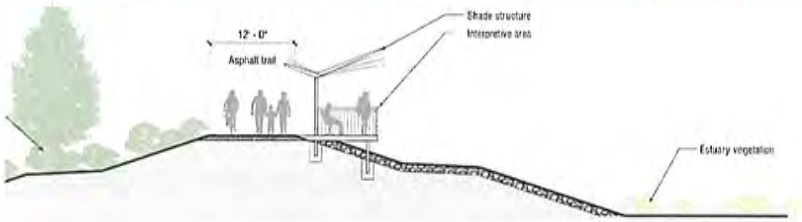
BRIAN MOORE, Project Manager, Metro, Parks & Nature, 503-797-1761
Brian.Moore@oregonmetro.gov

See description page 13.

MARYSVILLE WATERFRONT PARK MASTER PLAN & EBEY WATERFRONT TRAIL PLAN + PHASE 1

GLORIA HIRASHIMA, Chief Administrative Officer, City of Marysville, 360-363-8000, GHirashima@marysvillewa.gov

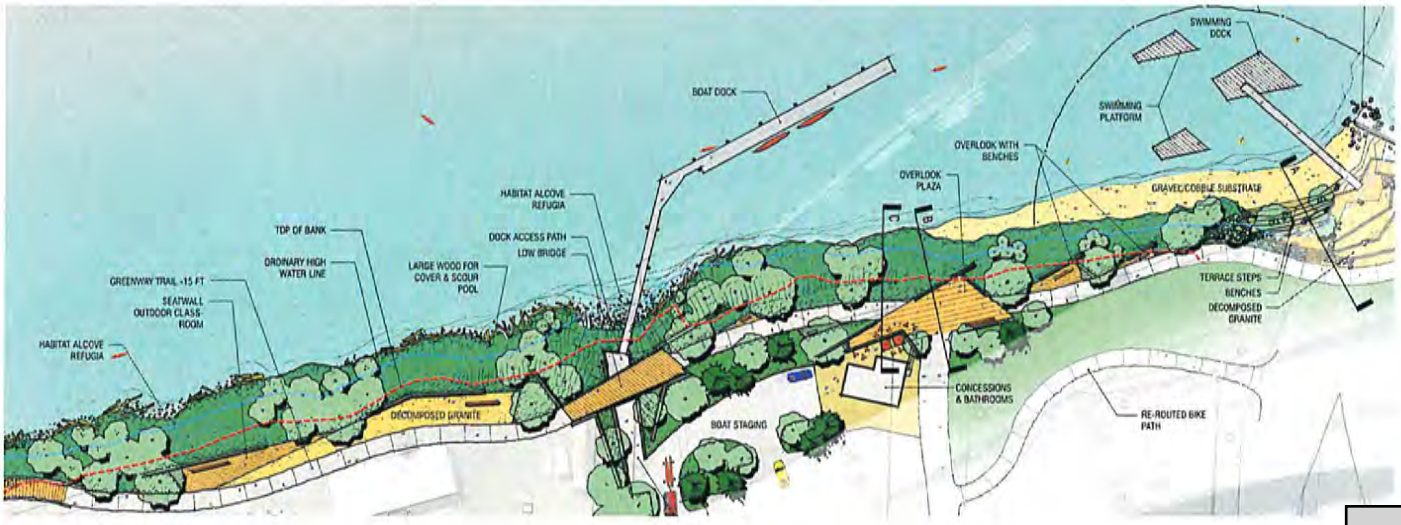
Mayer/Reed led a master plan for a new waterfront park and associated estuary trail system. The park plan creates a regional ecotourism destination with a focus on kayaking, fishing and a connection to history. It uses the geometry of the slough and the street grid to structure the walkways, promenade and boardwalk, physically linking the waterfront to downtown. The plan for the Ebey Waterfront Trail connects downtown and neighborhoods to the newly restored Qwuloolt Estuary. The trail for walking, bicycling and paddling will traverse approx. 4.25 miles though urban and wetland landscapes. Bridges and boardwalks will provide over-water experiences, while overlooks, outdoor classrooms and an education center will provide places to learn about the natural resources. Mayer/Reed completed Phase 1 implementation of the signage and trail which opened in 2017.



EASTBANK CRESCENT PLAN

BRETT HORNER, Planning Manager, Portland Parks & Recreation, 503-823-1674, brett.horner@portlandoregon.gov

Mayer/Reed led planning for the Eastbank Crescent Riverfront that will activate and enliven the eastern bank of the Willamette River between the Hawthorne and Marquam bridges and provide safe public access to and into the river for swimmers and non-motorized boaters. The plan accommodates multiple uses while minimizing use conflicts. Improvements will allow safe movement of pedestrians and cyclists on the Willamette Greenway Trail through the site. Also planned are in-water nearshore habitat improvements for ESA-listed fish and riparian and upland habitat restoration. The plan explores education opportunities for the nearby Oregon Museum of Science & Industry (OMSI).



ATTACHMENT A – PROPOSAL SIGNATURE PAGE

The undersigned hereby submits this Proposal to furnish all work, services systems, materials, and labor as indicated herein and agrees to be bound by the following documents: Request for Proposal, Personal Services Contract, and associated inclusions and references, specifications, Proposal Form, Consultant response, mutually agreed clarifications, exceptions which are acceptable to the City, and all other Consultant submittals.

The undersigned hereby certifies and represents that the Consultant:

- has examined and is thoroughly familiar with the Request for Proposal
- has examined and is thoroughly familiar with the Personal Services Contract, and agrees to accept the contract terms, and execute such contract upon award
- understands that the City reserves the right to accept a proposal or reject all proposals if deemed in the best interest of the City
- understands that all information included in, attached to, or required by this RFQ shall be public record subject to disclosure within the context of the federal Freedom of Information Act and Oregon Revised Statutes (ORS) 192.501 and ORS 192.502.

Receipt of Addenda

Consultant acknowledges that ADDENDA NUMBERED na THROUGH na have been reviewed as part of the Request for Proposal.

Signature

The Consultant hereby certifies that the information contained in these certifications and representations is accurate, complete, and current.

MAYER/REED, INC.
CONSULTANT FIRM NAME

Jeramie Shane
CONTACT PERSON

319 SW Washington St. Suite 820, Portland, OR 97204
MAILING ADDRESS, CITY, STATE, AND ZIP CODE

503-223-5953	971-255-4449	jeramie@mayerreed.com
FIRM TELEPHONE NUMBER	CONTACT PERSON TELEPHONE	EMAIL ADDRESS

Jeramie Shane, Principal		12/08/20
PRINT NAME AND TITLE OF FIRM'S AUTHORIZED REPRESENTATIVE	SIGNATURE OF FIRM'S AUTHORIZED REPRESENTATIVE	DATE

JERAMIE SHANE, ASLA

MAYER/REED, INC.

Role: Principal In Charge, Landscape Architect

As principal, Jeramie will direct the design, oversee the consulting team and take responsibility for the team's performance. With 25 years of experience, he brings in-depth understanding of design for civic projects that revitalize cities and neighborhoods. Jeramie excels at design of open spaces and establishing connectivity into the surrounding urban fabric. His creative problem-solving and collaborative approach lead to a sensitive balance of user experience, safety, aesthetics and sustainability. He is skilled in the public involvement process and forging positive, collaborative relationships with stakeholders and communities. Jeramie is committed to creating a riverwalk that is an authentic expression of place.

PROFESSIONAL REGISTRATIONS
Landscape Architect: OR, AK

EDUCATION
BS, Landscape Architecture
Washington State University

AFFILIATIONS
American Society of Landscape Architects

Selected Experience

- Vera Katz Eastbank Esplanade, Portland, OR
- Willamette Falls Riverwalk, Concept Design, Oregon City, OR
- Willamette Falls Riverwalk, Phase 1 Implementation, Oregon City, OR (with Otak)
- OMSI Waterfront Master Plan, Portland, OR
- The Trolley Trail and Park Ave Plaza, Oak Grove to Milwaukie, OR
- Willamette Greenway Trail East & West Tilikum Crossing Bridgeheads, Portland, OR
- Willamette Greenway Trail, Daimler Trucks North America Headquarters, Portland, OR
- Oregon Convention Center North Plaza & Amphitheater, Portland, OR
- Darlene Hooley Pedestrian Bridge, Portland, OR
- MAX Orange Line, East Side Urban Design, Portland to Milwaukie, OR
- Mirabella Portland, LEED Platinum, Portland, OR
- Naito Parkway Bicycle and Pedestrian Improvements "Better Naito," Portland, OR
- St. Johns Prairie Trail, Portland, OR
- SW Corridor Light Rail Urban Design, Portland to Tualatin, OR
- Chimney Park Bridge, Portland, OR
- Washington Way Redevelopment, OSU, Corvallis, OR
- Reser Stadium Improvements, OSU, Corvallis, OR
- SW Morrison Festival Street at Providence Park Concept, Portland, OR
- Creston Park Playground, Portland, OR

Trolley Trail and Park Avenue Plaza

Vera Katz Eastbank Esplanade

Willamette Greenway Trail, Daimler Trucks North Americ

SHANNON SIMMS, ASLA

MAYER/REED

Role: Project Manager, Landscape Architect

Shannon will be the main point of contact, responsible for daily design tasks and management of schedule, budget and team communication. She excels in design and management of complex public projects that involve multiple disciplines, agencies and jurisdictions. Shannon understands the issues of connecting recreation infrastructure with growing cities. Her focused experience with park, pedestrian and bicycle projects has helped communities attract people with well-connected open spaces and recreation opportunities.

PROFESSIONAL REGISTRATIONS
Landscape Architect: OR

EDUCATION
MLA, Harvard University Graduate School of Design
Recipient of Penny White Grant to study Transportation Infrastructure in China, May 2009 and Urban Agriculture in Cuba
BA, International Relations, Boston University

AFFILIATIONS
American Society of Landscape Architects

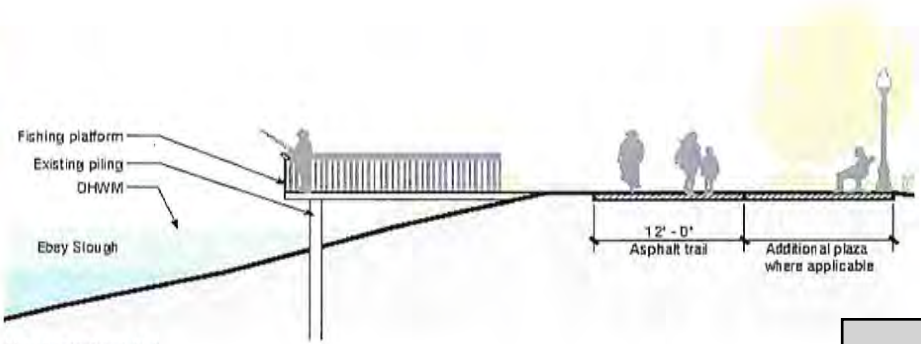
Selected Experience

- Willamette Park Improvements, Portland, OR
- Ebey Waterfront Trail, Phase 1, Marysville, WA
- Marysville Waterfront Park & Ebey Trail Master Plan, Marysville, WA
- Eastbank Crescent Concept, Portland, OR
- South Park Blocks Master Plan, Portland, OR
- The Green Loop - North Park Blocks, Lloyd District. S. Downtown and Central Eastside Industrial District, Portland, OR
- Bike & Pedestrian Connection to PCC Sylvania via 53rd Ave. Concept, Metro/ TriMet Flexible Services, Portland, OR
- Naito Parkway Bicycle and Pedestrian Improvements "Better Naito," Portland, OR
- Marquam Hill Connector, Portland, OR
- SW Corridor Light Rail Urban Design, Portland to Tualatin, OR
- Tigard Downtown Station Urban Design, Tigard, OR

Projects listed below were completed prior to joining Mayer/Reed

- Deschutes River Trail, Bend, OR
- Norwalk River Valley Trail, Norwalk, CT
- Charles River Basin Pathway and Bridge Master Plan, MA
- Mascoma River Greenway, Lebanon, NH
- Burke Gilman Trail, Seattle, WA

Willamette Park Improvements



Ebey Waterfront Trail

CAROL MAYER-REED, FASLA

MAYER/REED, INC.

Role: Senior Advisor

Carol is a champion of sustainability and site repair projects that influence positive social and ecological change. She has decades of experience in waterfronts parks, plazas, trails, mixed-use developments, recovered brownfield sites, stormwater features and natural areas. A passionate advocate for creating active and sustainable waterfronts, Carol has designed several projects along the riverfronts as well as other public parks that link people with rivers and natural spaces. In addition, she has consulted on waterfront development for cities including Port Angeles, WA; South Hadley, MA; Bridgeport, CT and Vallejo, CA as part of the AIA Sustainable Design Assessment Team.

PROFESSIONAL REGISTRATIONS
Landscape Architect: OR, WA, ID, CA

EDUCATION
Master of Landscape Architecture and Environmental Planning
Utah State University
Bachelor of Fine Arts
Ohio State University

AFFILIATIONS
Fellow of the American Society of Landscape Architects

Selected Experience

- Vera Katz Eastbank Esplanade, Portland, OR
- Old Mill District & Les Schwab Amphitheater, Bend, OR
- Willamette Falls Riverwalk Phase 1 Implementation, Oregon City, OR (with Otak)
- Willamette Falls Riverwalk Concept Design, Oregon City, OR
- Salem Riverfront Park, Salem, OR
- Ebey Waterfront Trail Phase 1, Marysville, WA
- Marysville Waterfront Park & Ebey Trail Master Plan, Marysville, WA
- Eastbank Crescent Riverfront Plan, Portland, OR
- Sellwood Riverfront Park, Portland, OR
- Oregon Museum of Science & Industry (OMSI) Waterfront Master Plan and Center for Tribal Nations, Portland, OR
- Cathedral Park Master Plan, Portland, OR
- Darlene Hooley Pedestrian Bridge, Portland, OR
- Simon & Helen Director Park, Portland, OR
- Sofia Park, The Promenade and Piazza at Villebois, Wilsonville, OR
- Riverfront Trail Concept, Marina to Corps of Engineers, The Dalles, OR
- Trolley Trail, Park Ave. to Milwaukie, Clackamas Co., OR
- Willamette Greenway Trail, Daimler Trucks North America Headquarters, Portland, OR
- Willamette Park Improvements, Portland, OR

Les Schwab Amphitheater at the Old Mill District

Simon & Helen Director Park

Vera Katz Eastbank Esplanade

RYAN CARLSON, ASLA, LEED AP

MAYER/REED, INC.

Role: Landscape Architect

An experienced landscape architect, Ryan excels at vibrant, sustainable destinations designed for long-term viability and ease of maintenance. He is skilled in design for parks, trails and natural areas woven with ecological sensitivity and connection to place. For each of his projects, Ryan aims to create special spaces that instill public pride and stewardship.

PROFESSIONAL REGISTRATIONS
Landscape Architect: OR
LEED Accredited Professional

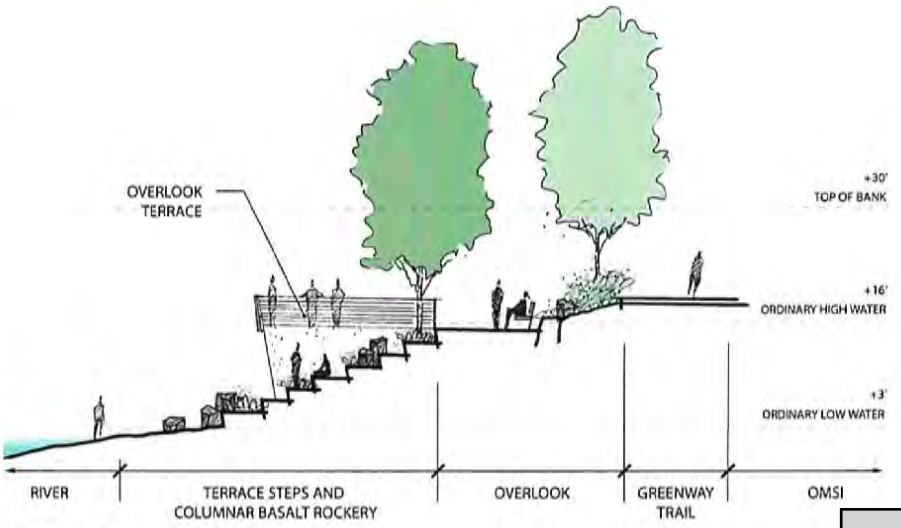
EDUCATION
Master of Landscape Architecture
University of Oregon
Bachelor of Landscape Architecture
University of Oregon
Bachelor of Environmental Studies
University of Oregon

AFFILIATIONS
American Society of Landscape Architects

Selected Experience

- Willamette Park Improvements, Portland, OR
- The Social Jetty at Fariborz Maseeh Hall, Portland State University, Portland, OR
- Eastbank Crescent Riverfront Plan, Portland, OR
- Marysville Waterfront Park & Ebey Trail Master Plan, Marysville, WA
- Willamette Greenway Trail, Daimler Trucks North America Headquarters, Portland, OR
- Villebois Piazza, Wilsonville, OR
- Cathedral Park Master Plan, Portland, OR
- Chehalem Cultural District Forecourt, Newberg, OR
- Ecologically Sustainable Park Landscape Report, Portland Parks & Recreation, Portland, OR
- Riverfront Trail Concept, Marina to Corps of Engineers, The Dalles, OR
- Three Downtown Parks Master Plan: Director Park, O'Bryant Square and Ankeny Park, Portland, OR
- Bull Run Dam No. 2 Site Restoration, Sandy, OR
- SW Corridor Bike & Pedestrian Connection to PCC Sylvania via 53rd Ave. Concept, Portland, OR
- SW Corridor Pedestrian Connection to OHSU, Portland, OR
- Three Creeks Confluence: Beaverton Downtown Regional Center Creek, Master Plan, Beaverton, OR
- Schaad Park, Newberg, OR

Ryan designed the Social Jetty, a custom seating amenity at Portland State University.



Eastbank Crescent

KEVIN TIMMINS, PE

OTAK

Role: Lead Water Resource Engineer

Kevin is a vice president at Otak and manages Otak's Water Resources business unit for the Portland and Vancouver offices. He has 21 years of engineering experience working with and managing multidisciplinary design teams for public agency projects in Oregon and Washington. He has spent his entire career working in surface water systems, including rivers, streams, wetlands and urban drainage systems. Kevin has a comprehensive understanding of the planning, design, permitting and construction process for projects that must strike a balance between natural resource areas and the built environment. Kevin is an active member of the American Public Works Association, having served for nine years as the Water Resources committee chair for the Oregon APWA Chapter.

PROFESSIONAL REGISTRATIONS
Professional Engineer: OR
Certified Erosion and Sediment Control Lead (CESCL)

EDUCATION
Master of Science, Environmental Engineering, Washington State University
Bachelor of Science, Environmental Engineering, Tulane University

AFFILIATIONS
American Society of Civil Engineers
APWA (former Water Resource Committee Chair, Oregon Chapter)

Selected Experience

- Alamo Manhattan Blocks Bank Stabilization, Portland, OR
- South Waterfront River Bank Restoration, Portland, OR
- Willamette Falls Riverwalk, Phase 1, Oregon City, OR
- Pringle Creek Demolition and Stream Restoration, Salem, OR
- OR22: Bad Banks Creek Culvert, Gates, OR
- East Lents Floodplain Restoration, Portland, OR
- Bend Whitewater Park, Deschutes River, Bend, OR
- Amazon Creek Stream Restoration, Eugene, OR
- Butternut Creek Enhancement at Witzig Reservoir, Washington County, OR
- Cedar Crossing Restoration Project, Portland, OR
- Kronberg Park Multi-Use Trail, Milwaukie, OR
- Hedges Creek Bank Stabilization and Greenway Trail Erosion Repair, Tualatin, OR
- East Fork Derry Dell Creek, Tigard, OR
- Rock Creek Wetland Mitigation Bank, Portland, OR
- Multnomah County Drainage District (MCDD) Stormwater On-call Task Orders, Multnomah County, OR
- Crescent Connection Trail, Beaverton, OR

Bend Whitewater Park, Deschutes River, Bend, OR

South Waterfront River Bank Restoration

DOUG SARKKINEN, PE, SE

OTAK

Role: Lead Structural Engineer

Doug's 28 years of structural design and project management experience includes bridges, marine structures, industrial structures, pedestrian bridges, culverts, retaining walls, sound walls and major support structures and pole analyses. He is experienced with the delivery of bridges of varying types and configurations for the Oregon and Washington DOTs, in addition to local agencies and private developers. Throughout his career, Doug has presented a variety of papers to professional organizations, including the American Concrete Institute, the American Society of Civil Engineers and the Post-Tensioning Institute.

PROFESSIONAL REGISTRATIONS

Professional Structural Engineer: OR, WA, AZ

Professional Engineer: WA, ID, CO, MT, WY

EDUCATION

Master of Science, Civil Engineering, University of Washington

Bachelor of Science, Civil Engineering, Michigan Tech University

AFFILIATIONS

American Concrete Institute - Member of Code Committee ACI – 435, Control of Deflections in Concrete Structures

Post Tensioning Institute - Member of Code Committee PTI – DC-80 Repair and Rehabilitation of Post Tensioned Structures

American Society of Civil Engineers

American Institute of Steel Construction

American Public Works Association

Selected Experience

- Sandy River Pedestrian Path, Multnomah County, OR
- Kronberg Park Multi-Use Trail, Milwaukie, OR
- Wind River Boat Launch Structural and Hydraulic Analysis, Skamania County, WA
- Susie Stephen's Trail and Riverwalk, Winthrop, WA
- Crescent Connection: Cedar Hills-Denny Rd, Beaverton, OR
- Erosion Mitigation Structure, Nehalem, OR
- Lacamas Creek Utility Line Pier Stabilization, Camas, WA
- Shoring Bracing Design-Kalama Fish Hatch, Kalama, WA
- Riverplace Housing, Portland, OR
- Wade Creek Park (Design and Permitting), Estacada, OR
- Iron Mountain Pedestrian Bridge & Sanitary Sewer, Lake Oswego, OR
- Kellogg Creek Bridge Design-Build, Milwaukie, OR
- Cape Disappointment State Park Multi-Use Trail Bridge Design, Ilwaco, WA
- Nehalem River (Miami-Foley Road) Bridge, Tillamook County, OR
- Pringle Creek Demolition & Stream Restoration, Salem, OR
- Rennaissance Trail, Vancouver, WA
- Staircase Rapids Pedestrian/Trail Bridge, Olympic National Park, WA
- Bend Whitewater Park, Bend, OR
- US197: The Dalles (Columbia River) Bridge PA B35281 WOC2
- Willapa Hills Trail Multi-Use Crossing at SR 6, Willapa Hills, WA

Kronberg Park Multi-Use Trail, Milwaukie, OR

Sandy River Pedestrian Path, Multnomah County, OR

KEITH BUISMAN, PE, CESCL

OTAK

Role: Lead Civil Engineer

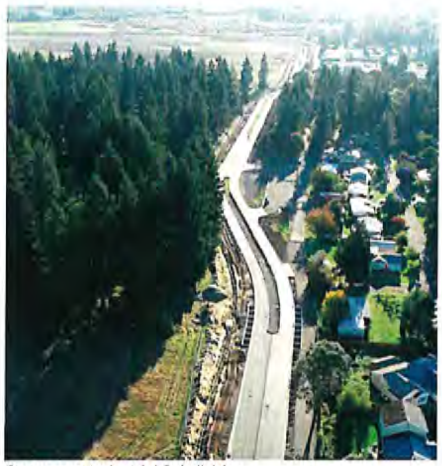
Keith is a civil engineer and project manager with 17 years of design experience including street improvements, storm water design, mass grading, street layout, sanitary sewer design and water systems design. His main project work includes a mix of private development, public infrastructure and large scale master planning. Keith also has experience in construction, including observation, cost estimates and general design management during project construction.

PROFESSIONAL REGISTRATIONS
Professional Engineer: OR
Certified Erosion and Sediment Control Lead (CESCL)

EDUCATION
Bachelor of Science, Civil Engineering, Oregon State University

Selected Experience

- Scappoose Industrial Subdivision, Scappoose, OR
- Alamo Manhattan Blocks PWP-LU-CLOMR-Plat, South Waterfront, Portland, OR
- Alamo Manhattan Greenway and Blocks – Blocks 41, 42, 44, 45, South Waterfront, Portland, OR
- Tillamook Sewer Rehab Phase 3, Tillamook, OR
- Ginger St. Sewer Design-Heather to 20th, Cornelius, OR
- Frog Pond Meadows Final Design, Wilsonville, OR
- Cascades Converting Plant, Scappoose, OR
- Scappoose Airport Industrial Master Plan, Scappoose, OR
- South Waterfront Eco-District Study, Portland, OR
- Vose Elementary School Public Street, Beaverton, OR
- Brenchley Estates Infrastructure, Wilsonville, OR
- P15 Roadway Design, Washington County, OR
- Winkelman Park Phase 1, Beaverton, OR
- Integrated Infrastructure Strategy: South Waterfront North District, Portland, OR
- Hwy 30 Scappoose Sidewalk, Scappoose, OR
- Jory Trail Parking Final Design, Wilsonville, OR
- Sandy River Pedestrian Path, Multnomah County, OR
- Gaston Sidewalk and Landscape Improvements, Gaston, OR



Scappoose Industrial Subdivision

Alamo Manhattan Greenway and Blocks – Blocks 41, 42, 44, 45; South Waterfront, Portland, OR

MIKE WILLIAMS

OTAK

Role: Construction Manager

Mike offers extensive and consistent leadership experience with expert level skills in concept to closeout project and program management and has a special talent for the effective use of resources in the delivery of complex projects. He is an effective communicator with a talent for speaking to and connecting with groups of all types and sizes. With that, comes a skill for facilitating meetings, strategy sessions and general decision making between a wide variety of departments, the public, special interest groups, consultants, senior management and other stakeholders. Mike's engineering degree combined with a very strong background in hands-on and direct project management experience in the construction industry allows him to easily translate and communicate complex technical matters in the right terms for any audience.

PROFESSIONAL REGISTRATIONS
CESCL Certified: OR/WA

EDUCATION
Bachelor of Science, Construction Engineering Technologies, Montana State University
Kiewit Project Management, Superintendent, Scheduling & Surveying Schools
Washington State Department of Transportation Project Management Academy

TRAINING
OSHA 8 Hour Std. 29 CFR 1910.46 Compliant Confined Space Entry Training; Entrant, Attendant, Supervisor
First Aid/ CPR w/ AED OSHA 30 Hour General Industry

AFFILIATIONS
Project Management Institute (PMI)

Selected Experience

- Boones Ferry Rd: Oakridge - Madrona CM Services, Lake Oswego, OR
- West Devils Lake Road Bridge 30-100%, Lincoln City, OR
- West Vancouver Freight Access Project, Port of Vancouver, Vancouver, WA*
- US197: The Dalles (Columbia River) Bridge CA, The Dalles, OR
- Yosemite National Park Tuolumne Meadows Campground, Yosemite Valley, CA
- Beaver Creek (Wolkau Rd) Bridge Replacement CA/CEI, Seal Rock, OR
- Bad Banks Creek Culvert CA/CEI, Linn County, OR
- City Hall Generator Project, Vancouver, WA
- The Vancouver Clinic Expansion, Vancouver, WA
- Central Point School District, Central Point, OR
- City of Portland Fueling Stations, Portland, OR
- Swift BRT Orange Line Program Scheduling, Everett, WA
- Portland Public Schools, Fixture Replacement Program, Portland, OR
- The Gateway Avenue Grade Separation, Vancouver, WA*

**Experience Prior to Otak*

The Vancouver Clinic Expansion, Vancouver, WA

Boones Ferry Rd: Oakridge - Madrona CM Services, Lake Oswego, OR

AMY SCHECKLA-COX, AIA, LEED AP, WELL AP

OTAK

Role: Architect

Amy is a public studio leader with 19 years of experience in architecture and interior design. She brings experience providing design to multiple DOI land management agencies, including the NPS and USFWS and is very familiar with their project design requirements. Amy strives to immerse herself into the client and user's needs and to exceed project expectations through facilitating an integrated design process. She also has extensive experience in sustainable design, wellness design, LEED documentation and helping projects to successfully balance the client and community goals through an inclusive and smart design approach.

PROFESSIONAL REGISTRATIONS
Registered Architect: OR

EDUCATION
Bachelor of Architecture, University of Oregon
Minor in Interior Architecture

CERTIFICATIONS
LEED Accredited Professional
WELL Accredited Professional

AFFILIATIONS
American Institute of Architects
2019 Women of Vision Honoree Winner
City of Cornelius Planning Commission Chairperson (2011-2015)
CIAC Congressional District #1 Rep – Oregon Citizen Involvement Advisory Committee

Selected Experience

- Willamette Falls Riverwalk, Phase 1, Oregon City, OR
- Wade Creek Park (Design and Permitting), Estacada, OR
- City of Enumclaw Welcome Center, Enumclaw, WA
- City of Tigard-Office Space Planning, Tigard, OR
- NPS Devils Tower, Pavilion and Accessibility Project, Devils Tower, WY
- Flowing Lake County Park Entrance, Snohomish County, WA
- NPS Grand Teton, Shade Structures and Comfort Station Project, WY
- NPS Saint Croix National Scenic Riverway, Shade Structures and Comfort Station Renovation, MN
- NPS Rocky Mountain, Fall River Entrance Station, CO
- USFWS Rocky Mountain Arsenal, Administration Headquarters & Multi-Purpose Building, CO
- NPS Yosemite, Big Oak Flat Entrance Welcome Center, CA
- USFWS Rocky Flats National Wildlife Refuge, Visitor Center, CO
- NPS SACN - Osceola Landing Boat Launch, Osceola Landing, MN

Wade Creek Park (Design and Permitting), Estacada, OR

USFWS Rocky Mountain Arsenal, Administration Headquarters

JON YAMASHITA, PLS

OTAK

Role: Survey Manager

Jon is a professional land surveyor and survey manager at Otak who is registered in Oregon and eight other western states. With over 28 years of experience, Jon is skilled in project research, boundary calculations and QA/QC. Jon is knowledgeable about rights of way, easements, legal descriptions, construction staking and topographic, as-built, ALTA and bathymetric surveys. Jon has provided survey services on multiple NPS projects in Oregon and Washington and across the country. He leads Otak's Survey team from Otak's Portland office.

PROFESSIONAL REGISTRATIONS
Professional Land Surveyor: OR, WA, UT, CO, ND, SD, MT, ID, AZ

EDUCATION
Bachelor of Science, Geography, Portland State University

AFFILIATIONS
Land Surveyors' Association of Washington
Clark County Railroad Advisory Board (2010-present)

Selected Experience

- Willamette Falls Riverwalk, Phase 1, Oregon City, OR
- Scappoose Industrial Subdivision Phase 1 - Final/CD, Scappoose, OR
- Willamette River Bank Stabilization at Klein Property Phase 2, Portland, OR
- Columbia Palisades Subdivision, Vancouver, WA
- Willamette River Trail, West Linn, OR
- Port of Vancouver Binding Site Plan, Vancouver, WA
- Scappoose Airport Industrial Master Plan, Scappoose, OR
- South Waterfront Block 43 - SW Lane St and SW Moody Ave, Portland, OR
- Camas North Shore Sewer Transmission System CM, Camas, WA
- Landing at Macadam - B44 LOMA/CLOMR, Portland, OR
- Cascades Converting Plant (Survey), Scappoose, OR
- Columbia Outfall & Effluent Salmon Creek Treatment Plant/Outfall, Vancouver, WA
- NPS Crater Lake Visitor Center Survey, Crater Lake, OR
- FHWA American Falls Marina Rd Survey, American Falls, ID
- Mill Creek Corporate Center, Salem, OR
- NPS Fort Vancouver National Historic Site (FOVA) E. & S. Vancouver Barracks Utilities and Infrastructure Rehabilitation, Phase 2, Vancouver, WA
- ODOT On-Call Survey PA B33935, Statewide, OR
- US197: The Dalles (Columbia River) Bridge PA B35281 WOC2, The Dalles, OR

NPS Crater Lake Visitor Center Survey, Crater Lake, OR

Willamette Water Supply Program (WWSP) Survey Services, Clackamas and Washington Counties, OR

JOHN VAN STAVEREN, SPWS

PACIFIC HABITAT SERVICES

Role: Lead Environmental Scientist

John van Staveren has over 32 years of natural resource consulting experience throughout the Pacific Northwest and California. As Pacific Habitat Services' President, he has conducted numerous projects for public and private clients. His expertise includes wetland science, endangered species consulting, state, federal and local permitting and restoration ecology. He has served on four state-appointed Technical Advisory Committees concerning wetland and environmental policy in the State of Oregon and authored a methodology for defining riparian areas for Statewide Planning Goal 5.

John has permitted several projects with impacts in the Columbia River. This has required close coordination with state and federal regulatory agencies and an assessment of impacts of salmonids within the river. John has worked on riparian restoration projects and an assessment of riparian health for the Cities of Gresham, Salem and Wilsonville.

EDUCATION
Bachelor of Science, Marine Biology and Limnology, San Francisco State University (Magna Cum Laude)

CERTIFICATIONS
Senior Professional Wetland Scientist (#000506)
ODOT Certified Biologist

AFFILIATIONS
Society of Wetland Scientists

Selected Experience

- BUILD application 2019 – NEPA compliance, St. Helens, OR
- St. Helens Middle School Campus, Wetland Consulting, St. Helens School District, St. Helens, OR
- St. Helens Sanitary and Storm Sewer Rehabilitation Projects, St. Helens, OR
- St. Helens Riparian Inventory, St. Helens, OR
- Alamo Manhattan, South Waterfront Greenway Design and permitting, Portland, OR
- Willamette Falls Riverwalk Permitting, Oregon City, OR
- Jon Storm Park River Overlook, Oregon City, OR
- Boardwalk Riverfront Permitting, Port of Siuslaw, Florence, OR
- McLoughlin Promenade City Park, Oregon City, OR
- Clackamette Cove Boardwalk and Redevelopment, Oregon City, OR
- Wastewater Treatment Plant Expansion, Columbia River Permitting, Rainier, OR
- In-water Dock Permitting, Columbia River Permitting, Teevin Bros., Rainier, OR
- Wauna Mill Dock Improvements, Columbia River Permitting, Georgia Pacific, Clatskanie, OR

GRANT PARTHEMER, PE, LEED AP

PAE CONSULTING ENGINEERS

Role: Principal, Electrical Engineer of Record

Grant has more than 30 years of experience in the planning and design of electrical systems for recreational projects of all sizes. Having managed a wide variety of project types at PAE, Grant brings unique solutions and strong leadership to engineering challenges. His passion for sustainable design is evident in the 35-plus projects he has worked on that have achieved or are pursuing LEED ratings ranging from Silver to Platinum. In any delivery scenario, Grant seeks collaboration with the project team members to develop integrated and efficient designs. Grant will draw from his previous experience to deliver best-in-class engineering designs for the St. Helens Riverwalk project.

REGISTRATIONS
Professional Engineer: OR, WA, MT, NV, HI
US Green Building Council LEED Accredited Professional

EDUCATION
Bachelor of Science, Electrical Engineering, University of Portland

AFFILIATIONS
Illuminating Engineering Society (IES)
U.S. Green Building Council - Cascadia Chapter

Selected Experience

- Sacramento River Walk, Sacramento, CA
- Oregon Metro, Cooper Mountain Park, Beaverton, OR
- Hillsboro Parks & Recreation, Hillsboro, OR
  - 53rd Avenue Park
  - Rock Creek Green Spaces Park
- Portland Parks and Recreation, Holly Farm Park, Portland, OR
- Seattle Parks and Recreation, Northgate Civic Center/Community Park, Seattle, WA
- City of Ashland, Oregon Shakespeare Festival Courtyard, Ashland, OR
- West Salem High School Community Park, Salem, OR
- Sonoma County Regional Parks Department, Maxwell Farms Regional Park, Sonoma County, CA
- Bend Parks and Recreation District, Bend, OR
  - Alpenglow Community Park
  - Riley Ranch Nature Reserve
- City of Lake Oswego, Iron Mountain Park, Lake Oswego, OR
- City of Gresham, Hogan Butte Nature Park, Gresham, OR

Sacramento Riverwalk (Lighting/Electrical)

Northgate Civic Center/Community Park (Lighting/Electrical)

PROFESSIONAL REGISTRATIONS
Professional Engineer: OR, WA, CA
Geotechnical Engineer: OR

EDUCATION
Master of Science, Civil Engineering, Oregon State University
Bachelor of Science, Oregon State University

AFFILIATIONS
American Society of Civil Engineers
Oregon Society for Healthcare Engineering

SHAWN DIMKE, PE, GE

GEODESIGN, INC., AN NV5 COMPANY

Role: Principal Geotechnical Engineer

Shawn has 18 years of geotechnical engineering experience—from scope development, investigations, engineering and technical report preparation through construction monitoring, including coordinating and communicating with clients, municipalities, agencies, contractors and subcontractors. His project work includes a range of educational, healthcare, large residential, commercial, municipal, mixed-use and recreational sites that were undeveloped and developed sites where modernization or upgrades were completed. Shawn specializes in geotechnical design in support of developments on difficult soils.

Selected Experience

- Zidell Yards Waterfront Redevelopment (Riverbank Stabilization, Master Plan and Proposed Infrastructure), Portland, OR
- City of Portland, SW Bond Avenue Extension, Portland, OR
- Cit of Portland, SW Meade Street Extension, Portland, OR
- Proposed Live Nation Amphitheater (at Zidell Yards), Portland, OR
- Various Projects (Mid- and High-Rise Buildings) at South Waterfront, Portland, OR
- AMCCO Remediation (Dike Extension & Stormwater Detention), Astoria, OR
- Proposed Renovation of Les Schwab Amphitheater, Bend, OR
- Adidas Campus, Slope Stabilization, Portland, OR
- The Waterfront (Mixed-Use), Redondo Beach, CA
- Oregon Museum of Science and Industry (OMSI), Proposed Retrofit of Turbine Hall and Main Museum Buildings, Portland, OR
- Seaside School District, New Campus, Seaside, OR
- Warrenton-Hammond Middle School and Campus Grading, Warrenton, OR
- US Postal Service, Processing and Distribution Center, NE Portland, OR
- Washington County Fairgrounds Complex, Proposed Fill Area, Hillsboro, OR
- Vancouver School District, Various New Schools and Additions, Vancouver, WA

PROFESSIONAL REGISTRATIONS
AHERA Building Inspector: OR
Certified Hazardous Materials Manager: USA

EDUCATION
Bachelor of Science, Environmental Health and Safety, Oregon State University

AFFILIATIONS
NAIOP Commercial Real Estate Development Association

COLBY HUNT, CHMM

GEODESIGN, INC., AN NV5 COMPANY

Role: Environmental/Haz Mat Principal

Colby has more than 20 years of experience conducting various environmental and hazardous materials assessments and cleanups. His project work includes hazardous materials corridor studies (HMCS) for transportation corridors, environmental site assessments (ESAs), asbestos and lead-based paint surveys, remedial investigation/feasibility studies, risk-based analysis and groundwater monitoring and remediation projects. Colby excells in helping guide his clients' projects through the regulatory agency approval process.

Selected Experience

- Alamo Manhattan Blocks (at South Waterfront) Greenway Development and Riverbank Restoration, Portland, OR (ongoing)
- City of Salem, Riverfront Park and Park Parcel, Proposed Amphitheater, Salem, OR
- City of Salem, Riverfront Park Sanitary Sewer Line Replacement, Salem, OR
- Pringle Creek Confluence Restoration, Salem, OR
- South Waterfront District, Various Developments, Portland, OR
- OHSU Schnitzer Campus and SW Bond Avenue Construction, Portland, OR
- City of Happy Valley/ODOT, SE 129th Avenue Bike Lanes & Sidewalk, Happy Valley, OR
- Trust for Public Land, Eagle Creek Watershed Riparian Habitat Tract, Clackamas County, OR
- Trust for Public Land, Former Orenco Woods Golf Course, Hillsboro, OR
- City of Milwaukie/ODOT, SE 17th Avenue Trail (SE Ochoco Street to SE McLoughlin Boulevard), Milwaukie, OR
- Fanno Creek Regional Trail Segment #5, Beaverton, OR
- OMSI Blocks (Site Assessment), Portland, OR
- City of Tigard, SW Main Street Phase II Improvements, Tigard, OR
- USDA Forest Service, Wallowa-Whitman National Forest – Various Facilities, OR

EDUCATION
Bachelor of Science, University of Oregon

SETH PSZCZOLKOWSKI

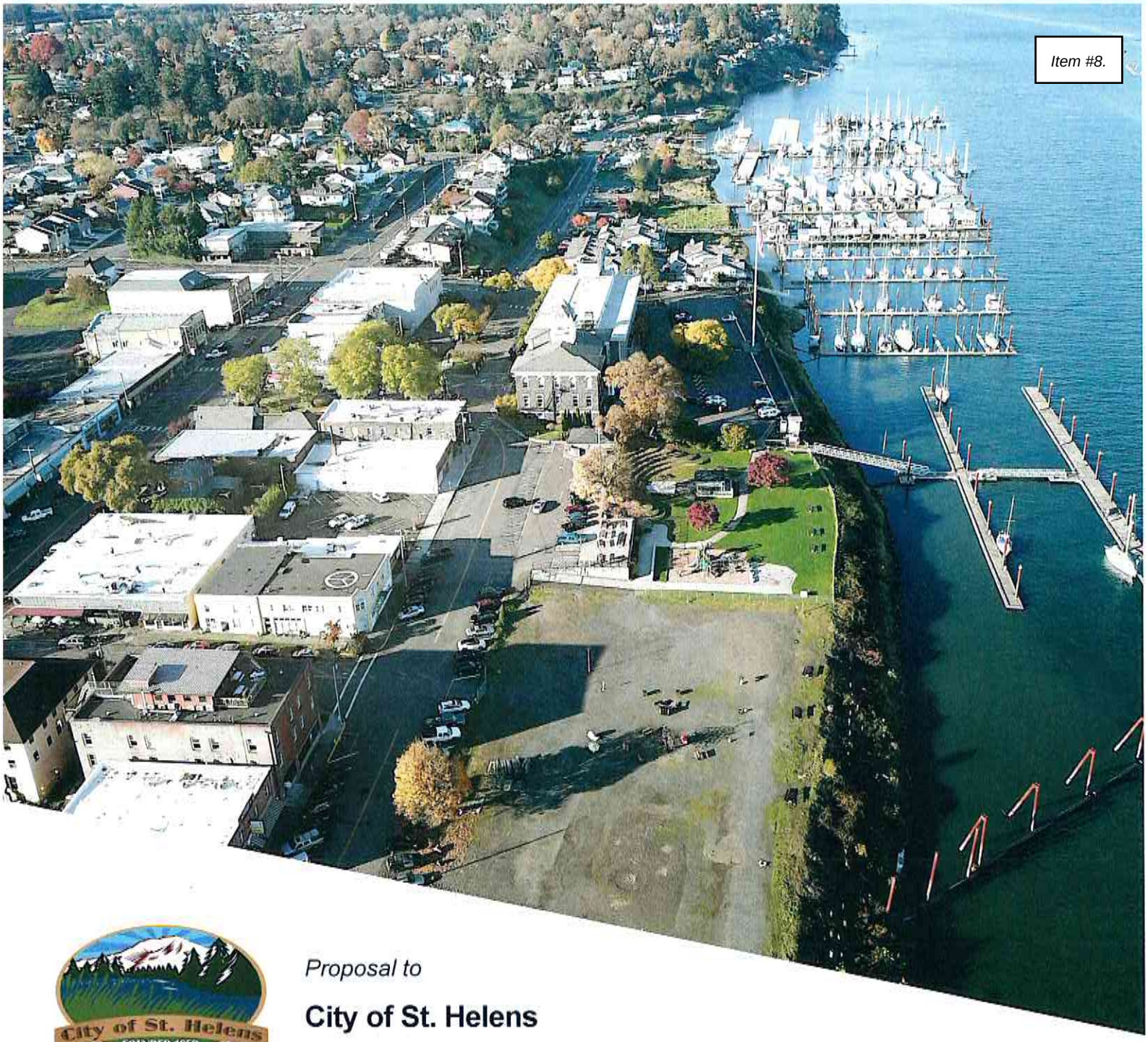
ACC COST CONSULTANTS

Role: Lead Estimator

Seth has been involved with cost estimating for over 19 years and draws on his project management experience to complete detailed cost estimating. He has worked in costing on almost every type of project and brings a wealth of knowledge to the table through all phases. His extensive background paired with his attention to detail and understanding of the building process ensures accurate estimates on every project. Seth has worked on several projects with Mayer/Reed and Otak.

Selected Experience

- Willamette Falls Riverwalk Phase 1, Oregon City, OR
- Vancouver Waterfront Park, Vancouver, WA
- South Waterfront Greenway, Portland, OR
- Waterfront Park at Ankeny Plaza, Portland, OR
- Big Oak Flats, National Park Service, Yosemite, CA
- Clackamas Riverside Park Restroom, Clackamas, OR
- Errol Heights Park, Portland, OR
- Eugene Town Center Park Blocks, Eugene, OR
- Farmington Paddle Launch, Washington County, OR
- Kalama Waterfront Hotel, Kalama, Wa
- Ridgefield Outdoor Recreation Complex, Ridgefield, WA
- Wade Creek Park Shelter, Phase 3, Estacada, OR
- Waterhouse Trail, Beaverton, OR
- St Croix National Scenic Riverway, Osceola Landing Renovation, National Park Service, St. Paul, MN



Proposal to

City of St. Helens

S. 1st and Strand Streets, Road and Utility Extensions Design, Construction, and Permit Documents

PRIMARY CONTACT

Mike Peebles, PE, Principal/Sr. Vice President
808 SW Third Ave., Suite 800, Portland, OR 97204
503.415.2354 | mike.peebles@otak.com

Submitted by

Otak

TABLE OF CONTENTS

December 8, 2020

Mr. John Walsh, City Administrator
City of St. Helens
265 Strand Street
St. Helens, Oregon 97051

Re: S. 1st Street and Strand Street Road and Utility Extension Project

Dear Mr. Walsh and Selection Committee:

We appreciate this opportunity to present our qualifications for the S. 1st and Strand Streets, Road and Utility Extensions project. Otak is able to provide a wide array of services on this project including civil engineering, urban planning and design, land use planning, stormwater design, surveying, and construction management.

Mike Peebles will serve as Principal-in-Charge and primary contact for the project with Keith Buisman as Project Manager. We have strategically partnered with Mayer/Reed on this project to provide landscape and streetscape design services and continuity with the Riverwalk project. We have enlisted GeoDesign to provide geotechnical and environmental investigations and permitting support and DKS to provide street lighting and signing/striping design as well as multimodal connectivity expertise. Leeway Engineering will provide design of the water and sewer extensions and work with Grayling to design the relocation of the sewer lift station. As a team, we bring extensive experience working on similar projects that involve street and utility extensions, riverfronts, and brownfield development. That experience in combination with our expertise implementing private development and master planning projects enables us to deliver a project that more comprehensively fulfills the City's vision for this project and meets the community's needs.

The team we have assembled is excited to work on this project and is committed to working with the City to create a project that provides opportunities for economic development and community connectivity. We believe these roadway and infrastructure extensions can create a strong foundation for redevelopment of the Veneer Property and really enhance the community's ability to connect to the riverfront. The BUILD grant application layout provides a good starting point for extending S. 1st Street and Strand Street, but there are opportunities we see to improve upon the proposed alignments to maximize the developable property and create community public spaces and connectivity to the riverfront. We envision a project that connects the gap for multimodal transportation options, maintains flexibility for future development of the remaining property, and allows the community better access to the riverfront. We see opportunities for utility infrastructure and regional stormwater management that help plan for property development.

Otak accepts all terms and conditions contained in the Request for Proposal and the Professional Services Agreement. Our proposal is valid for ninety (90) days from the proposal due date, December 8, 2020. We have received no addenda. All materials and documents acquired or produced by Otak in conjunction with the resulting contract shall be delivered to and become property of the City of St. Helens, without restriction or limitation of future use.

The officer authorized to represent Otak in any correspondence, negotiations, and signing of any contract is Mike Peebles, Principal/Senior Vice President: (503) 415-2354; mike.peebles@otak.com. Otak is located at 808 SW Third Ave, Suite 800 Portland, OR 97204 and this is the physical office where work will be completed.

We look forward to the opportunity to assist you and would be pleased to discuss our qualifications and approach to this project in further detail in person. Please do not hesitate to contact either of us at any time.

Sincerely,

Otak, Inc.

Mike Peebles, PE
Principal / Senior Vice President
(503) 415-2354 | mike.peebles@otak.com

Keith Buisman, PE
Project Manager / Civil Engineer
(503) 415.2337 | keith.buisman@otak.com

B. PROJECT UNDERSTANDING

The City of St. Helens has identified the street and utility extensions of Strand Street and S. 1st Street as a catalyst for redevelopment of the prime riverfront property (Veneer Property). The improvements will provide multimodal connectivity for the community to the proposed Riverwalk project, historic downtown, existing pathway/trail connections, and support revitalization of the Columbia View Park area as a community gathering place and event space.

S. 1ST STREET is proposed to extend from Cowlitz Street south to Plymouth Street. This street extension will include multiple mid-block crossings to allow for pedestrian and bicycle crossings that provide access to the river and future property development. The street section proposes two narrow shared travel lanes that allow for bike traffic and minimize the pedestrian street crossing length at designated crossings. The coordinated location of the street crossings with adjacent future development parcels provide the opportunity to maintain view corridors to the river, as well as enhanced multimodal connections between the proposed Riverwalk trail, S. 1st Street, and connections to the west (Tualatin St stairway, Nob Hill Nature Park, Plymouth Street).

STRAND STREET is proposed to extend south and west from Columbia View Park to intersect S. 1st Street opposite the Tualatin pedestrian stairway. In accordance with previous community input, the design of the Strand Street extension should include ample parking and maintain view access to the river, so there is a great opportunity to integrate the streetscape design into the Riverwalk design (wider sidewalks, head-in-parking, connections to Riverwalk trail, overlook/nodes, etc.). Strand Street is targeted to be a festival street with a gateway or special streetscape treatment at the intersection of 1st and Strand to highlight an arrival to the riverfront.

NEW UTILITY EXTENSIONS and the relocation of the existing sanitary sewer lift station on the Veneer Property will support new development and improve the existing City systems (looping of water, alleviating sewer capacity issues). Utility infrastructure and stormwater management should be designed in accordance with City Master Plan documents and provide coordinated stubs and services (including franchise utilities) to future development parcels, providing flexibility for different configurations and development patterns for the area. Stormwater management will include the exploration of low impact development options. A challenge for drainage will be maintaining adequate depth and conveyance to utilize the existing stormwater outfalls to the Columbia River.

PROJECT OPPORTUNITIES

Otak has identified opportunities to improve upon the alignments and utilities for the two street extensions shown in the BUILD grant application and to allow for better use of the remaining land. These include:

- **Sharpening the corner of S. Strand Street to create better corner parcels and placing minor curvature in S. 1st Street to help to facilitate traffic calming.**
- **Analyzing the alignment of S.1st Street with respect to the bluff to create opportunities for usable parcels or functional public spaces adjacent to the bluff.**
- **Establishing key criteria for reviewing alternatives accounting for City's development code and planning for the Riverfront with input from outside parties, such as developers, brokers, and business leaders.**
- **Evaluating stormwater management opportunities that would look at a regional approach to encompass the entire property.** This may include a mix of low-impact stormwater facilities and/or regional stormwater facilities and would help establish a baseline for development.

PROJECT CONSTRAINTS

- **The existing "pinch point" alignment of Strand Street through the City Hall/Courthouse and in front of Columbia View Park presents access constraints** to the riverfront and connection to the south past Cowlitz Street. The Otak team will coordinate closely with the Riverwalk/Columbia View Park design team to review design alternatives for providing circulation, parking, and connectivity through this area, and to design for required street closures and access during festivals and community events.
- **Balancing future parcel earthwork, 100-year floodplain elevation, and street earthwork when defining the street network finish ground.** The site topography is flat and future development is anticipated to drain toward the street extensions. Keeping the street extensions lower may be necessary to minimize site earthwork. The 100-year floodplain extends into the project site; the street network should be situated at or above this elevation. Consistent undulation of the street network is anticipated to be necessary in order to minimize street earthwork.

CRITICAL ISSUES FOR PROJECT SUCCESS

- ✓ **Selecting alignments and cross sections that maximize the developable property and create connection opportunities to the riverfront.** An evaluation of alternatives will need to clearly identify how each mode of transportation is being accommodated and can access the riverfront.
- ✓ **Integrated design is necessary to create a project that achieves the City's goals of a thriving redevelopment.** A team built around collaboration of infrastructure engineering and urban planning/streetscape design is crucial to producing a project that is both functional and inviting.
- ✓ **A strong connection between design and construction management teams during the early design stages to review costs, constructability, and schedule** will provide better initial estimates and reduce potential construction issues. Having a preliminary design phase between selection of alignment alternatives and final design will help identify issues for additional evaluation, coordination, and resolution.

C. PROJECT TEAM

Team Roles and Expertise for the Project

We have assembled a customized team with the expertise and experience needed to help the City achieve its goals for this project.

OTAK, Inc. Otak will serve as Prime consultant and provide:

- Project Management
- Civil /Roadway Design
- Stormwater Management
- Survey
- Urban Planning and Design
- Development Planning
- Cost Estimating
- Construction Management

Otak is a multi-discipline firm that provides strong integration of design on a variety of development and public improvement projects. From roadway design to urban planning to stormwater management, Otak is well-suited to provide valuable design to the extensions of S. 1st Street and S. Strand Street that will set a course for the future built-up development along the City's waterfront. Otak is committed to using its integrated, multi-discipline approach to both identify critical challenges and provide creative solutions early on in projects. Our extensive experience on projects of similar nature and magnitude allows us to anticipate early items for coordination and manage the various design elements necessary to completing a successful project. Otak's in-house services include civil engineering, transportation, land use planning and urban design, water and natural resources, architecture, landscape architecture, survey and mapping, construction management, and Owners Representative services. We have long-standing and successful working relationships with our selected subconsultant partners for this team-- Mayer/Reed, GeoDesign, and DKS, and we have established a strategic connection with Leeway Engineering Solutions for the utilities design (water, sewer, and lift station).

MAYER/REED, Inc. - Landscape Architecture, Urban Design, Wayfinding

Mayer/Reed is a 31-person Portland-based firm specializing in landscape architecture, urban design, placemaking, and wayfinding design. Over the past 3 decades, the firm's projects for transportation infrastructure have achieved creative, community-based, practical solutions that enhance connectivity, livability and sustainability within the public realm. Their work on district plans and transportation networks provides an exceptional background in designing for connectivity and placemaking. Mayer/Reed and Otak have a strong working relationship, which includes our current work together on the Phase 1 implementation of the Willamette Falls Riverwalk.

GeoDesign, Inc. an NV5 Company - Geotechnical Engineering and Environmental Consulting

GeoDesign provides geotechnical engineering, pavement design, and environmental consulting from Pacific Northwest locations in Wilsonville, Vancouver, Longview, Tacoma, and Bothell, Washington. Its team of 50-plus works on a range of infrastructure projects, including road improvements, new road alignments, intersection and pedestrian access improvements, new and replacement bridges, and recreational facilities. GeoDesign's waterfront development project work includes the 30-plus-acre South Waterrfront in Portland, where its team has provided geotechnical and environmental services for the majority of the area's high-rise and mid-rise residential and healthcare buildings. In southwest Washington, projects include the McMenamins Kalama Harbor Lodge for the Port of Kalama. Locally, GeoDesign collaborated with Otak on Columbia County's Vehicle Maintenance Facility and Park & Ride, as well as on the City of Scappoose's West Lane Road Improvements.

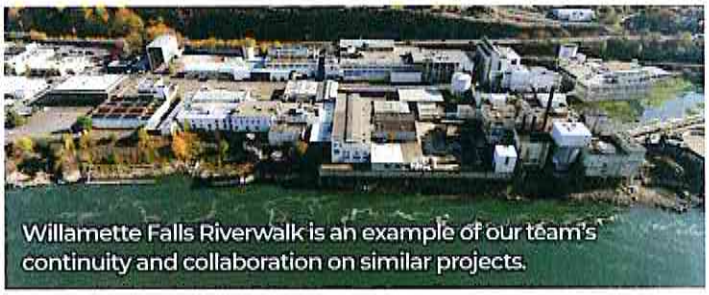
LEEWAY Engineering Solutions / Grayling

Sanitary/Water Design, Lift Station Relocation

Leeway will lead the water and sewer utility design tasks and will manage work on the sanitary lift station design. Rob Lee founded Leeway in 2019 on decades of experience in the public works consulting sector and with technical expertise and management skills obtained from working for national consulting firms. Rob has a strong familiarity with the City of St. Helens. He was a key leader in the initial I/I investigation project that deployed flow monitors and modeling the sanitary system's response to peak wet-weather. Through that work, priority basins were identified and subsequent rehabilitation projects were developed to successfully reduce infiltration and inflow into the City's system. Leeway will manage Grayling Engineers' work on the lift station design. Grayling's staff has extensive experience with the design of lift stations that satisfy current and future capacity needs, are cost-effective, provide operator safety and operational flexibility, and satisfy regulatory requirements.

DKS Associates - Traffic Engineering, Street & Pedestrian Lighting, Signing/Striping, Multimodal Safety Design

DKS has partnered with Otak on multiple projects, including: Willamette Falls Riverwalk, Alamo Manhattan Blocks (South Waterfront), and Kronenberg Park Muti-UseTrail. Founded in 1979, DKS Associates provides specialized transportation planning, design, and engineering services to public agencies across the country. Firmwide, their staff includes 133 professionals with offices in Oakland, Sacramento, and Anaheim, CA; Portland (headquarters) and Salem, OR; Seattle, WA; and Austin, TX. Our professional staff members provide expert services in multimodal transportation analysis, planning, and engineering; intelligent transportation systems; pedestrian and bicycle planning and design, and transit planning and design.



Willamette Falls Riverwalk is an example of our team's continuity and collaboration on similar projects.

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE

APPLICABLE EXPERIENCE

Mike Peebles, PE - Principal-in-Charge & QA/QC

31 years of experience

As Principal-in-Charge, Mike will ensure that all members of project team have the necessary resources to complete the scope of work on time and within budget. Mike provides leadership to ensure project teams deliver exceptional service to clients. His management and technical work has included a wide variety of public and private site developments including site lay-out, street design, grading, water systems, storm drainage, sanitary sewer design, and private franchise utility coordination.

Current Workload: 40%
Estimate of Project Involvement: 10%

- Alamo Manhattan Greenway and Blocks: Blocks 41, 42, 44, 45; South Waterfront, Portland, OR
- Scappoose Industrial Subdivision, Scappoose, OR
- Barrows Road Collector Road (6C) Extension, SCM Heights, Beaverton, OR
- North Bethany Master Plan, Washington County, OR

Keith Buisman, PE - Project Manager/Project Engineer

17 years of experience

As project manager will serve as the primary point-of-contact for the City of St. Helens, providing task management and direction to the team members. Keith's civil engineering experience includes street improvements, storm water design, mass grading, street layout, sanitary sewer design, and water systems design. His core project work involves a mix of private development, public infrastructure, and large scale master planning.

Current Workload: 70%
Estimate of Project Involvement: 25%

- Scappoose Industrial Subdivision, Scappoose, OR
- Alamo Manhattan Greenway and Blocks: Blocks 41, 42, 44, 45; South Waterfront, Portland, OR
- NW 160th Ave (P15) Roadway Design, Washington County, OR
- Ginger St. Sewer Design: Heather-20th, Cornelius, OR

Kristen Ballou - Civil/Roadway Design

20 years of experience

Kristen works with both public and private sector clients on projects related to transportation systems, water systems, and sewer systems. Projects have included site development, grading, street, storm drainage, water, and sewer design. Her involvement in projects ranges from the preliminary planning stages to final design and construction.

Current Workload: 60%
Estimate of Project Involvement: 50%

- Scappoose Industrial Subdivision, Scappoose, OR
- South Waterfront Central District; Portland, OR
- NW 160th Ave (P15) Roadway Design, Washington County, OR
- Barrows Road Collector Road (6C) Extension, SCM Heights, Beaverton, OR

Rose Horton, PE, ENV SP, LEED AP BD+C
Stormwater Engineering Lead

13 years of experience

Rose will be responsible for stormwater management design related to the trails, road extension and preparation for the future development. Rose enjoys collaborating on sustainable design solutions and brings a variety of project experience including stormwater treatment, flow control, hydrologic and hydraulic analysis.

Current Workload: 50%
Estimate of Project Involvement: 20%

- Scappoose Industrial Subdivision, Scappoose, OR
- OR219: Aldercrest to Quail; Newberg, OR
- Alamo Manhattan Greenway and Blocks; Portland, OR
- Columbia Palisades Subdivision, Vancouver, WA
- Hillsboro Stormwater Master Plan, Hillsboro, OR

Jon Yamashita - Survey Manager

28 years of experience

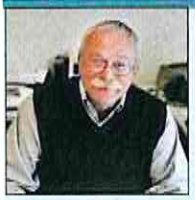
Jon will lead the additional topographic survey of the project area to augment the existing conditions information already collected. Jon is the director of Otak's Survey and Mapping team and skilled in project research, boundary calculations, rights-of-way, easements, legal descriptions and construction staking, as well as topographic, as-built, ALTA, and bathymetric surveys.

Current Workload: 30%
Estimate of Project Involvement: 5%

- 5th and Kinsman Roadway Extension; Wilsonville, OR
- Columbia Palisades Subdivision; Vancouver, WA
- 12th St. SE Widening Project; Salem, OR
- Willamette Falls Legacy Project Riverwalk, Oregon City, OR
- Scappoose Industrial Subdivision Phase 1 - Final/CD, Scappoose, OR

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE

APPLICABLE EXPERIENCE



Don Hanson - Urban Design / Development Planning

Don will serve as senior advisor for the development alternatives. Don's range of experience includes residential, mixed-use commercial and industrial development. He also has extensive project experience with public park/recreation, open space, and streetscape improvements. As a hands-on designer, Don is very adept at public design presentations and is considered an expert in the land-use approval and entitlement process.

30+ years of experience

Current Workload: 25%
Estimate of Project Involvement: 15% (Alternatives Analysis)

- Scappoose Industrial Subdivision; Scappoose, OR
- South Waterfront District Development; Portland, OR
- Lacamas Shores Residential Development; Clark County, WA
- Columbia Shores; Vancouver, WA
- Columbia Wharf Waterfront Development; Camas, WA

Li Allligood, AICP, LEED AP ND - Land Use Planning

Li will provide land use code compliance review during review of alternative analyses and their effects on remaining parcel development. Li has extensive experience in presenting land use and development applications at public hearings and neighborhood meetings. She draws upon her local government experience and relationships with local officials to negotiate on behalf of clients and to shepherd applications through complex governmental approval processes.

12 years of experience

Current Workload: 60%
Estimate of Project Involvement: 15% (Alternatives Analysis)

- Columbia Palisades Subdivision, Vancouver, WA
- South Cooper Mountain; Beaverton, OR
- Scappoose Industrial Subdivision, Scappoose, OR
- Alamo Manhattan Greenway, Blocks, and Bank Stabilization projects; Portland, OR
- Willamette Falls Legacy Project Riverwalk, Oregon City, OR

Mike Williams - Construction Manager

Mike will lead the construction management and inspection team. He offers extensive leadership experience with expert level skills in construction management and comprehensive owner's representative services. Mike's strong background in both engineering and project management in the construction industry allows him to easily communicate complex technical matters in the right terms for any audience.

13 years of experience

Current Workload: 70%
Estimate of Project Involvement: 15%

- Boones Ferry Rd Improvements Construction Management Services, Lake Oswego, OR
- I-205 Mill Plain Exit – 112th Connector; Vancouver, WA
- CT Orange Line BRT CM planning and Program schedule development
- OR-22 Bad Banks Creek Culvert Extension and Repair, Gates, OR; Project Manager

Rob Lee, PE, PMP - Water, Sewer, and Lift Station Design Lead (Leeway)

Rob will lead the water and sewer utility design and manage Grayling's work on the sanitary lift station design. The majority of Rob's career has been focused on municipal utility projects. His engagement will bring a clear and unified vision for the City's project. Rob will be the single point of contact for the sanitary and water analysis and design.

23 years of experience

Current Workload: 50%
Estimate of Project Involvement: 20%

- I/I Program Assistance, City of St. Helens, OR
- Hooker Road Sewer Project, Roseburg Urban Sanitary Authority, Roseburg, OR,
- Agate Beach Wastewater Improvements, City of Newport, OR
- Lake Oswego Interceptor Sewer, City of Lake Oswego, OR

Kyle Thompson - Lead Lift Station Design Engineer

Kyle Thompson (Grayling Engineers) will be responsible for design of the relocated Sanitary Lift Station #1. Kyle has extensive experience engineering wastewater system improvements for municipalities. His expertise is in planning as well as design of collection systems, lift stations, force mains, and odor control facilities. Kyle has led six sanitary pump station projects in the last five years.

13 years of experience

Current Workload: 70%
Estimate of Project Involvement: 20%

- Hillhurst Road Force Main Redirection, Clark Regional Wastewater District, WA
- Abrams Park Pump Station Replacement, Clark Regional Wastewater District, WA
- Knoll Ridge South Pump Station Replacement, Clark Regional Wastewater District, WA
- Mill Creek Pump Station R&R Evaluation, Clark Regional Wastewater District, WA

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE

APPLICABLE EXPERIENCE

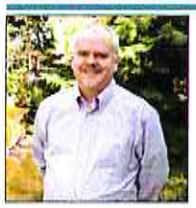
Jeramie Shane, ASLA | Landscape Architect (Mayer/Reed)

Jeramie will direct Mayer/Reed's landscape architecture and urban design scope. Jeramie brings expertise in urban design and multi-modal transportation connectivity. His creative problem-solving and collaborative approach lead to sensitively balanced user experience, safety, aesthetics and sustainability.

25 years of experience

Current Workload: 40%
Estimate of Project Involvement: 20%

- MAX Orange Line Urban Design, TriMet, Portland to Milwaukie, OR
- Naito Parkway Bicycle and Pedestrian Improvements, Portland, OR
- Willamette Falls Riverwalk Concept Design & Phase 1, Oregon City, OR (w/Otak)
- OHSU Schnitzer Campus Master Plan Update, Portland, OR



Krey Younger, PE, GE | Geotechnical Engineer (GeoDesign)

Krey will be responsible for overseeing the geotechnical investigation and subsequent recommendations for geotechnical and pavement design for the proposed improvements. Specializing in public sector work, Krey has collaborated with civil-lead design teams, providing geotechnical and pavement design recommendations, along with construction support, to inform infrastructure improvements throughout the Pacific Northwest.

24 years of experience

Current Workload: 50%
Estimate of Project Involvement: 15%

- West Lane Road: Honeyman to Hwy30 Improvements, Scappoose, OR (w/Otak)
- West Lane Road Frontage Improvements (Wagner Court to Crown Zellerbach Road), Scappoose, OR
- Seely Lane Park Improvements, Scappoose, OR
- Market St NE/Swegle Road NE Corridor Improvements, Salem, OR (w/Otak)

Colby Hunt, CHMM - Environmental/HazMat (GeoDesign)

Colby will oversee the environmental scope (potentially a hazardous materials corridor study) in order to identify any potential environmental concerns that could affect the project's construction. Colby's project work includes hazardous materials corridor studies (HMCS) for transportation corridors, where he examines and evaluates any potential environmental concerns that may affect the design and construction schedule.

20 years of experience

Current Workload: 45%
Estimate of Project Involvement: 15%

- SE 129th Avenue Bike Lanes and Sidewalk Project, Happy Valley, OR
- SW 124th Avenue Extension & Tualatin Valley Water District Water Installation, Washington County, OR
- US-26 Powell (SE 20th to 33rd Avenues), Portland, OR
- Otty Street Realignment, Clackamas County, OR

Steve Boice, PE, PTOE - Lighting, Signing/Striping, and Multimodal Safety Design (DKS)

Steve will be responsible for the street lighting, signing/striping and multimodal safety design services related to this project's improvements. He has successfully designed traffic signals, transportation system communications utilizing fiber optic cable, temporary traffic control, and intelligent transportation systems. Steve has also designed signing, striping, and LED lighting systems for roadways, intersections, roundabouts, and pedestrian crossings.

15 years of experience

Current Workload: 45%
Estimate of Project Involvement: 5%

- Crescent Street Connection, Beaverton, OR (w/Otak)
- Kronberg Park Trail, Milwaukie, OR (w/Otak)
- Milwaukie South Downtown Improvements, Milwaukie, OR
- 'The Round' Improvements, Beaverton OR
- Boones Ferry Road Improvements, Lake Oswego, OR

Kevin Chewuk, PTP - Multimodal Transportation Analysis (DKS)

Kevin's experience includes concept plans, corridor studies, citywide transportation system plans, and regional sub-area plans. Many of these involve riverfronts, streetscapes and multimodal corridors. His skills include multimodal planning and analysis, corridor and intersection capacity analysis, safety analysis, access management planning, and geographic information system (GIS) mapping and analysis.

13 years of experience

Current Workload: 50%
Estimate of Project Involvement: 5%

- Willamette Falls Riverwalk Concept Plan, Oregon City, OR (w/Otak)
- OMSI Master Plan, Portland, OR
- River Terrace Community Plan, Tigard, OR (w/Otak)
- Walnut Street Extension, Canby OR
- Otto Road Extension, Canby, OR

D. PROJECT APPROACH

Project Tasks, Methodologies, Timeline, and Deliverables

Task 1 – Project Management

Task Responsibility: Keith Buisman and Mike Peebles

Timeline: 27 months (graphic provided on p.16)

Otak will provide overall project management for the project team and work closely with City staff to develop a Project Work Plan. With projects of this nature, frequent communication between the project team and City staff is vital to its success.

At the onset of the project, **project manager, Keith Buisman will lead the team and work closely with the City to refine the scope of work in the RFQ**. The project team will also refine and update the project schedule in consultation with City review and input on initial schedule provided with the RFQ.

Otak will schedule a kickoff meeting with the project team and City staff to discuss the project background and delivery goals with the consultant team. **The team will identify action items and assign completion timeframes which will be incorporated into the project schedule including quality reviews**. Otak will schedule regular bi-weekly internal project design team meetings to resolve issues and establish key action items throughout the design process.

Otak will develop a Communication Plan that will include regular phone conversations with the City's project manager with virtual meetings occurring during specific project stages and milestones. City decisions, review comments, and responses will be document by project team in on-going project log.

Principal-in-charge, Mike Peebles, will provide contract oversight and Keith will actively monitor the project scope, schedule and budget throughout the life of the project. He will proactively anticipate budget challenges and communicate issues to both the team and the city project manager. Monthly project management updates will be provided to the City to document the project status and track monitoring and action items to address issues.

Keith and Mike will keep tabs on any tasks that may become out-of-scope. They will reach out to City staff to discuss these items and review a path forward. No work on out-of-scope tasks will be performed prior to City authorization to proceed

Mike will provide quality assurance and quality control for the project during preliminary and final design stages. He will utilize Otak's standard QA/QC process to review and evaluate designs at these stages to make sure the project elements are coordinated and the City receives high quality plans.

Deliverables:

» Monthly Progress Reports and Billings
» Project Work Plan
» Communication Plan and On-going Project Log

TASK 2 – Topographic Survey and Geotechnical /Environmental Investigations

Task Responsibility: Jon Yamashita, Krey Younger, Colby Hunt

Timeline: 8 weeks

TOPOGRAPHIC SURVEY: **Otak's in-house survey staff led by Jon Yamashita will quickly mobilize and collect topographic survey within the project area**. They will analyze the existing ALTA survey information and work with the project team to determine additional gaps in survey that need to be collected. The topographic survey will include utilities, topography, boundary, and hard surfaces. A Digital Terrain Model (DTM) suitable for design purposes will be prepared. Otak's survey group will also order title reports, perform research, field ties, calculations and boundary resolution where necessary to confirm adjacent property lines to the project site provided by the ALTA.

GEOTECHNICAL INVESTIGATION: GeoDesign will research existing available geologic and geotechnical information for the site. Geotechnical explorations will consist of test pits and/or shallow borings to explore subsurface conditions which are expected to consist primarily of fill for the proposed roadway extensions. **Explorations will be advanced to sufficient depths to evaluate if the depth and consistency of basalt are design and construction considerations for underground utilities** at the north end of the street extensions where basalt is shallowest. Infiltration testing will be conducted at preferred exploration locations, if necessary. Dynamic Cone Penetrometer tests will be conducted to evaluate the modulus of subgrade reaction for pavement design.

ENVIRONMENTAL ANALYSIS: Based on the June 2015 Conditional No Further Action letter and the July 2015 Consent Judgement for the site, redevelopment activities must be completed in accordance with the DEQ-approved Contaminated Media Management Plan (CMMP). In addition to other requirements, the CMMP for the site requires DEQ notification prior to all cases of planned soil-disturbing activities at the site, characterization of all soil removed from the site for offsite disposal, and preparation of construction summary reports for each project involving contaminated soil disturbance. GeoDesign has successfully completed and is currently working on numerous waterfront brownfield redevelopment projects in Portland's South Waterfront district. For these projects, GeoDesign successfully negotiated with DEQ to allow pre-characterization of soil for waste disposal purposes prior to excavation. **Pre-characterizing soil prior to excavation allows for soil intended for offsite disposal to be directly loaded for transport, avoiding costly stockpiling and double-handling of the soil during construction**, and may also avoid the costly sampling frequency for stockpiled soil specified in the CMMP.

Deliverables:

» AutoCAD drawing file with base mapping, property boundary information, and Digital Terrain Model (DTM)
» Geotechnical Report
» Environmental Report

TASK 3 – S. 1st Street and Strand Street Extensions: Alignment Alternatives

Task Responsibility: Keith Buisman, Kristen Ballou, Don Hanson, Li Alligood, Kevin Chewuk, Jeramie Shane
City Involvement: Select Preferred Alignment
Timeline: Consultant Team: 6 wks. | City Staff: 2 wks.

Otak will meet with the City to discuss additional thoughts and priorities on alignment alternatives. The review of alternatives will include further refinement of typical street cross sections for Strand and 1st Street. Otak will work with DKS and Mayer-Reed to explore layout options looking at horizontal geometry to meet minimum design speed criteria, creation of developable parcels, existing topography, pedestrian crossings and connectivity, and access to the riverfront. Li Alligood will review current planning code and zoning requirements and provide feedback on how they may impact developability of the created parcels. Led by Don Hanson, the **Otak architecture/urban design/planning team will prepare a concept development plan for adjacent parcels** based on alignment alternatives to provide conceptual yield studies for building footprints, parking, circulation, and site analysis.

Design alternatives presented will include conceptual level (10%) design for at least two alignment alternatives. The conceptual level will include the streetscape layout, pathway connections, and developable areas within the project limits. The alternatives will focus on horizontal location of S. 1st Street to evaluate potential use and development of the space between the river, roadway, and bluff. Alternatives will also consider the intersection configuration of S. 1st Street and Strand Street and the alignment/connection of S. 1st Street to the north. Otak will work with the City to develop criteria for analyzing the alternatives, with a weighted system toward the highest priorities. These would likely include the following:

- **Parcel development:** Providing developable parcels is anticipated to be a priority of the City. Options for the street alignments are confined between the bluff and the river, so maximizing developable, attractive land is critical to creation of a successful project that increases economic activity and provides viable community centers.
- **Riverfront access:** Creating connectivity to the riverfront for both future development and public spaces. Jeramie Shane will provide a link to integrate alternatives with the Riverwalk design team for collaboration at the Columbia View Park connection and with the Riverwalk extension 30% design plans.
- **Multimodal activity:** Establishing street cross sections that allow for safe multimodal operations including vehicles, bikes, and pedestrians will be important to the community. Providing rights-of-way that maximize these functions while minimizing overall width will be a key criteria. Connectivity and "looping" of future and existing pathways and trails will be considered in the alternatives.

Deliverables:
» Two Alignment Alternatives
» Scoring Criteria for Analyzing Alternatives


Newberg Cultural District streetscape and Festival Street Design – Mayer/Reed

TASK 4 – S. 1st and Strand, Road and Utility Extensions: Preliminary Design (30%)

Task Responsibility: Keith Buisman, Kristen Ballou, Steve Boice, Jeramie Shane, Rose Horton, Robert Lee
City Involvement: Preliminary plan review
Timeline: Consultant Team: 9 wks. | City Staff: 3 wks.

The project team will proceed with preliminary design for development of the preferred alignment alternative from the City. The 30% preliminary design milestone will include streetscape layout, street cross sections, alignment geometry and profile, schematic utility layout, illumination, and delineation of landscaped areas and stormwater management facilities. **The 30% plans will be presented in roll-map format to enable review of entire project alignments at larger scale for clarity of design elements.**

Otak will develop the street alignments, cross sections, street layout, and profiles for 1st Street and Strand Street. DKS will layout preliminary illumination and signing and striping design. Mayer-Reed will work with Keith Buisman and Kristen Ballou on the streetscape design for 1st Street and Strand Street, including the intersection of Strand and 1st, the festival street portion of Strand, furnishings, and landscape planting.

Otak will explore options for stormwater management to include possible regional stormwater options that would create stormwater management for both the street extensions and developable properties. Rose Horton will work with Keith Buisman and Kristen Ballou to explore low impact development options for stormwater management of the street runoff. Rose will provide sizing and placement recommendations to incorporate into the streetscape design.

Leeway Engineering will work with Grayling to determine the most cost-effective relocation options for the lift station that also account for groundwater levels. Based on an initial analysis, the lift station could be relocated to the furthest southwestern corner of the Veneer Property as close to the existing waste water treatment plant as possible to optimize the pumping system and minimize operational costs. **Leeway Engineering will site lift station location options as part of this 30% preliminary design and provide gravity and force main routing sizing and schematic layout.**

Leeway Engineering will work with Otak to layout the water and sanitary sewer extensions for the streets. As part of this design, we will review the developable parcels and recommend to the City

various utility stubs/laterals for future connections. Gravity sewer extensions will be coordinated with the proposed street grading to optimize depth for future development while minimizing utility trenching costs.

Otak will consider future site grading when looking at the grading of street extensions. An evaluation of earthwork will be necessary to set street grades (both for the street extensions and future parcel development). Considerations will also be made for the 100-year floodplain elevation and existing flat topography.

A preliminary construction cost estimate will be included at the 30% design stage and a constructability review will also be provided by the construction management team to evaluate project phasing/schedule and identify any critical path issues related to construction/permitting. This budget level cost estimating will allow project team to balance project amenities with the City's budget and community's objectives.

Deliverables:
» 30% Design roll-map
» 30% PS&E (Plans, specifications, and estimate)

TASK 5 – S. 1st and Strand, Road and Utility Extensions: Final Design

Task Responsibility: Keith Buisman, Kristen Ballou, Steve Boice, Jeramie Shane, Rose Horton, Rob Lee
City Involvement: Final Plan Review
Timeline: Consultant Team: 18 wks. | City Staff: 4 wks.

Based on City input from the preliminary design plans, **Otak will proceed with final design and construction documents to advance the preliminary design to 90% and final design documents.** The objective of this task is to produce documents that can go to bid advertisement. Street plans will incorporate a final design level of detail for streetscape, stormwater collection and management, utility information, street cross sections, and ADA grading. Otak will work with DKS to detail and incorporate illumination and signing/striping plans. Mayer-Reed will progress the street landscape plans, working with Otak to coordinate furnishings and features in the furnishing zone as well as treatment detailing of the Strand and 1st Intersection.

Based on input from the City during the preliminary design task, **Otak will refine the stormwater management for the public streets and potentially the developable parcels.** Sizing and detailing of the stormwater facilities will be identified in the plans and Otak will provide a final stormwater management report that documents basin delineation, hydrology, and hydraulics for the City's records.

Leeway Engineering and Grayling will advance the proposed lift station design documents. This will include finalization of the force main alignment and discharge to the waste water treatment plant. They will work closely with DEQ on permitting and approvals for decommissioning the existing lift station, siting the proposed lift station, force main alignment, and impacts to the waste water treatment plant.

Leeway Engineering will work with Otak to finalize the water system extensions and looping within the street network. Final design will include water line alignment, sizing, details, appurtenances, and mainline profiles. The project team will work with the City and Fire Department to determine best locations for hydrants.

At the 90% milestone, Otak will provide City staff with updated plans, special provisions, specifications, and preliminary cost estimate/bid tab. Upon City review and comment, Otak will provide City staff with final stamped plans, final special provisions, final cost estimate, and final bid tab.

Deliverables:
» Plans, specs, estimate (90%/Final)

TASK 6 – Permitting

Task Responsibility: Keith Buisman, Rob Lee, Colby Hunt
City Involvement: Permit Application Signatures (6 weeks)
Timeline: Consultant Team: 6 wks. | City Staff: 6 wks.

Otak will work with City staff on permitting for the project. This will include preparation of permit applications and materials, permit tracking, and schedule of permit submittals. Otak will rely on the City to be the applicant for permits, but will take the lead on shepherding the project through permit reviews and approvals. It is anticipated that some external permit submittals will require an earlier lead time and may be submitted at the 90% design stage in order to elicit plan review comments.

DEQ will need to be engaged for a plan review on the new lift station as well as the decommissioning of the existing lift station. Permitting would include the lift station, force main, and potential discharge directly to the headworks in the WWTP. **Leeway Engineering and Grayling are well-versed at providing DEQ with all the information they need for a streamlined review**, including complete design data and specifying O&M manual requirements. By keeping the new lift station and force main outside of the floodplain, permitting will be streamlined to avoid any required environmental permits and only construction-related permits (e.g,. 1200-C, ROW permits, etc.) will be needed.

GeoDesign will work with DEQ to allow for pre-characterization of the soil to satisfy requirements of the CMMP prior to any ground disturbance activities. Because DEQ notification will be required prior to soil disturbance, and construction summary reports will be required following the completion of construction projects, it may be necessary to enroll individual sites into the DEQ Voluntary Cleanup Program to obtain DEQ approval in accordance with the Conditional NFA and Consent Judgement.

Otak will complete 1200-C Erosion and Sediment Control Plans in accordance with DEQ requirements. Otak anticipates the City will require a right-of-way/construction permitting application as part of the street and utility extension work. Since this is a City project, the City may choose to waive the requirement for an application form. Additional activities that may require City permitting are


GeoDesign has successfully negotiated with DEQ to allow pre-characterization of soil for waste disposal purposes prior to excavation on numerous waterfront brownfield redevelopment projects in Portland's South Waterfront District.

grading outside the right-of-way and building permits for the lift station. Otak will work with the City during the preliminary design phases to determine City permitting requirements.

Deliverables:
- » DEQ Approval (Lift Station and force main)
- » DEQ Approval (Implementation of CMMP)
- » 1200-C Erosion and Sediment Control Permit Submittal to DEQ
- » City Public Works Right-of-way/Construction Permit (street and utilities)
- » Grading Permit (outside right-of-way)
- » Building Permit (lift station)

TASK 7 – Bid Documents and Bidding Assistance

Task Responsibility: Keith Buisman, Mike Williams
City Involvement: Advertise Bid Package
Timeline: Consultant Team: 7 wks. | City Staff: 7 wks.

Otak will package plans, special provisions, specifications, and bid tab created under the Final Design task for advertisement by the City in procuring a general contractor. While the City will be the primary contact for the bid advertisement, the project team will work with the City to answer questions during the bid advertisement process and prepare addenda as needed. At the close of bidding, Otak will help the City evaluate proposals and make a final selection.

Deliverables:
- » Bid package including Final plans, special provisions, specifications, and estimate.

TASK 8 – Construction Management Services

Task Responsibility: Mike Williams
Timeline: 18 months

Otak will take the lead in providing Construction Management services to support the project and be an extension of City staff. **Otak's Construction Management team has applicable and relevant experience with managing roadway/utility projects for a variety of state (ODOT) and local agencies (City, County) and can tailor a Construction Management plan to meet the City's goals and expectations.** The following details our approach to some of the CM tasks presented in the RFQ.

Otak will prepare meeting agendas built to resolve and remove obstacles and will follow them up with meeting notes built for documentation and accountability. After discussion of safety and environmental health, every meeting will begin with a review of the prior week's action items and end with a summary of current action items, including who is responsible for them, what support they need and their due dates.

Otak will conduct regular site observations to verify that the progress in the field reflects the requirements as specified in the contract documents. Perhaps more importantly, our teams are skilled at working with contractors early in each process to ensure they establish safe, repeatable practices that naturally meet or exceed requirements. We will serve as the single point of contact for field inquires and a contract administration log will be kept tracking all project RFIs, submittals and correspondence. Otak will provide timely and accurately written responses to requests for information and clarification from the contractor and City staff.

Otak will provide qualified, tough, and collaborative inspection so construction proceeds per the contract plans. We will ensure that the appropriate team member is selected to review and inspect procurement and construction of each project element. Our inspector will document observations, analysis, quantity calculations and photographs in daily written reports. Otak will monitor progress closely and coordinate with the City's on-call materials testing contractor to provide adequate advance notice and dependable timeframes.

Otak will review monthly progress payment requests. Our standard practice is to track quantities on a calendar-month basis. Our intention is to have a draft progress estimate for review with contractor staff by the 5th of each month, so that by the 7th of each month, we have negotiated an agreed estimate for submittal to the City. If these dates need to shift to accommodate Council review (or any other third party), this schedule can simply be adjusted accordingly.

Otak will maintain a redlined set of construction document noting changes to original design and use these plans, contractor notes, and as-built survey data to prepare a set of record drawings and the end of construction.

Deliverables:
- » Pre-construction meeting agenda/minutes
- » Weekly construction meetings/minutes resulting in action items and accountability
- » Timely Progress Payments (monthly)
- » Regular site inspections and contract administration log and responses
- » Daily Written Inspection Reports
- » Record Drawings

E. RELEVANT EXPERIENCE

Scappoose Industrial Subdivision | Scappoose, Oregon

The 330-acre Scappoose Industrial Subdivision project is located near Crown-Zellerbach Road and West Lane Road in Scappoose, Oregon, just south and east of the Scappoose Industrial Airpark. This phased project includes a 12,200 lineal feet extension of Crown-Zellerbach Road east of West Lane Road. The Crown-Zellerbach Road extension is a collector street and includes two travel lanes, a center median, planter strips, LDIA stormwater facilities, and 12-foot wide bike/pedestrian pathways. Utility extensions include an 18" water main and 12" sewer main to service the industrial subdivision. The project also includes a new trailhead and parking lot to provide improved access to the existing regional pedestrian trail. Notable utility improvements include drilling a new municipal water well and routing the additional raw water supply to the water treatment facility near Miller Road, adding one sanitary sewer pump station, upsizing the existing sewer main in Columbia Avenue from 18-inch pipe to 30-inch pipe (~2,400 lineal feet of sewer), and grading two regional stormwater facilities that will work in coordination with the required wetland mitigation sites (approximately 6 acres). These street extensions and utility improvements are designed to service as-yet constructed industrial development with anticipated levels of demand.

Otak is providing civil engineering, surveying, landscape architecture, stormwater, and land use planning and has taken project from concept design/feasibility, through land use approvals, final design/permitting, and construction support services. Phases 1 and 2 are nearly complete and Phases 3 and 4 are currently under construction.

CLIENTS: Air Park Development; City of Scappoose

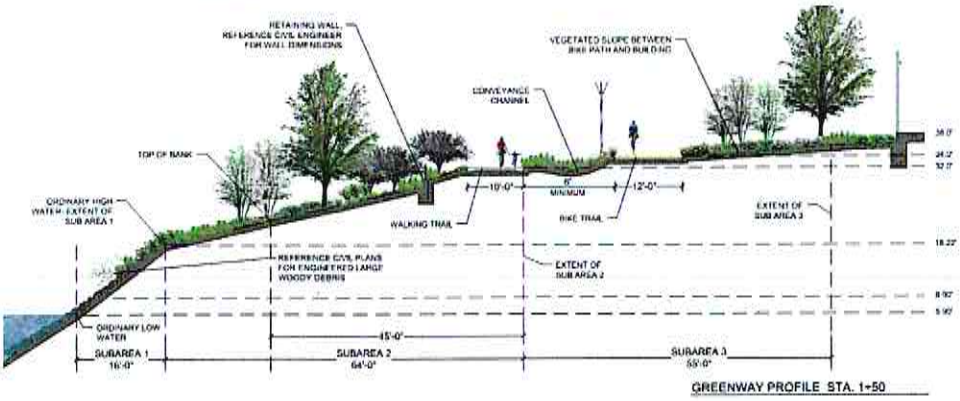
SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Design of pedestrian facilities
- ✓ Survey mapping/ Platting
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Keith Buisman - PM / Civil engineering
Mike Peebles - Principal-in-charge
Li Alligood - Land Use Planning
Kristen Ballou - Roadway/Utillities
Rose Horton - Stormwater/drainage
Jon Yamashita - Survey & mapping

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45 | Portland, Oregon



Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The development will consist of new public roadways and pedestrian accessways, four new multistory, mixed-use buildings, Willamette River Greenway improvements, and riverbank stabilization. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks. Pedestrian accessways situated between the blocks provide primary connectivity to the riverfront and Greenway.

The proposed Greenway development, consists of 650 linear feet of frontage and stretches a minimum of 100' from top of bank to building's edge. The Greenway will provide a dual trail system for bikes and pedestrians as well as other river related amenities. The Greenway will provide bank stabilization in the form of planted rip-rap as well as habitat restoration through use of native plantings, creating increased value for wildlife. It also integrates open space with proposed housing and provides multiple viewpoints of the river with minimal intrusion into the riparian edge of the river. Portions of the site are located with the 100-year flood plain and Otak has worked on CLOMR-F and LOMA determinations for the project site.

History of Integrated Design Involvement at Portland's South Waterfront District: Since 1996, Otak's on-going involvement has included roadway infrastructure planning during the feasibility/planning stage of the District, a major riverbank restoration project, and civil engineering, landscape, surveying, permitting, and construction support for numerous block development projects that have been implemented in the District to date.

" I have worked with Otak on multiple major urban mixed-use projects over many years. The firm is highly competent, knowledgeable, and solutions oriented. Most recently, I have worked closely with Otak, especially Keith Buisman, on a 10-acre development project on the Willamette River in the South Waterfront neighborhood of Portland....Otak (and Keith) have been the leaders on this very complicated project. They have met and exceeded our expectations at every turn."

–Wade Johns, Chief Operating Officer
Alamo Manhattan

CLIENT: Alamo Manhattan

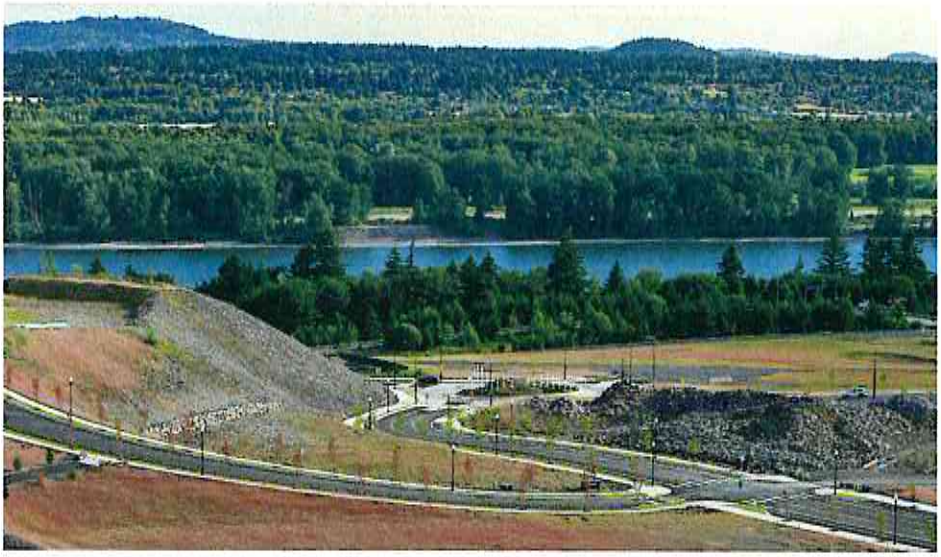
SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Design of pedestrian facilities
- ✓ Riverfront/Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Keith Buisman - PM / Civil engineering
Mike Peebles - Principal-in-charge
Rose Horton - Stormwater/drainage
Jon Yamashita - Survey & mapping
Colby Hunt *(GeoDesign)* - Environmental permitting/monitoring
Steve Boice *(DKS)* - Street lighting, Signing/striping

Columbia Palisades Subdivision | Vancouver, Washington



Otak provided and continues to support comprehensive planning, surveying, engineering, and permitting services to support reclamation and urban redevelopment of a former Washington State Department of Transportation rock quarry.

Named Columbia Palisades, this 84-acre quarry site provided the rock base to build hundreds of miles of state highways over many decades.

The City of Vancouver identified the local area of the rock quarry as the Riverview Gateway, and initiated a subarea planning process, for which Otak participated in the preparation. The realization of Columbia Palisades began with collaborative vision of the development possibilities for the site, and evolved into a master plan. The Master Plan includes design and development guidelines for building architecture, landscaping, and signage, as well as a parking management plan. Otak prepared, processed, and permitted the Master Plan and plat with the City of Vancouver to include a mix of uses with single-family residential (on the bluff with stunning 180 degree views), multi-family, office, commercial, and hospitality uses.

Otak design professionals detailed the landscape, the public roadway and utilities, open spaces and parks, an amphitheater, and pedestrian connectivity. Otak's civil and stormwater engineers assessed the unique attributes of the site, including over 100 feet of elevation drop throughout the quarry, to design a new roundabout (tourist attraction), new sanitary sewer pump station, regional and onsite stormwater management for the entire site. Nearly two miles of interconnected public roadways, utility mains and service laterals were designed and permitted. After receiving final plat approval in 2019, Otak has been assisting the buyers and developers of the individual lots with our comprehensive site development services.

CLIENTS: Columbia Palisades Corporation

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Sanitary lift station design
- ✓ Design of pedestrian facilities
- ✓ Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Don Hanson - Urban Design
Li Alligood - Land Use Approvals
Kristen Ballou - Roadway/Utilities
Rose Horton – Stormwater management
Jon Yamashita - Survey & mapping

Willamette Falls Legacy Project Riverwalk | Oregon City, Oregon

The Otak Team is assisting Metro with completion of the Planning and Design and Construct Phase I for the development adjacent to Willamette Falls on the site formerly occupied by the Blue Heron Paper Mill in Oregon City, OR. The Willamette Falls Legacy Project is a partnership between Metro, Oregon City, Clackamas County and the State of Oregon. The vision to honor this historic site and share it with the world is coming to fruition and we are thrilled to help deliver what is certain to be a legacy project. Phase I will construct a publicly-accessible riverwalk and viewpoint of the falls and obtain initial land use approval and permits for future phases of public improvements, guide future site programming, maintenance and operations, and support potential economic development opportunities.

CLIENT: Metro

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains
- ✓ Design of pedestrian facilities
- ✓ Riverfront/Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Li Alligood – Land Use Planning

Jon Yamashita – Survey & mapping

Kristen Ballou – Civil Engineering

Jeramie Shane (Mayer/Reed) – Urban design and landscape architecture

Kevin Chewuk *(DKS)*– Multimodal analysis

Vehicle Maintenance Facility and Park & Ride | St. Helens, Oregon

Otak was prime consultant providing civil engineering, architecture, landscape architecture, planning, and survey for Columbia County's Vehicle Maintenance Facility Remodel and Park & Ride in St. Helens. This 7.5-acre project included construction of curbs and sidewalks along the adjacent streets, interior site pathways, a parking area for transit employees, a bus only roadway, a bus yard with a maintenance area and building, a transit passenger parking area, and a remodel of the existing building on site to accommodate the transit authority's needs. The site consisted of a demolished lumber mill that included remnant foundations and original asphalt pavement. GeoDesign provided geotechnical and pavement recommendations to be used in design and construction of the development. Their environmental scope included soil characterization, on-site soil management, and evaluating soil disposal options during excavation activities. Our team created a Contaminated Media Management Plan and assisted the County with closing out the site under DEQ guidelines.

CLIENT: Columbia County

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway/parking lot design
- ✓ Utility design, sanitary sewer, storm drainage, water mains
- ✓ Design of pedestrian facilities
- ✓ Brownfield development
- ✓ Geotechnical and environmental services (GeoDesign)
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Mike Peebles - Project Manager

Keith Buisman - Civil engineering

Rose Horton - Stormwater/drainage

GeoDesign – Geotechnical engineering / Environmental Services

Otak, Inc.

History and Overview. Founded in 1981 and headquartered in Portland, Oregon, Otak is a multidisciplinary firm with more than 300 professional and support staff based in six offices in Oregon, Washington, and Colorado. Otak employs experts in civil/roadway engineering, bridges/structures engineering, architecture, stormwater management, hydrology, survey & mapping, urban design, landscape architecture, and construction management services. Our commitment to working with emerging businesses coupled with the efficiency of our in-house disciplines has given Otak the rare privilege of being a respected solutions provider for growth in our communities. Through years of practical experience, we bring the principles of sustainability in alignment with cost-effective coordination to successful implementation. The volume of our built work attests to our ability to provide high quality projects and earn repeat business.

At Otak, our shared purpose as an integrated design team is to connect people to place so they feel a lasting sense of pride and delight in their communities. This is reflected in the legacy of our built projects and is an approach that we continue to refine in the work that we pursue. The end results are projects that can be readily implemented since they are rooted in a deep understanding of the needs of today's communities and their citizens.

Capacity. The Otak team commits to delivering the talented, passionate team we offer in our qualifications. This core team will be available for the duration of the contract to provide the services and deliverables necessary to complete the S. 1st and Strand Street Extension project on schedule. As demonstrated in the Staff Quallifications table in Section C, their projected work loads for existing project commitments indicate they can perform this work and maintain additional peak capacity to respond to the requirements of this contract. Otak has weekly workload meetings where project workplans are updated in our Enterprise Resource Planning system. This level of staff workload planning allows all future project requirements to be projected, promoting resource planning efficiency and mitigating potential allocation conflicts.

US101 @ OR6 CORRIDOR IMPROVEMENTS; TILLAMOOK, OR

Otak was a major subconsultant for the design and lead consultant for the CMI phase of this project. The project reconstructed the intersection between US101 and OR6, realigned a portion of US101 through the heart of Tillamook, replaced the US101 bridge over the Hoquarton Slough, and constructed a mile-long pedestrian trail connecting two City parks. The downtown streetscape work included 66 ADA ramps along eight blocks of urban US101 SB and NB, construction of a curbless "festival street," and installation of decorative street lighting and new signalized intersections. Otak's range of in-house services included roadway, bridge/structural, stormwater and landscape design, hydraulic analysis, and construction management / inspection services.

Why Otak is the Best Firm to Select for this Project

Our team offers the City of St. Helens the following benefits that will be instrumental to the success of this Project:

✓ **INTEGRATED DESIGN APPROACH**

Our project team is comprised of members with a variety of perspectives who will be able to provide valuable design direction that focuses on the big picture as it relates to the street and utility extensions including future development opportunities, community spaces, and connectivity to the waterfront. This will be especially beneficial for review of alignment alternatives and preliminary design.

✓ **COHESIVE DESIGN TEAM**

The Otak staff and our subconsultant teaming partners are also strategically teamed up on the Riverfront project with Mayer/Reed as the prime consultant. This is intended to provide **continuity between the two projects** and help streamline the approach. We have partnered together successfully on similar projects involving riverfront properties and brownfields.

✓ **RIVERFRONT/BROWNFIELD DEVELOPMENT EXPERIENCE**

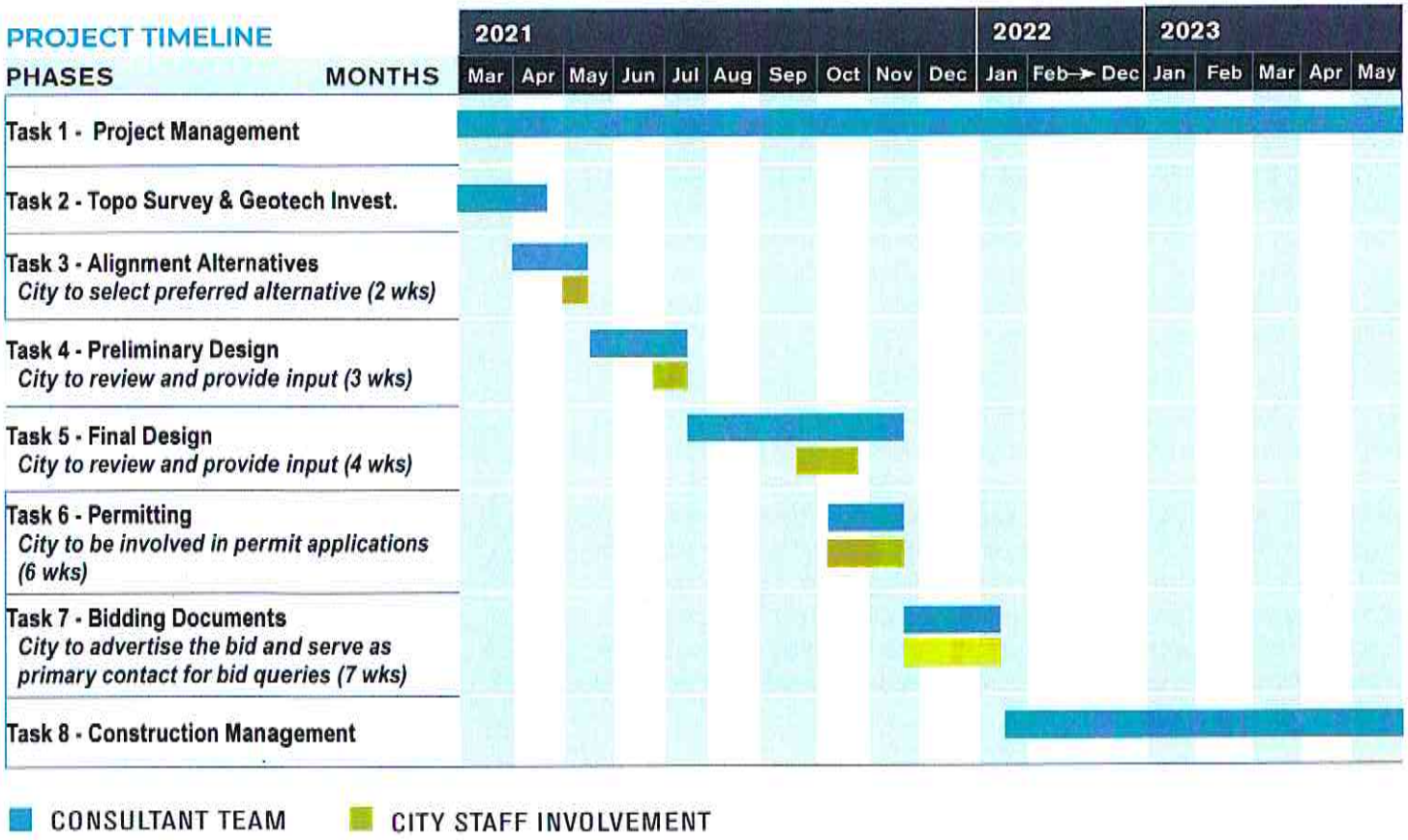
Otak and its teaming partners have worked on a variety of other brownfield projects, riverfront projects, street extensions, and utility designs. That experience provides our team with a keen understanding of design challenges and permitting hurdles.

✓ **STRONG OTAK CMI TEAM**

To avoid construction cost overruns, projects of this size and nature require construction input for both constructability and value engineering. Otak's construction management team will be consulted during design to provide input and review of plans, specs, and estimates.

F. CITY INVOLVEMENT

Otak understands that the City will need to facilitate internal discussions throughout the project. We will support City staff and decision makers at established milestones so that everyone is informed about potential problems and proposed solutions. We want to avoid surprises at the end. To do this, we will provide the background, methods, and rationale for each planning step to City staff. We will incorporate input to produce effective, high-quality deliverables that reflect the City's priorities. The Timeline graphic below indicates the key milestones where we would expect the City to provide input in order to keep the project development focused and on schedule.



Key Points of Input and Review from City Staff

Alignment Alternatives: We anticipate City involvement will be a little more heavy during this task as we will need input from City staff on key priorities and considerations. This task will set the stage for the rest of the project, so it is important that we have as much input as possible to push the project in the right direction.

Preliminary Design: City involvement will be required at this phase to review the preferred alignment design and provide input on the preliminary layout.

Final Design: It is expected that City staff will provide a final review of plans at the 90% phase and submit comments to the project team for incorporation into the final documents.

Permitting: The project team will compile documents and appropriate applications for submittals to relevant agencies. Project team will track permitting reviews and provide status updates to City staff.

Bidding: Bid documents will be prepared and organized by the project team. The City will be responsible for advertising the bid and will be the primary contact for receiving bid queries. The project team will work with the City to answer questions and provide responses.

Project Team Resumes

Resumes for all Otak and subconsultant key team member are located in the Appendix beginning on page 21.

G. REFERENCES

1. CITY OF TILLAMOOK

Liane Welch, City Engineer
(503) 842-2472| lwelch@tillamookor.gov

Project: Tillamook Sewer Rehabilitation – Ph. 3

"I have worked with OTAK engineering on many projects since 2007, including a $10 million new bridge on the Oregon Coast, emergency response, and culvert replacements with fish passage. They have always been responsive, professional, and within scope and budget. Keith Buisman was the project manager to repackage a $2 million sewer rehabilitation design project for the City of Tillamook in 2019. Again, Keith and his team provided professional services on time and within budget. I would recommend and have recommended the OTAK team for projects."

–Liane Welch, P.E. City Engineer,
City of Tillamook

2. METRO, PARKS & NATURE

Brian Moore, Willamette Falls Legacy Project Manager
(503) 797-1761 | Brian.Moore@oregonmetro.gov

Project: Willamette Falls Legacy Project Riverwalk; Oregon City, OR

3. ALAMO MANHATTAN

Wade Johns, Chief Operating Officer
(469) 941-4510 | wade.johns@alamomanhattan.com

Project: Alamo Manhattan Greenway and Blocks – B41, B42, B44, B45; South Waterfront; Portland, OR

4. CITY OF CORNELIUS

Terry Keyes, City Engineer
(503) 357-3011 | tkeyes@ci.cornelius.or.us

Re: Ginger Street Sewer Design - Heather to 20th

5. CITY OF SCAPPOOSE

Chris Negelspach, City Engineer
(503) 543-7184 | cnegelspach@cityofscappoose.org

Projects: Scappoose Industrial Subdivision Ph. 1-2 and Ph. 3-4; Scappoose, OR

Additional Subconsultant References

Urban Design for MAX Orange Line East | Portland to Milwaukie, OR - Mayer/Reed worked with the community to realize this station area as a new neighborhood gathering space and trailhead for the Trolley Trail.

Mayer/Reed supported this transportation infrastructure project with urban design, placemaking, pedestrian and bike connectivity, sustainability and healing of the landscape. New trails, sidewalks and bike facilities encourage multi-modal connections between neighborhoods along the corridor. Placemaking is expressed through unique gathering places and urban design elements of railings, paving, lighting and furnishings, along with public art and landscape. *Award of Excellence and Peoples' Choice Award, American Society of Landscape Architects, Oregon Chapter, 2015*

CONSULTANT: Mayer/Reed

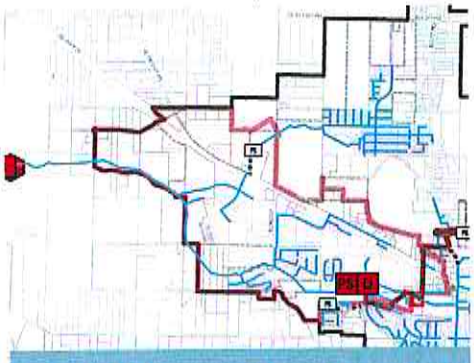
CLIENT REFERENCE:
Jeb Doran, Project Manager, Tri-Met
DoranJ@trimet.org, 503.734.9004

SW Bond Avenue Extension | Portland, OR

CONSULTANT: GeoDesign

CLIENT REFERENCE:
Linda Williams, PE, Portland Bureau of Transportation, 503.823.7154

GeoDesign provided geotechnical and pavement engineering services and pre-construction environmental support for this road extension project. They prepared a geotechnical report providing recommendations for surcharging, lightweight fill near existing structures, pavement sections, retaining wall design parameters, and embankment slopes. Crossing Bridge.

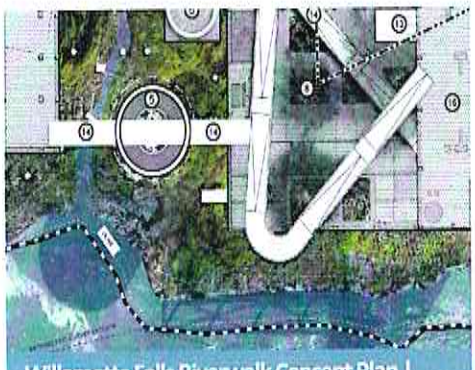


City of Sandy Wastewater Program | Sandy, OR

CONSULTANT: Leeway

CLIENT REFERENCE:
Mike Walker, Public Works Director, City of Sandy, mwalker@ci.sandy.or.us, 503.489.2162

Leeway is leading the collection system design, which also is evaluating and optimizing the collection system improvements with downstream facilities, including the City's influent pump station. Work involved flow projections for confirm sanitary sewers and downstream receiving facilities, design, and coordination with construction contractor.



Willamette Falls Riverwalk Concept Plan | Oregon City, OR

CONSULTANT: DKS

CLIENT REFERENCE:
Christina Robertson-Gardiner, City of Oregon City, 503.496.1564

DKS led the transportation element of this project. Special attention was given to pedestrian and bicycle components given the need for high quality access to the riverfront and falls area. The study included recommended designs and alignments for the riverwalk, street extensions and connecting pedestrian and bicycle improvements.

ATTACHMENT A – PROPOSAL SIGNATURE PAGE

The undersigned hereby submits this Proposal to furnish all work, services systems, materials, and labor as indicated herein and agrees to be bound by the following documents: Request for Proposal, Personal Services Contract, and associated inclusions and references, specifications, Proposal Form, Consultant response, mutually agreed clarifications, exceptions which are acceptable to the City, and all other Consultant submittals.

The undersigned hereby certifies and represents that the Consultant:

- has examined and is thoroughly familiar with the Request for Proposal
- has examined and is thoroughly familiar with the Personal Services Contract, and agrees to accept the contract terms, and execute such contract upon award
- understands that the City reserves the right to accept a proposal or reject all proposals if deemed in the best interest of the City
- understands that all information included in, attached to, or required by this RFQ shall be public record subject to disclosure within the context of the federal Freedom of Information Act and Oregon Revised Statutes (ORS) 192.501 and ORS 192.502.

Receipt of Addenda

Consultant acknowledges that ADDENDA NUMBERED _____ THROUGH _____ have been reviewed as part of the Request for Proposal. No Addenda have been received.

Signature

The Consultant hereby certifies that the information contained in these certifications and representations is accurate, complete, and current.

Otak, Inc.
CONSULTANT FIRM NAME

Mike Peebles, PE
CONTACT PERSON

808 SW Third Avenue, Suite 800, Portland, OR 97204
MAILING ADDRESS, CITY, STATE, AND ZIP CODE

503. 287.6825 | 503. 415.2354 | mike.peebles@otak.com
FIRM TELEPHONE NUMBER | **CONTACT PERSON TELEPHONE** | **EMAIL ADDRESS**

Mike Peebles, PE, Principal / Senior Vice President
PRINT NAME AND TITLE OF FIRM'S AUTHORIZED REPRESENTATIVE


SIGNATURE OF FIRM'S AUTHORIZED REPRESENTATIVE

December 8. 2020
DATE

Appendix:
Project Team Resumes

MIKE PEEBLES, PE

PRINCIPAL/DIRECTOR OF TRANSPORTATION & INFRASTRUCTURE SERVICES

Mike is the Director of Transportation/Infrastructure Services and principal at Otak. He provides leadership and management for the Transportation Infrastructure Service staff to ensure that project teams provide exceptional service to clients and to guarantee the proper resources are allocated to meet project delivery requirements. His project management and technical work has included a wide variety of public and private projects. He has worked on numerous master planned communities and residential site developments, with extensive experience in site layout, street design, grading, water systems, storm drainage, sanitary sewer design, and private franchise utility coordination. His involvement in projects from the preliminary design and planning phase through the development of construction documents and construction services allows in-depth coordination and problem-solving during the design process.

PROJECT ROLES"
Principal-In-Charge and QA/QC

EDUCATION
Bachelor of Science, Civil Engineering (University of Washington)

REGISTRATIONS
Professional Engineer (Oregon)

PROFESSIONAL AFFILIATIONS
American Public Works Association

City of Lake Oswego Transportation Advisory Board

SELECTED PROJECT EXPERIENCE

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45; Portland, OR

Principal-in-Charge—Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks. The Greenway will provide bank stabilization in the form of planted rip-rap as well as habitat restoration through use of native plantings, creating increased value for wildlife. Pedestrian accessways situated between the blocks provide primary connectivity to the riverfront and Greenway.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Principal-in-Charge—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

ADDITIONAL RELEVANT EXPERIENCE

- Vehicle Maintenance Facility and Park & Ride; St. Helens, OR
- NW 160th Ave (P15) Roadway Design; Washington County, OR
- Barrows Road Collector Road (6C) Extension, South Cooper Mountain Heights; Beaverton, OR
- North Bethany Master Plan; Washington County, OR
- Ginger St. Sewer Design-Heather to 20th; Cornelius, OR
- Frog Pond District Master Plan; Wilsonville, OR
- South Cooper Mountain Main Street Commercial; Beaverton, OR
- West Hills Development: North Bethany Creek Subdivision; Washington County, OR
- Roy Rogers – 175th Alignment Analysis; Tigard, OR

Otak

KEITH BUISMAN, PE

CIVIL ENGINEER/ASSOCIA

Keith is a civil engineer who has worked on a variety of developments, including single family, mixed use, and multi-family. His seventeen years of design experience have included street improvements, storm water design, mass grading, street layout, sanitary sewer design, and water systems design. His main project work includes a mix of private development, public infrastructure, and large scale master planning. Keith also has experience in construction, including observation, cost estimates, and general design management during project construction.

PROJECT ROLE:
Project Manager and Project Engineer

EDUCATION
Bachelor of Science, Civil Engineering (Oregon State University)

REGISTRATIONS
Professional Engineer (Oregon)
Certified Erosion and Sediment Control Lead (CESCL)

SELECTED PROJECT EXPERIENCE

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45; Portland, OR

Project Manager—Keith is leading the project team that is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The proposed development consists of four new multistory, mixed-use building, new public roadways and pedestrian accessways, Willamette River Greenway improvements and riverbank stabilization. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Project Manager—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

Ginger Street Sewer and Bridges; Cornelius, OR

Project Manager—The existing sewer was replaced with an 18- and 21-inch sewer main to provide capacity for the new developments under construction on the southeast corner of the City. Otak was responsible for the upper section design from Heather Street to 20th and Ginger. This upper section included two pre-fabricated steel bridges carrying the new sewer over wetland areas in Free Orchards Park. The bridges were designed to allow for future pedestrian use and spanned 70 and 175 feet. Block retaining walls were constructed on either side of the bridges. Sewer construction in Ginger Street and Emerald Loop included full depth asphalt pavement reclamation.

Tillamook Sewer Rehabilitation – Ph. 3; Tillamook, OR

Project Manager— Otak provided sanitary sewer design for the third phase of the City's sewer rehabilitation project. The project involved improvements to roughly 9,000 lineal feet of gravity sewer main through replacement or CIPP lining. The main improvements included replacement of roughly 15 manholes and 3,000 lineal feet of sewer laterals. Since this was a CDBG project with a limited budget, certain portions of the project were prioritized with some segments created as adds to the project pending final construction costs. Construction has neared completion.

Otak

KRISTEN BALLOU, PE

CIVIL ENGINEER

Kristen is a civil engineer with over 20 years of experience in both the public and private sectors. Her project background includes working with Oregon and SW Washington jurisdictions on public capital improvement projects related to transportation systems, water systems, and sewer systems. She has also worked on many private-sector projects including site development, grading, street, storm drainage, water, and sewer design. Her involvement in projects ranges from the preliminary planning stages to final design and construction.

PROJECT ROLE:
Civil/Roadway Design

EDUCATION
Bachelor of Science, Civil Engineering (University of Portland)

REGISTRATIONS
Professional Engineer (Oregon)

TRAINING
Roundabout Design Workshop (NE Roundabout)

SELECTED PROJECT EXPERIENCE

NW 160th Ave (P15) Roadway Design, Washington County, OR

Civil Engineer—Otak provided final design work for Washington County on the new P15 Roadway (now NW 160th Avenue) that provides access to the new North Bethany Creek development area. The street includes all the necessary sanitary sewer, water, storm drainage, lighting, landscaping, and franchise utility improvements. This project included the design of 2200 LF of 12-inch and 8-inch waterlines within the new roadway. Each line was constructed to serve separate pressure zones within the new development area.

South Cooper Mountain Heights Phase 1, 4; Beaverton, OR

Civil Engineer—Otak completed final design and platting for 174 single-family lots (detached and attached). Design services included land use planning, civil engineering, survey, landscape/urban design, stormwater design, and architecture. Otak obtained a City of Beaverton Site Development Permit for the site improvements, including public roadways, public potable and non-potable waterlines, public sanitary sewer and offsite extension, and public stormwater system with stormwater management facilities (ponds). The design team coordinated with City of Beaverton Water Department on the waterline intertie and "vault" farm construction at the northwest corner of the site.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Civil Engineer—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

South Waterfront Central District; Portland, OR

Civil Designer—Kristen was responsible for the civil design elements for the replacement and relocation of the Pacific Power tower on Ross Island, as well as the undergrounding of a 115 KV power line within the South Waterfront Central District. This project required significant coordination between Otak, Pacific Power, and the project environmental consultant, Pacific Habitat Services. The project involved master planning, permitting, surveying, final design, and construction of approximately 16 new city blocks adjacent to the Willamette River in downtown Portland. Project elements include design and construction support for public streets, sanitary and storm sewer, and water system improvements, master site grading, support to vertical design and construction, and coordination and design of franchise utilities.

Otak

ROSE HORTON, PE, ENV SP, LEED AP BD+C

WATER RESOURCES ENGINEE

Rose has over 13 years of experience as a water resource engineer. She has participated in design projects ranging from housing and commercial development to utility, roadway, bridge, and stream restoration. She has experience in drainage master planning, low impact development (LID) design, scour analysis, stream and wetland restoration, and large wood debris design. Rose is skilled in various hydrologic and hydraulic analysis and modeling programs and is knowledgeable about preparing construction documents, technical specifications, and technical reports.

PROJECT ROLE:
Stormwater Engineering Lead

EDUCATION
Master of Science, Civil and Environmental Engineering (Colorado State University)

Bachelor of Science, Civil Engineering (University of Texas)

REGISTRATIONS
Professional Engineer (Oregon)

Engineer-in-Training (Texas)

LEED AP BD+C

Envision SP

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

SELECTED PROJECT EXPERIENCE

Alamo Manhattan Greenway and Blocks B41, B42; South Waterfront, Portland, OR

Stormwater Engineer—Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The proposed development consists of four new multistory, mixed-use building, new public roadways and pedestrian accessways, Willamette River Greenway improvements and riverbank stabilization. Rose provided design of stormwater treatment facilities for the private development and public improvements along with analysis of the proposed stormwater system.

OR219: Aldercrest to Quail; Newberg, OR

Water Resources Engineer— Otak is part of the design team hired by ODOT to continue previous improvements on OR219 in the City of Newberg. The planned improvements include construction of sidewalk, curbs, drainage improvements, and bike lanes. Rose is providing preliminary stormwater treatment, flow control, and conveyance design.

Hillsboro Stormwater Master Plan; Hillsboro, OR

Water Resource Engineer—The master plan recommends and prioritizes capital improvement projects, discusses system management and maintenance improvements, suggests programs to address routine and systemic needs, and evaluates costs. In addition to addressing existing system deficiencies, the plan focuses on preparing for growth where the City is expanding. Additional services include updating and calibration of the Rock Creek Watershed HSPF model, review of the FEMA 100-year floodplain elevations, and hydraulic modeling of the downtown core. Rose led the hydraulic modeling of the downtown core using XPSWMM under current and future conditions.

Scappoose Industrial Subdivision, Phases 1 and 2; Scappoose, OR

Stormwater Engineer—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

Mill Creek Corporate Center (Industrial Park Master Plan); Salem, OR

Water Resources Designer—Rose contributed to mapping and monitoring ground water data, updating the XP SWMM model with site hydrology and hydraulic data, and designing conveyance through berms in wetland cells and flow control structures and detailed habitat features. Otak led the preparation of the Mill Creek District Plan which includes land use, stormwater management, and infrastructure plans to guide the development of the Oregon Department of Corrections 2,000-acre farm property in southeast Salem.

Otak

JON YAMASHITA, PLS

SURVEY MANAGER

Jon is a professional land surveyor and survey manager at Otak who is registered in both Oregon and Washington. With over 28 years of experience, Jon is skilled in project research, boundary calculations, and QA/QC. Jon is knowledgeable about rights of way, easements, legal descriptions, construction staking, and topographic, as-built, ALTA, and bathymetric surveys. Jon has provided survey services on multiple NPS (four years) projects in Oregon and Washington and across the country. He leads Otak's Survey team from Otak's Portland office.

PROJECT ROLE:
Survey Manager for additional topographic survey of project area

EDUCATION
Bachelor of Science, Geography (Portland State University)

REGISTRATIONS
Professional Land Surveyor (Montana, Oregon, Washington, South Dakota)

AFFILIATIONS
Land Surveyors' Association of Washington

Clark County Railroad Advisory Board (2010-present)

Clark County Employment Zone Code Task Force (2011-2013)

Vancouver City Manager's Business Leadership Advisory Council (2010-2013)

Leadership Clark County Board of Directors (2003-2011)

SELECTED PROJECT EXPERIENCE

Columbia Palisades Subdivision; Vancouver, WA

Survey Manager—Otak is providing land use planning, survey, civil engineering, stormwater design, and landscape architecture services to support this 84-acre mixed-use project near the junction of SR 14 and SE 192nd. Within the site, the development will conserve 24 acres of open space with five acres developed into parks. The current development scheme includes a 100-room hotel, over 1 million SF of commercial and retail space, 50 single-family homes, and more than 300 apartment and condominium units.

Bike and Pedestrian Improvements; Lake Oswego, OR

Survey Manager—Jon managed this project that included land surveying and mapping, right-of-way resolution, and preparation of legal descriptions for temporary construction easements and permanent easements in support of the design and implementation of bicycle and pedestrian improvements at six locations totaling over a mile of improvements. Jon provided right-of-way resolution, prepared the easement legal descriptions, and provided QC over the easement sketch exhibits and mapping.

12th Street SE Widening Project; Salem, OR

Project Surveyor—Otak designed approximately 0.25 mile of street modifications to 12th Street SE (Hoyt Street SE to Fairview Avenue SE). This project adds an additional southbound lane terminating as a right turn lane at Fairview Avenue, which will relieve significant congestion during peak traffic times. For this project, Otak performed right-of-way survey, pre-construction survey, and mapping, and also wrote acquisition descriptions.

NW Camas Meadows Drive / NW Larkspur Street Improvements; Camas, WA

Survey Project Manager—The Otak team is providing preliminary and final engineering services to the City of Camas for the NW Camas Meadows Drive/NW Larkspur Street Improvement project. This project completes an important corridor for the City, providing connectivity from Goodwin Road all the way to State Route 14. The roadway will be widened to three lanes and include a new sidewalk, bicycle lanes, planter strips, stormwater treatment, water and sewer connections, large retaining walls, and street lighting.

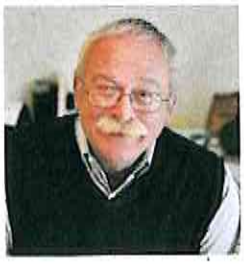
Minor Road Improvements; Kelso, WA

Survey Project Manager—Otak provided engineering and geotechnical solutions to rebuild part of Minor Road that experiences continual settlement due to the wood chip fill it was originally built on. The project also repaired failing shoulders, overlay the driving surface, build a new 12-foot multiuse pedestrian pathway, constructed a new parking lot that serves a skate park, provide roadway and pathway lighting, stormwater design, and other enhancements on the 3,000-foot section of roadway between Allen Street and Mt. Brynion Road. Otak's services included alternatives analysis, survey, structure design, staging and traffic control, and stormwater design.

Otak

DON HANSON

SENIOR ADVISOR – URBAN DESIGN/PLANNING



Don is a Principal at Otak. His range of experience over the past 30 years includes residential, mixed-use commercial and industrial development. He also has extensive project experience with public park/recreation, open space, and streetscape improvements. As a hands-on designer, Don is very adept at public design presentations and is considered an expert in the land-use approval and entitlement process. Don served as chairman of the Portland Planning and Sustainability Commission and was a member of the commission for 10 years, which sets development and land use policies in Portland.

PROJECT ROLE:

Senior Advisor for the Development Alternatives

EDUCATION

Bachelor of Landscape Architecture (University of Oregon)

AFFILIATIONS / COMMUNITY INVOLVEMENT

Past Chair and Former Member of Portland Planning and Sustainability Commission; Portland, Oregon

Urban Land Institute (ULI)

Former Development Review Advisory Committee, City of Portland

Former Citizen Advisory Committee Member reviewing the Title 34 Land Development Ordinance; Portland, Oregon

Former Stakeholder Advisory Group Member for Vision 2000, Portland, Oregon

Committee Member reviewing the Urban Renewal Districts Status; Portland, Oregon

Former Downtown Design Review Board Member, Vancouver, Washington

SELECTED PROJECT EXPERIENCE

Scappoose Industrial District; Scappoose, OR

Master Planner and Principal-in-Charge—Otak prepared a master plan for a mixed-use community surrounding the airport. The 190-acre district includes industrial sites with taxiway access to the airstrip, as well as local service retail, parks/open space, and potential public institutional uses. Aero Business Park, the first phase of this master plan, has been designed, permitted, and constructed. Phase 1 includes approximately 37 acres of industrial land configured into 5-acre parcels with infrastructure services in place for each lot and the provision for taxiway access to the airport facilities. The 30-acre Phase 2 project has been approved but not yet constructed.

South Waterfront District Development; Portland, OR

Principal Planner—Otak has been involved in the South Waterfront District since 1996, providing surveying, master planning, preliminary and final engineering, and landscape design services. During the Framework Master Planning phase by the City of Portland, the Otak team provided conceptual and preliminary design support and infrastructure planning for the entire district covering the area between the Marquam Bridge on the north to SW Bancroft to the south and from SW Macadam Avenue to the Willamette River. The project includes development of master plan engineering, land use planning, site analysis, development engineering, and surveying for the 16-block central district redevelopment, the 10-block southern district plan, and the 8-block northern district for the Oregon Health Sciences University. Otak is currently is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks within the South Waterfront District.

Eastbank Esplanade Phase III (The Crescent); Portland, OR

Project Manager/Principal—This site is the south anchor for the Eastbank Esplanade project, a downtown waterfront park development along the Willamette River. The "Crescent" is the third phase of the project and reclaims an underutilized, remnant site balancing recreation needs and community event space with improved shoreline and fish habitat objectives. Viewed from many vantage points in the city, this project added a new landmark to Portland's parks system.

ADDITIONAL RELEVANT EXPERIENCE

- Columbia Wharf Waterfront Development; Camas, WA
- Frog Pond District Master Plan; Wilsonville, Oregon
- Lacamas Shores Residential Development; Clark County, WA
- Columbia Shores; Vancouver, WA
- Pedestrian Facilities for Transit Access; Portland, OR
- Ridgefield Waterfront Park; Ridgefield, WA
- Rivergate Industrial District Landscape Improvements; Portland, OR
- Vancouver Barracks Reuse Plan; Clark County, WA

Otak

LI ALLIGOOD, AICP, LEED AP ND

SENIOR PLANNER/PROJECT MANAGER

Li is a planning professional with experience in a wide range of private, public, and non-profit development projects. She has more than 12 years' experience in public and private sector planning managing projects of various sizes and levels of complexity. She draws upon her local government experience and relationships with local officials to negotiate on behalf of clients and to shepherd applications through complex governmental approval processes. Li has extensive experience in presenting land use and development applications at public hearings and neighborhood meetings. Li's prior experience includes working as a development review planner and long-range planner with the City of Milwaukie, Oregon.

PROJECT ROLE:

Land use code compliance during Alternative Analysis

EDUCATION

Master of Community Planning (University of Cincinnati, OH)

Bachelor of Arts, Community Development (Portland State University, OR)

Bachelor of Arts, Sociology (University of Minnesota, MN)

REGISTRATIONS

American Institute of Certified Planners

LEED AP Neighborhood Design

PROFESSIONAL AFFILIATIONS

American Planning Association

International Society of Community and Regional Planners

COMMUNITY INVOLVEMENT

Oregon APA Professional Development Committee, 2016 to present

Oregon APA Mentor Program, 2016-present

Foster-Powell Neighborhood Association, Board Member, 2012-2016

SELECTED PROJECT EXPERIENCE

Columbia Palisades Subdivision; Vancouver, WA

Planner—Li led the land use approvals and entitlements processes for an 84-acre mixed use development in Vancouver, Washington, located adjacent to State Hwy.14. The site is a former quarry which has been reclaimed for development and contains very steep slopes and protected stream buffers. Land use approvals and permitting required close coordination with the cities of Vancouver and Camas (directly to the east), Clark County, WSDOT and the State of Washington.

South Cooper Mountain; Beaverton, OR

Planner—Li led the land use planning, submittals, approvals, and permitting for three planned development projects totaling about 275 acres in the South Cooper Mountain Plan Area. The sites contained several mapped wetlands and habitat areas and required extensive coordination with various jurisdictions (City of Beaverton, Washington County), agencies (Clean Water Services), and districts (Beaverton School District, Tualatin Hills Parks and Recreation District).

Willamette Falls Legacy Riverwalk; Oregon City, OR

Planner—Otak is providing architecture, planning, civil engineering and many other services to Oregon Metro to lead a team of local and national designers and engineers to deliver Phase I of the Willamette Falls Riverwalk, transforming an existing 23-acre, post-industrial factory site into a world-class public facility to allow pedestrians to experience North America's second-largest-by-volume waterfall. Li assisted Otak's construction project management team by leading the land use permitting and coordination efforts between Oregon City staff and the project team; identifying various studies, reports, and permits required for the development; and informing the project team of potential delays or time constraints related to these items.

Cascades Converting Plant; Scappoose, OR

Planner—Otak provided land use planning, civil site, and architectural services for a new converting plant at the Scappoose, Oregon Airport Industrial Park. The development required annexation, Comprehensive Plan and zone change approval, and site plan review. The new facilities receive raw paper rolls from paper mills to convert in final product to be shipped to distributors. Phase 1 Facilities consisted of 260,000 sf of light industrial space with 10,000 sf of office facilities, with Phase 2 adding 300,000 sf of warehouse and distribution center space.

NE 162nd & Halsey – Rossi Property; Gresham, OR

Planner—Otak's team provided land use planning services and a land use report addressing three conceptual site plans for a vacant 8.4-acre parcel at NE 162nd & Halsey. The planning and design concepts established the highest and best use for this site and provided the owner with a roadmap of development options.

Otak

MIKE WILLIAMS

SENIOR PROJECT MANAGER/ CONSTRUCTION MANAGER

Mike offers extensive and consistent leadership experience with expert level skills in concept to closeout project and program management and has a special talent for the effective use of resources in the delivery of complex projects. He is an effective communicator with a talent for speaking to and connecting with groups of all types and sizes with that comes a skill for facilitating meetings, strategy sessions and general decision making between a wide variety of departments, the public, special interest groups, consultants, senior management and other stakeholders. Mike's engineering degree combined with a very strong background in hands-on and direct project management experience in the construction industry allows him to easily translate and communicate complex technical matters in the right terms for any audience.

PROJECT ROLE:
CONSTRUCTION MANAGER

EDUCATION

BS, Construction Engineering Technologies (Montana State University)

Kiewit Project Management, Superintendent, Scheduling & Surveying Schools

Washington State Department of Transportation Project Management Academy

MEMBERSHIPS & CERTIFICATIONS

PMI Member

OR/WA CESCL Certified

First Aid/ CPR w/ AED
OSHA 30 Hour General Industry

OSHA 8 Hour Std. 29 CFR 1910.46 Compliant Confined Space Entry Training; Entrant, Attendant, Supervisor

NFPA 70E Electrical Safety – Arc Flash Safety for Employees

OSHA Excavation and Trenching Competent Person

Lockout/ Tagout Training

Employee Fall Protection

SELECTED PROJECT EXPERIENCE

Construction Management for Boones Ferry Road Improvements; Lake Oswego, OR

CA/ CEI Project Manager— Otak is providing owner's representative and third-party construction management and inspection services for construction on this $23 million project to improve pedestrian, bicycle, and vehicular safety and access on Boones Ferry Road from south of Madrona Street to north of the Lanewood Street intersection. It will provide proper drainage and improvements to stormwater quality and aesthetic improvements to enhance the business corridor including landscaped medians and planter strips, underground utilities, and new signs, traffic signals, and sidewalks. Otak's role began with pre-construction, including review of 95 and 100 percent PS&E; constructability, schedule, and staging review; and contractor procurement.

West Devils Lake Road Bridge 30-100%, Lincoln City, OR

CA/CEI Project Manager—This was a State Funded Local Agency bridge replacement. The bridge crosses a sensitive waterway and provides access to both residential neighborhoods and the local hospital. The project was developed as a progressive Design/Build project for the City. Otak, as the design consultant with HP Civil, the builder, examined the site and provided the Design Acceptance Package (DAP) to the City. The project resulted in a uniquely cooperative relationship with the City, who provided the utility relocation, survey, and geotechnical work to the design team.

Swift BRT Orange Line Program Scheduling; Snohomish County, WA

CA/CEI Project Manager—Otak is leading the design and permitting for this 11-mile route that lies within portions of Snohomish County and the cities of Lynnwood and Mill Creek. This 11-mile route lies within Snohomish County and the cities of Edmonds, Lynnwood, and Mill Creek. Elements include construction of 21 BRT stations along the new corridor, re-construction of an existing transit center, and signal improvements at approximately 14 intersections to improve transit speed and reliability. Mike facilitated/ built the Baseline Schedule and continue to support with monthly updates. He also provided programmatic recommendations and construction phasing/ constructability reviews.

Bad Banks Creek Culvert CA/CEI; Linn County, Oregon

CA/CEI Project Manager—As the project manager on this culvert rehabilitation project for ODOT, Mike manages a team of engineers and inspectors while driving collaboration with the contractor. Difficult, steep access and an aging structure have required teamwork and creativity to complete the project on schedule.

Otak

JERAMIE SHANE, ASLA

PRINCIPAL, LANDSCAPE ARCHITECTURE/ URBAN DESIGN

As principal, Jeramie will direct Mayer/Reed's scope. With 25 years of experience, he brings in-depth understanding of design for urban public landscapes and transportation related projects. His experience includes master plans and sustainable designs for streetscapes, bicycle and pedestrian routes, light rail corridors and plazas. Through thoughtful, collaborative leadership style, he directs the big picture while enriching projects with placemaking details. Jeramie is an excellent communicator, skilled in presentations and working with multidisciplinary teams. His creative problem-solving and collaborative approach leads to sensitively balanced user experience, safety, aesthetics and sustainability.

PROJECT ROLE:
Landscape Architecture and Urban Design

EDUCATION
Bachelor of Science, Landscape Architecture, Washington State University

REGISTRATION
Landscape Architect: OR, AK

AFFILIATIONS / COMMUNITY INVOLVEMENT
American Society of Landscape Architects (ASLA)

SELECTED PROJECT EXPERIENCE

Urban Design for Max Orange Line East, Portland To Milwaukie, OR

Urban Design Lead—Mayer/Reed supported this transportation infrastructure project with urban design, placemaking, pedestrian and bike connectivity, sustainability and healing of the landscape. New trails, sidewalks and bike facilities encourage multi-modal connections between neighborhoods along the corridor. Placemaking is expressed through unique gathering places and urban design elements of railings, paving, lighting and furnishings, along with public art and landscape.

ADDITIONAL SIMILAR EXPERIENCE

- Naito Parkway Bicycle and Pedestrian Improvements "Better Naito," Portland, OR
- MAX Orange Line East Urban Design, Portland to Milwaukie, OR
- SW Corridor Light Rail Urban Design, Portland - Tualatin, OR
- Tigard Downtown Station Urban Design, Tigard, OR
- Oregon Convention Center, Plaza & Streetscape Redevelopment, Metro, Portland, OR
- Willamette Greenway Trail at OMSI / Tilikum Crossing, Portland, OR
- Willamette Falls Riverwalk Concept Design & Phase 1, Oregon City, OR
- Trolley Trail, Park Ave. to Milwaukie, Clackamas County, OR
- Darlene Hooley Pedestrian Bridge, Portland, OR
- 4th & Montgomery Mixed-Use Building, Portland, OR
- Nike World Headquarters North Campus Expansion, Beaverton, OR
- OR 99W: N. Victory Blvd. – N. Argyle St. Improvements, Portland, OR
- Washington Way Redevelopment at OSU, Corvallis, OR
- OHSU Schnitzer Campus Master Plan Update, Portland, OR
- Walker Road Improvements, Beaverton, OR
- Earthquake Ready Burnside Bridge, Portland, OR

KREY YOUNGER, PE, GE | Senior Associate Engineer

Krey Younger has 24 years of experience with geotechnical engineering and pavement design for transportation infrastructure and commercial developments. Krey also coordinates GeoDesign's pavement design activities, which includes flexible and rigid design for both new and rehabilitation projects. In addition, Krey has considerable experience managing the geotechnical and pavement focus for transportation corridor improvement projects. Krey has been an integral member of project teams for county, state, and city projects throughout the Pacific Northwest, providing cost conscious design options for key project elements such as pavement preservation, road widening, retaining wall design, and drainage concerns.

EDUCATION *MS, Civil Engineering, Oregon State University, 1994 • BS Civil Engineering, Oregon State University, 1992* **REGISTRATIONS** *Professional Engineer, OR, WA • Geotechnical Engineer, OR*

KEY PROJECT EXPERIENCE

City of Scappoose, West Lane Road - Honeyman to HWY 30, Scappoose, Oregon. For Otak, Krey was project manager of pavement design services for this section of West Lane Road. (Improvements had been prompted, in part, by a proposed development involving construction of a manufacturing/warehouse building to the south of the project limits.) GeoDesign's pavement designs and construction recommendations were based on the results of FWD tests, on-site visual evaluations and subsurface explorations, and traffic loading derived from recent vehicle classification counts and forecasted for future traffic through the proposed 20-year design period.

City of Scappoose, West Lane Road Frontage Improvements, Scappoose, Oregon. Krey was project manager of pavement engineering for the West Lane Frontage Improvements in Scappoose. Krey worked with the project team to provide pavement structural recommendations and construction specifications based on City of Scappoose requirements. Due to future construction of a nearby development planned along the West Lane frontage, the project schedule was very tight. Krey worked with the team to provide design information in a timely manner and under proposed budgets. He also partnered with the City and the contractor to provide construction observation and additional engineering support during construction.

City of Beaverton, SW Karl Braun Drive Improvements, Beaverton, Oregon. Working with Otak, GeoDesign provided geotechnical engineering services to realign SW Karl Braun Drive between SW Millikan Way and SW Terman Road along the east side of the Tektronix campus. The project involved construction of a new roadway to the north of the existing alignment, with sections of SW Terman Road and SW Karl Braun Drive abandoned in the process. Under Krey's direction as project manager, GeoDesign completed FWD testing to evaluate the structural condition of the existing pavement section and subgrade modulus and design a new pavement with full-depth cement reclamation of the existing roadway and subgrade.

City of Salem, Market Street NE/Swegle Road NE Corridor Improvements, Salem, Oregon. For Otak, Krey served as GeoDesign's project manager for improvements to the Market Street/Swegle Road Corridor. Work involved pavement rehabilitation design and geotechnical support for widening the current roadway to a 46-foot minor arterial. The project included road drainage and stormwater modifications; construction of a center turn lane, bike lanes, curbs, gutters, and sidewalks; and replacement of existing culverts and storm drain outfalls.

City of Salem, McGilchrist Street SE, Salem, Oregon. For Otak, Krey was project manager, overseeing GeoDesign's pavement services for the future roadway widening and improvement of McGilchrist Street. The project consisted of widening and rehabilitating approximately 8,600 feet of roadway along McGilchrist Street SE from 12th Street SE to 25th Street SE in Salem.

City of Lake Oswego, Laurel Street Pathway, Lake Oswego, Oregon. Krey provided a geotechnical evaluation and design recommendations for the proposed improvements to Laurel Street between Hallinan Street and Cornell Street. It included construction of new sidewalks, driveways, and curb ramps, along with reconstruction of existing sidewalks, driveways, and curb ramps to meet ADA accessibility guidelines. The project also included widening Laurel Street between Dyer Street and Hallinan Street to accommodate two standard travel lanes, and construction of a new pedestrian sidewalk. Work through this area required the construction of retaining walls on the north side of Laurel Street to accommodate the proposed widening. GeoDesign provided observation/consultation during construction, which was completed in 2017.

COLBY HUNT, CHMM | Environmental Principal

Colby Hunt has more than 20 years of experience conducting various environmental and hazardous materials assessments and cleanups. He has a BS in Environmental Health and Safety, is an AHERA Building Inspector and Management Planner, and is a Certified Hazardous Materials Manager (CHMM). Colby's project work includes hazardous materials corridor studies (HMCS) for transportation corridors, environmental site assessments (ESAs), asbestos and lead-based paint surveys, remedial investigation/feasibility studies, risk-based analysis, groundwater monitoring and remediation projects, and regulatory liaison.

EDUCATION *BS, Environmental Health and Safety, Oregon State University, 1993*
REGISTRATIONS *Institute of Hazardous Material Management Certified Hazardous Materials Manager (Senior Level) • OSHA Hazardous Materials Training (40-Hour, Refresher) • AHERA Building Inspector and Management Planner*

KEY PROJECT EXPERIENCE

ODOT/City of Happy Valley, SE 129th Avenue Bike Lanes and Sidewalk Project, Happy Valley, Oregon. Colby conducted a Level 1 HMCS to identify potential environmental conditions (sources of hazardous materials) that could impact project construction. Project plans call for widening of the roadway to accommodate new bike lanes, as well as construction of a new pedestrian path. Based on the results of the Level 1 HMCS, GeoDesign characterized soil in a series of drainage ditches along the east side of SE 129th; petroleum-related contaminants and/or metals are commonly detected at concentrations greater than DEQ CFSLs in surface soil present in roadside drainage ditches and other low-lying areas adjacent to roadways, which may affect disposal options if the soil is removed during construction. The results of the soil characterization indicated that the soil could be managed as clean fill.

Washington County, SW 124th Avenue Extension and Tualatin Valley Water District Water Installation, Washington County, Oregon. Colby was project manager of a Level I HMCS for this new road alignment extending from SW Tualatin-Sherwood Road to SW Grahams Ferry Road, as well as intersection improvements. The project included installing a new water line along a portion of the road alignment. GeoDesign also devised a Contaminated Media Management Plan (CMMP) in order to address the management of potentially contaminated media that could be encountered during site construction. Construction was completed in 2018.

ODOT/City of Portland, US-26 Powell (SE 20th to 33rd Avenues), Portland, Oregon. Colby oversaw the Level I HMCS for this ongoing project, which will include road improvements such as signal upgrades and left turn phasing, modifications to existing traffic islands, sidewalk widening, signing improvements, and improvements to ADA ramps and crosswalk striping. During the Level I assessment, Colby's team identified historical service stations and other potential sources of contamination adjacent to the alignment.

Clackamas County, Otty Street Realignment, Clackamas County, Oregon. Colby led GeoDesign's Level I HMCS for this road alignment project. Project plans called for constructing a new roadway that realigns the west leg of SE Otty Street with the intersection at SE 82nd Avenue and SE Otty Road to the east, improving safety and connectivity for the area. Planned improvements also included road widening and the addition of turn lanes, a bike lane, and sidewalk; new pavements and stormwater facilities; and the reconstruction/modification of signal poles.

Clackamas County, Roadway Design Plans for D-Street Clackamas County, Oregon. Colby led the environmental scope (Level I and II HMCSs) in support of this project, which includes construction of a new section of D-Street. It will include new road segments, infiltration swales, and widening of SE Fuller Road and SE Otty Road adjacent to the site. The Level II HMCS included a subsurface investigation, sampling, and analytical lab testing in order to address and evaluate environmental areas of concern identified during the Level I assessment. (Design work is in-progress.)

Role on Project

Utility (Water, Sewer) Lead

Experience

23 years

Education

MEng, Environmental Engineering, Cornell University, 1999

BS, Environmental Engineering, Cornell University, 1997

Licenses

Professional Engineer – OR #82099

Project Management Professional - #2308673

Certification

Certified NASSCO Pipeline Assessment Certification Program (PACP) U-203-551

Certified Construction Documents Technologist (CSI)

Confined-Space Entry 29 CFR 1910.146(g) OSHA

Construction Safety Awareness 29 CFR 1926.21 (b) OSHA

Professional Affiliations

Pacific Northwest Clean Water Association, Board of Directors, President-Elect (2019-present)

Rob Lee, PE, PMP

Rob Lee Rob has 23 years of experience providing engineering services for projects involving wastewater and stormwater collection, conveyance, and treatment. Rob's experience includes trenchless rehabilitation and condition assessment, inflow/infiltration studies and infrastructure evaluations, wastewater conveyance and treatment design, water transmission and distribution design, preparation of contract drawings and specifications, preparation of as-built plans, shop drawing, and submittal reviews, and construction oversight and management. Rob's experience gained from leading municipal design projects will be leveraged to quickly and effectively lead the water, sewer, and lift station designs for the City of St. Helens.

Relevant Experience

Interim Program Manager and Technical Lead, Large Scale Sewer Rehabilitation Program, City of Portland Bureau of Environmental Services. Rob served as interim program manager to help reinvigorate this critical $250M+ ongoing program to address sewer risk in the City of Portland's collection system. Having been involved with the program since 2009, Rob also served as technical lead for two different consulting teams on this program. Rob coordinated and delivered the designs for over a dozen project areas as part of the program. He has also served as technical lead and project manager on a multi-year Large Diameter Sewer Condition Assessment program in support of the LSSRP.

Project Engineer, Lake Oswego Interceptor Sewer, City of Lake Oswego, OR. Rob led and supported the design of over 18,000 feet of replacement 42-inch buoyant and pile-supported HDPE interceptor to replace a failing and undersized concrete interceptor through the middle of Lake Oswego serving over two thirds of the City's residents. Rob served as design lead on the condition assessment and subsequent rehabilitation design of 12,000 feet of 8- and 10-inch in-water sewers, 6,000 feet of 16-, 18-, 24-, and 36-inches of in-water interceptor, and rehabilitation of over 40 manholes. Seven manholes were coated with polyurethane to provide corrosion protection, and 11 manholes were lined with HDPE inserts.

Project Manager, I/I Abatement Program, City of Sweet Home, OR. This decade-long program focused on reducing excessive flows to the City's wastewater treatment plant. Flow monitoring and modeling were key to identifying the leakiest basins in the City and Rob helped develop a long-term program to address the I/I. Four phases of rehabilitation were implemented focusing on sewer mains, laterals, and manholes. Rob served as engineer of record, as well as construction manager, for the largest and most recent phase that involved over 45,000 feet of sewer mains. The City invested $17M with a resulting 50% reduction in wet-weather peak flows.

Project Engineer, Agate Beach WW Program, City of Newport, OR. This multi-phase project was aimed at improving the wastewater conveyance system on the northern portion of the City. The program involved the evaluation of peak wet-weather flows, upgrades of three pump stations, pipeline design, and development of bid documents.

Project Manager, I/I Program Development, City of St. Helens, OR. The City of St. Helens, OR has been addressing infiltration and inflow (I/I) in its sanitary sewer system through the development and implementation of an I/I reduction program. Smoke testing was conducted on the City's entire sanitary sewer system (250,000 lineal feet) to identify sources of inflow. Project included data management of the smoke-testing data for incorporation into the City's GIS, review and collation of findings into separation/rehabilitation packages that consider public versus private inflow sources and availability of local storm drains, reviewing results of CCTV inspections and incorporating these findings into the I/I reduction program, further delineation of the City into smaller sewer basins to focus rehabilitation projects to areas of highest Rainfall Derived I/I (RDII) contributions in order to meet DEQ compliance objectives.

Kyle Thompson, PE

Lead Lift Station Design Engineer

Kyle's background encompasses planning and design of wastewater and water improvements for municipalities. Kyle has extensive experience designing wastewater system improvements, including planning, collection systems, lift stations, force mains, and odor control facilities. He has designed new facilities as well as improvements for repair and rehabilitation projects. Kyle's varied experience with design and construction provides a perspective that allows him to understand and critique all phases of a project to provide the greatest value to the client. Kyle has led six sanitary pump station projects in the last five years.

Firm

Grayling Engineers

Years of Experience

13

Licenses

Professional Engineer:

- Oregon - 87090 PE
- Washington - 49717
- Montana - 17881 PE

Education

- B.S., Civil Engineering, Montana State University
- B.A., Biology, University of Montana

Key Expertise

- Sewer Design, Including Gravity, Pump Stations and Force Mains
- Hydraulic Analysis
- Project Management And Construction Management
- Alternatives Analysis
- Value Planning

Key Project Experience

- **Fisher Lift Station Performance Review,** City of Camas, WA
- **Abrams Park Pump Station Repair and Rehabilitation,** Clark Regional Wastewater District, WA
- **Knoll Ridge South Pump Station Repair and Rehabilitation,** Clark Regional Wastewater District, WA
- **Mill Creek Pump Station Repair and Rehabilitation,** Clark Regional Wastewater District, WA
- **NW Hillhurst Road Force Main Redirection,** Clark Regional Wastewater District, WA
- **North Junction Trunk Sewer and Pump Station,** Clark Regional Wastewater District, WA
- **NE 10th Avenue Pump Station and Force Main,** Clark Regional Wastewater District, WA
- **Waterfront Pump Station,** City of Vancouver, WA
- **Bridge Road Water System Source Change Desktop Study,** Clark Public Utilities, WA
- **Shepeard Contact Tank and Pump Station Replacement,** Skamania PUD No. 1, WA
- **Iron and Manganese Treatment Improvements,** Wat Pa Lao Woodland, WA
- **Arsenic Treatment Improvements,** Washougal Timber Trails Association, WA
- **Fisher Lift Station Review,** City of Camas, WA
- **Highway 99 Water Main Replacement,** Clark Public Utilities, WA
- **Knoll Ridge South Pump Station R&R,** Clark Regional Wastewater District, WA
- **Vine Street WTP Improvements 2017,** City of Albany, OR
- **Albany-Millersburg WTP Chemical Tank Repair And Replacement,** City of Albany, OR*
- **2017 Water System Plan Update, City of Stevenson, WA**
- **Shepeard Contact Tank and Pump Station Replacement,** Skamania PUD No. 1, WA
- **Duggan Falls Water System Consolidation Feasibility Study,** Skamania PUD No. 1, WA
- **Underwood Water System Plan Update,** Skamania PUD No. 1, WA

STEVE BOICE, PE, PTOE, Senior Project Manager

Steve's relevant expertise: Steve specializes in the design, operations, planning, and safety areas of transportation. Steve has successfully led the design of capital projects involving traffic and pedestrian signals; roadway and pathway signing, striping, and lighting; temporary traffic control and intelligent transportation systems. He has served as a vital task leader for several urban streetscape projects and understands the importance of maintaining mobility and safety for all users in constrained environments. Steve has also performed numerous traffic operations analyses, including the evaluation of roadway segments, pedestrian crossings, access management, level of service analysis, and multimodal analysis. Steve has analyzed collision records, computed collision rates and has served as an active team member in road safety audits.

Beaverton Crescent Connection: Cedar Hills Blvd – Lombard, OR. Steve performed the transportation analysis to determine appropriate trail crossing treatments at the Beaverton Creek roadway crossing of the City of Beaverton's new east-west shared use path near the intersection of SW Cedar Hills Boulevard/SW Westgate Drive. He designed the new enhanced midblock pedestrian crossing rectangular rapid flashing beacon (RRFB) system, LED pathway lighting, trail crossing improvements and signal modification at the Crescent St/Hall Blvd. intersection, and shared lane bicycle pavement markings and signing. DKS also prepared design for fiber optic traffic signal communications and temporary traffic during construction to minimize impacts to the travelling public.

City of Milwaukie Kronberg Park Multi-Use Trail, OR. Steve provided traffic signal, traffic control, signing, striping, and lighting design services for a trail connection within Kronberg Park between TriMet's light rail station and Clackamas County's Trolley Trail. The design included a connection to ODOT's OR99E to provide a signalized crossing for pedestrians and bikes. The trail involved multiple structures to traverse through the existing wetlands within the park. Steve also provided engineering support during construction.

Beaverton Round South Plaza, OR

As lead project engineer, Steve provided engineering design and construction support for the installation of lighting and electrical systems for the urban redevelopment of the South Plaza and associated parcels at the Beaverton Round. The plaza provides access to an adjacent TriMet light rail station, nearby mixed-use development, the relocated City Hall and also provides flexibility for event usage. The lighting design included pedestrian scale perimeter ornamental lighting with LED globe fixtures, in-ground up-lighting to highlight a 37-foot tall custom art sculpture, dimmable high mast floodlights to light the plaza and stage, and lighting for four parking lots poised for future redevelopment. Steve designed the electrical infrastructure to support the lighting as well as GFI outlets and circuits for holiday lights (on light poles and trees), vendor use, and a public announcement system.

Registrations:

Oregon Professional Civil Engineer No. 74348

Washington Professional Civil Engineer No. 52488

ODOT Certified Traffic Signal Inspector No. 44635

Professional Traffic Operations Engineer® (PTOE) No. 3647

Education:

Master's of Engineering, Civil Engineering, Portland State University

Bachelor of Science, Civil Engineering, Oregon State University

Years of experience: 15

Unique Qualifications:

- Long history of delivering capital projects with Otak
- Familiar with local agency and utility lighting design and requirements
- Has performed numerous pedestrian safety crossing analyses and designs

KEVIN CHEWUK, PTP
Transportation Planning Associate

Kevin's relevant expertise: Kevin has led and assisted on numerous concept plans, corridor studies, citywide transportation system plans, and regional sub-area plans. Many of these transportation plans involve riverfronts, streetscapes and multimodal corridors that provide diverse and high-quality connections for all people and modes through assertive and context-sensitive improvements.

Registration:
Professional Transportation Planner (PTP) No. 412

Education:
Master of Science, Urban and Regional Planning, Transportation Planning Specialization, Florida State University

Bachelor of Science, Environmental Studies and Transportation Planning, Florida State University

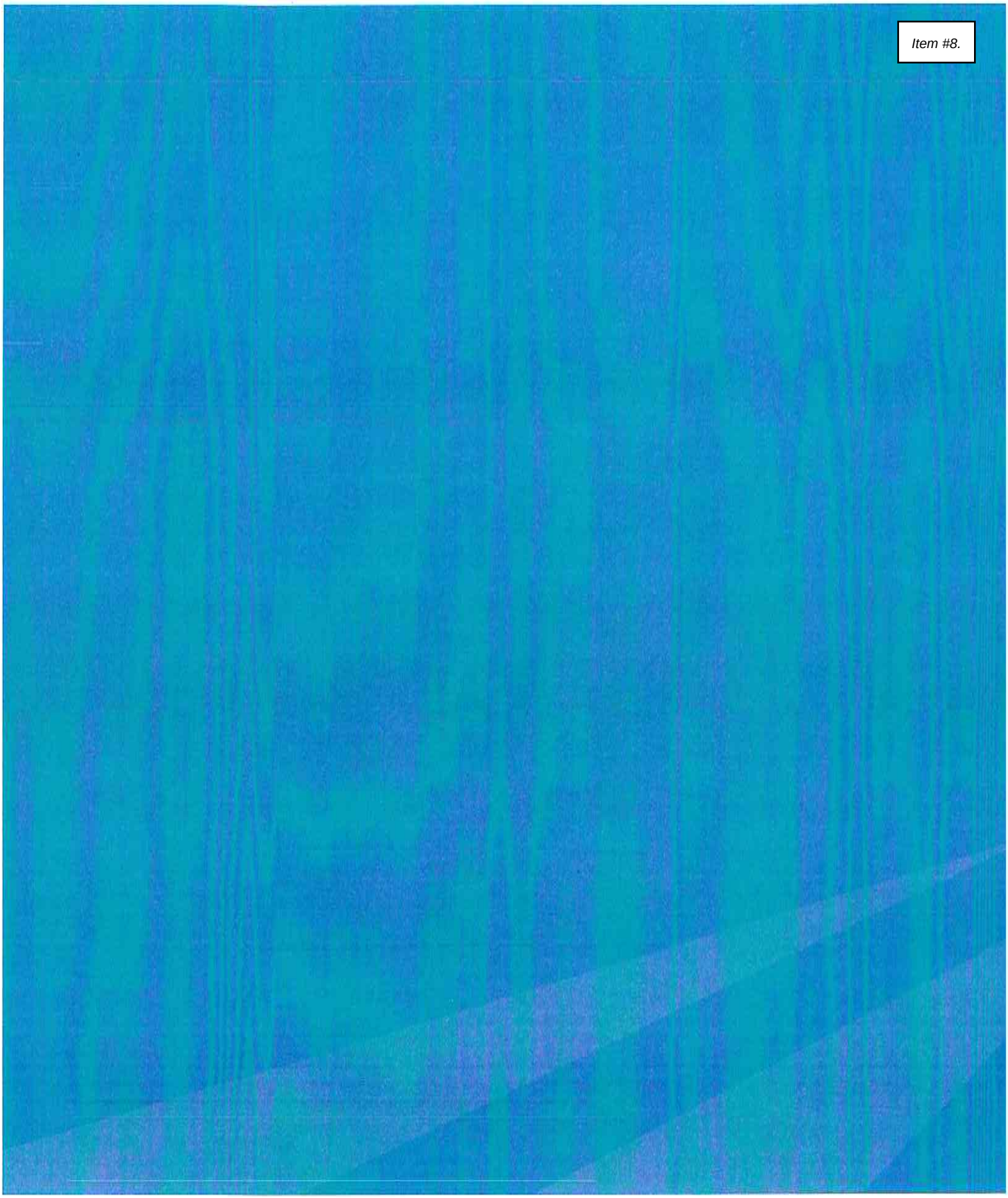
Years of experience: 13

Unique Qualifications:
Experienced working on complex transportation planning projects that involve riverfronts, streetscapes, and multimodal corridors

Willamette Falls Riverwalk Master Plan, Oregon City, OR. Kevin led the transportation planning and analysis for the conceptual design of a riverwalk along the Willamette River adjacent to Willamette Falls. Our challenge was to find solutions that provide safe and convenient access to the old paper mill site without impacting the urban character of the downtown area. Special attention was given to pedestrian and bicycle components given the regional designation of this site and the need for high quality access to the riverfront and falls area. The study included recommended designs and alignments for the riverwalk, street extensions and connecting pedestrian and bicycle improvements.

OMSI Master Plan, Portland, OR. Kevin led the transportation planning for the Oregon Museum of Science and Industry (OMSI) 18+ acre waterfront site in the City of Portland. The plan identified an interconnected network of multimodal streets and shared-use paths that links the district with the Willamette River. Key components of the plan include an expanded and improved Willamette River Greenway Trail, and realignment of Water Avenue with enhanced walkways and incorporation of a cycle track for bicyclists. The resulting plan provides for more frequent and higher quality river access opportunities and allows for convenient and comfortable travel for all people regardless of their choice of mode.

Innovation Gateway Area Plan, John Day, OR. Kevin led the transportation and design element of the plan to revitalize the former Oregon Pine mill site and adjacent riverfront properties into a dynamic, thriving and welcoming public space. The plan creates safe and comfortable connections between the Innovation Gateway site and nearby destinations and includes new trails on the north and south banks of the John Day River that connect and circulate to and within nearby parks. Three additional footbridges over the John Day River encourage exploration of the restored river and better connections for adjacent neighborhoods. The plan also includes an extension of 7th Street adjacent to the river that will connect the only two functioning bridges for vehicles to the north side of the city.



Otak

CITY OF ST. HELENS PLANNING DEPARTMENT

MEMORANDUM

TO: City Council for Jan. 20, 2021 work session
FROM: Jacob A. Graichen, AICP, City Planner
RE: 2021 Development Code Amendments
DATE: January 13, 2021

Staff proposes a batch of code amendments this year, largely prompted by Oregon House Bill 2001. The requirements of this bill resulted in a thorough review of our Development Code so staff has included some related and some unrelated "housekeeping amendments." Housekeeping amendments are basically a variety of code amendments that need updating since codes are "living documents" and always subject to improvement. We typically try to improve other provisions, as is practical, when something prompts a change like HB 2001 does.

Pursuant to SHMC 17.20.020(2)(b) the Council must approve the concept of legislative changes before a proposal can advance to the formal adoption process. Staff is seeking this approval so we can start the process and have ample time to meet the deadline of HB 2001.

Oregon HB 2001 requires cities of a certain size, including St. Helens, to allow duplexes (or two detached units) wherever detached-single family dwellings are allowed. St. Helens needs to change its development code to be effective by the end of June 2021.

The Commission discussed many details about this at their October 13, 2020, December 8, 2020, and January 12, 2021 meetings. The Council also discussed the overall issues at their November 4, 2020 meeting. The proposal has evolved based on the feedback from these meetings.

Please see attached summary of code changes by chapter. I will also conduct a presentation at the work session to help explain the concepts further.

Summary St. Helens 2021 Development Code Amendments by Chapter.

January 13, 2021 DRAFT for City Council Review

File #TBD

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Chapter 17.16 – **GENERAL AND LAND USE DEFINITIONS**

Updates to ADU and yard (setback) definitions per Oregon HB 2001 related amendments. Update to floodplain definition not captured by floodplain amendments of Chapter 17.46 SHMC last year.

Chapter 17.24 – **PROCEDURES FOR DECISION-MAKING – QUASI-JUDICIAL**

Minor fixes. Also, subdivision final plats require notice as a limited land use decision; this code amendment is years overdue.

Chapter 17.32 – **ZONES AND USES**

R-10, R-7, R-5 zones amended to allow 2 units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Establishes distance requirements between buildings on the same property, which differs based on zoning. Removes ADUs from list of uses. Other related changes.

AR zone amended to allow 2 units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Establishes distance requirements between buildings on the same property. Removes ADUs from list of uses. Also increases minimum lot size from 3,050 square feet and minimum lot width from 30' to 4,000 s.f. and 40', respectively. Currently, min. lot size and width is 5,000 s.f. and 50 feet for a duplex, so that is decreasing. Other related changes.

MHR zone amended to allow 2 units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Establishes distance requirements between buildings on the same property. Removes ADUs from list of uses. Removes attached single-family dwellings from list of uses; few properties are zoned MHR and attached single-family dwelling lots would not be eligible for manufactured homes.

MU zone amended to allow 2 units per lot per Oregon HB 2001. May be a duplex or two detached single-family dwellings. Removes ADUs from list of uses. Other related changes. Also moves "residential facility" to conditional use category. Pursuant to ORS 197.667(2), a residential facility shall be a conditional use in any zone where multifamily residential uses are a conditional use. Multifamily is a conditional use in the MU zone; this fix makes this issue consistent with State law and the City's other residential zoning districts.

RD-Mill and HBD zones amended by removing ADUs from list of uses. Removes fee in lieu of provision for off-street parking and landscaping. Improves language for 50% developed site off-street parking requirement exemption.

Chapter 17.40 – **ZONES PROTECTIVE MEASURES FOR SIGNIFICANT WETLANDS, RIPARIAN CORRIDORS, AND PROTECTION ZONES**

Amended to allow 2 units per lot per Oregon HB 2001 where one detached dwelling is referenced. Clarifies how rules apply for land partitions (i.e., creation of 2-3 parcels per calendar year), as has been practiced for years, which differs from subdivisions (i.e., creation of 4+ lots per calendar year).

Also removes wetland F-4 from the Type II wetland list. Wetland F-4 was officially determined to not be significant to the City via Ordinance 2895 (October 2003). Chapter 17.40 took effect on December 1, 2003, so Wetland F-4 should have never been listed. Wetland F-4 is between the wastewater treatment lagoon and the Multnomah Channel.

Will also need to update SHMC 19.20.060 to remove Wetland F-4 from the list

Chapter 17.56 – **DENSITY COMPUTATIONS**

Clarifies density calculations for lots, given the allowances per HB 2001.

Chapter 17.64 – **ADDITIONAL YARD SETBACK REQUIREMENTS AND EXCEPTIONS**

Improves language for clarity. Allows exterior side yard (setback) allowances for corner lots on the flanking street side like other allowances already in place for other yards (e.g., front and rear). Establishes min. 3’ interior separation of buildings (other than between two detached single-family dwellings on the same lots per Chapter 17.32 SHMC which exceeds 3’).

Chapter 17.68 – **BUILDING HEIGHT LIMITATIONS – EXCEPTIONS**

Adds River Way to the lists of streets that Scenic Resource Review is required. Staff believes its omission was an oversite of the past.

Chapter 17.80 – **OFF-STREET PARKING AND LOADING REQUIREMENTS**

Improves language for parking space size. Revises parking requirements per HB 2001. Provides clearer language about each space being independently functional.

Chapter 17.84 – **ACCESS, EGRESS AND CIRCULATION**

Changes access points (number of driveways) from one per residential lot (except for duplexes on corner lots), to a second one allowed per lot for <u>any</u> corner lot (not just duplex corner lots) when each is on a separate street, or when on-street parking is not allowed on both sides of the abutting street. Spacing standards still apply so two driveways along streets other than local streets will still be difficult. Attached single-family lots still restricted to one driveway in all cases.

Chapter 17.88 – **SIGNS**

Building code no longer addresses signage if it is not mounted on or related to a building. Taller signs will require footing and foundation details to ensure they will not become a falling hazard.

Chapter 17.96 – **SITE DEVELOPMENT REVIEW**

Improved language for chapter applicability.

Chapter 17.100 – **CONDITIONAL USE**

Language added to caretake residence standards (related to industrial use) emphasizing one dwelling allowed.

Removal of travel trailer park standard that limits stay to 30 days. This cannot be enforced due to ORS 197.493.

Chapter 17.104 – **NONCONFORMING SITUATIONS**

Amended to put detached single-family dwellings and two-units on the same footing as necessary per HB 2001. Provides exceptions to interior yards between two detached single-family dwellings on the same property for legal accessory structure in place before a certain date; this is for the conversion of an accessory structure to a second detached single-family dwelling.

Chapter 17.108 – **VARIANCES**

Improves language for the exceptions allowed.

Chapter 17.128 – **AUXILIARY DWELLING UNITS**

This chapter is being deleted in its entirety. Since the City is electing to allow two detached single-family dwellings per lot given HB 2001, this chapter is moot.

Chapter 17.132 – **TREE REMOVAL**

Some very simple amendments.

Chapter 17.136 – **LAND DIVISION – SUBDIVISION**

Updating access control standards. Code references the long-used reserve strip. Language added to allow narrative on the plat that achieves the same purpose, which we have been doing for many years now. This is also the preferred method by the County.

Chapter 17.132 – **STREET AND UTILITY IMPROVEMENT STANDARDS**

Updates the City's skinny street standards, increasing the roadway width within a 40' wide right-of-way. Also, similar to the density standards, clarified language for calculation of dwelling units for cul-de-sac and skinny street allowance given HB 2001.