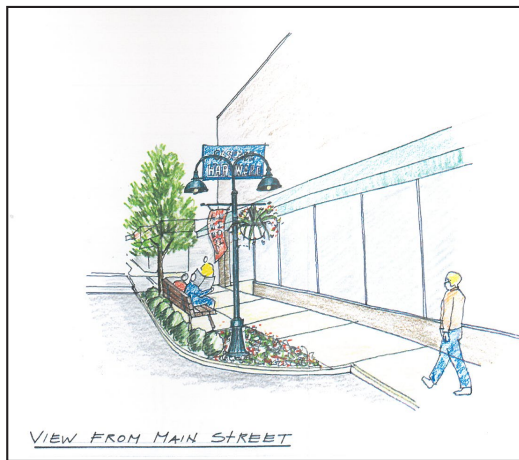
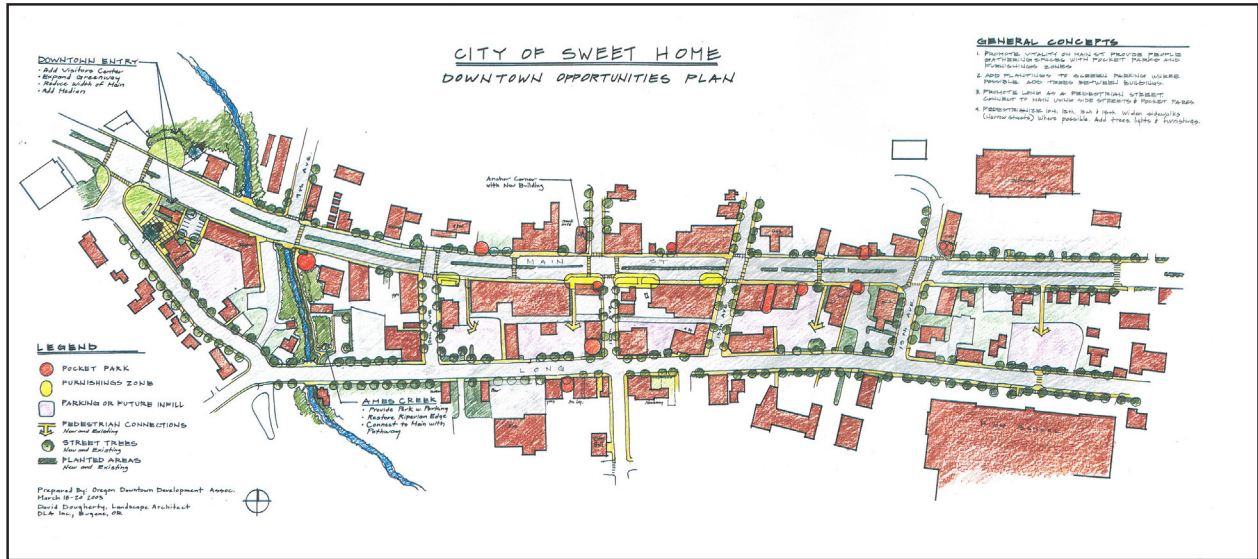


The City of Sweet Home

Sweet Home Downtown Streetscape and Parking Plan



November 13th, 2020



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November 13, 2020

Blair Larsen
Community & Economic Development Director
City of Sweet Home
3225 Main Street
Sweet Home, Oregon 97386

Re: Sweet Home Downtown Streetscape and Parking Plan

Dear Patrick and Evaluation Committee members,

The Dougherty Landscape Architects (DLA) Team greatly appreciates this opportunity to provide our services to your community. Your RFP is well written and informs our clear understanding of the vision and goals for the Sweet Home Downtown Streetscape and Parking Plan. We trust that the pages within this proposal will illustrate our high level of qualifications and ability to perform this work creatively and professionally. We understand the overall goal of providing an attractive, walkable and bicycle friendly destination. Our team will work hard to earn the trust of the City of Sweet Home and the stakeholders by providing valuable design services in collaboration with the community's creative thought, vision and guidance.

We have carefully assembled a team of experienced professionals that bring a depth of experience with direct community outreach and successfully completed projects. The design team will be led by David Dougherty, Principal of Dougherty Landscape Architects (DLA Inc.), with a portfolio of urban redevelopment projects that clearly parallels this project. Matt Keenan from KPFF Engineers will lead the civil engineering design services needed for design process plans. Kelly Sandow of Sandow Engineering will provide the parking, traffic and streetscape lighting scope of services. Our team has worked seamlessly together and based on our collective experience on recent streetscape projects. The results of our collaboration will be impressive.

Our team has earned an excellent reputation for facilitating community engagement to inform design solutions. We consider the interested stakeholders and community members vital to success of our plans. We will conduct the public outreach process to clearly understand the vision for Sweet Home and implement agreed upon solutions that reflect that vision. The DLA team is well equipped to prepare reliable cost estimates throughout the design process.

The conceptual design must be anchored in feasibility and accurate enough to launch the subsequent final design. Construction feasibility is always a high priority for us during the design process. Our team has a proven track record of guiding many projects from conceptual design through final documentation and built streetscapes. You will find examples of this experience throughout the pages of this proposal. Not only have many of our projects been built, but they have also brought quantifiable revitalization and a return on the investment for these communities. Vacancy rates have been reduced and private investment has increased as a result of our built streetscape and enhancement projects.



There is a renewed sense of civic pride that is emerging in many communities in which our plans have been implemented. The successes enjoyed by the cities of Canby, Florence, Albany, Toledo, Creswell, Gervais and Veneta illustrate proven results. These projects, like Sweet Home, are anchored within the downtown but involve important connections to adjacent amenities and mixed use neighborhoods. However, the key to success of these projects is the careful process of listening to client and public voices and integrating community vision into the design. In doing so, and in resolving complex urban constraints and parking issues, we have projects that have exceeded the goals and have laid the framework for continued revitalization.

Our goal is to create a shared vision with you for Downtown Sweet Home that is rooted in your local community and sensitive to previous streetscapes and neighborhood planning efforts. It is with certainty that this project will explore a diversity of design options and evaluate the best and highest use of the project site for flexibility, to make this a win-win for the residents, stakeholders and the community.

We look forward to the first step in creating an impression that will create value and continue to provide the success that you have already initiated for the City of Sweet Home.

It would be a pleasure to work with you and your staff, stakeholders and residents on this important downtown streetscape and parking. Our team would bring a high level of commitment and performance to Sweet Home and we would be excited to begin a long-lasting relationship with you and the city.

Sincerely,

David Dougherty, Principal

DLA Inc.

Note - DLA complies with the insurance requirements outlined in the City of Sweet Home Personal Services Contract for Planning or Design Services.

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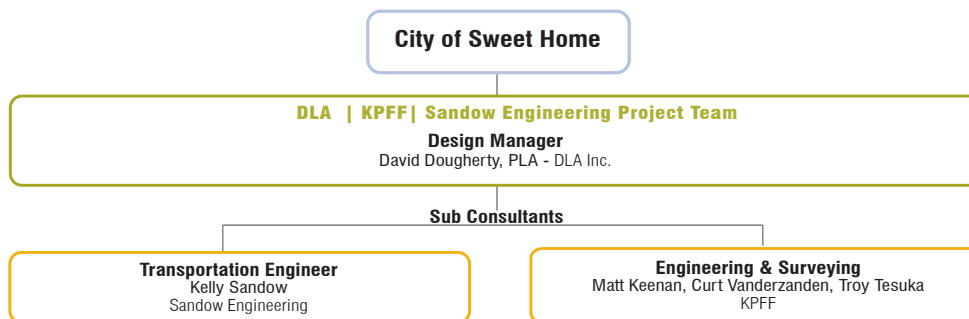
2. Staffing Plan

Firm Overview and Qualifications

DLA, KPFF Engineers & Sandow Engineering have teamed up to provide specialized expertise in the concept planning and urban design of streetscape improvement projects that enhance downtowns, improve public spaces and aid economic development. DLA is a recognized leader in the programming, planning and design of downtown revitalization, streetscape improvements and pedestrian access. DLA has significant Urban Design and Landscape Architecture experience in Sweet Home which enhances our qualifications for the streetscape project. See the sections below for more detail.

The DLA | KPFF | Sandow Engineering Team is very active with downtown renewal projects, a specialized field that requires a high level of commitment and the ability to communicate effectively and, more importantly, to listen carefully. The City of Sweet Home's Comprehensive Streetscape Design and Parking Plan project will be led and carried through by a team experienced in working on these types of projects with an extensive public outreach process.

Organization Chart



Key Staff Bios - DLA



David Dougherty – DLA Inc.

Qualifications & Experience: BSLA (Landscape Architecture), The Ohio State University; 36 years professional experience; 27 years as DLA Principal. David has a long history of major commercial and public improvement work dating back to his days with the Olin Partnership in Philadelphia. He served as project manager for Bryant Park at the New York Public Library and was a project designer for the Westlake Center in Seattle. In recent years, David has served both as project principal and within project teams to develop conceptual plans, long-term master plans and bid documents for streetscapes and downtown plazas throughout Oregon. He brings a high degree of professionalism and focused attention to all his work.

Role and Responsibility: Manager - Urban Design. David is the prime consultant and will participate fully in the public process and will translate community input first into conceptual design options and then into a final design preference. David has extensive experience with this process and will work closely with team members and the City to facilitate efficient project flow.

*See appendix for resumes



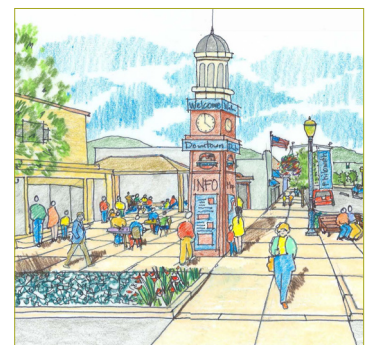
Eric Parsons – DLA Inc.

Qualifications & Experience: MLA (Master of Landscape Architecture) LSU; 18 years of experience with DLA working on similar streetscape projects.

Role and Responsibility: Lead Landscape Architect. Eric will manage the production of the design package documentation including pedestrian improvements and landscape design. Eric will coordinate documentation from the consultants to produce the overall design package

DLA Team Design Philosophy

We pride ourselves on being team players and good communicators. The DLA | KPFF | Sandow Engineering Team delivers projects in a collaborative style, meaning the owner and consultant team work together during all project phases. By focusing on you, your project goals and listening to your community needs, we deliver your vision, not ours. All of these funds are public funds, and the public trusts us, and you to spend the money wisely and we are here to help facilitate that and bring your vision to reality.



Philomath Plaza



Luzanne Smith – DLA Inc.

Qualifications & Experience- BSc Landscape Architecture, Purdue University; 12 years of experience. Luzanne has worked on conceptual and construction documentation for OR126/US101: Florence Streetscape Project and is currently working on US20 Philomath Streetscape Project

Role and Responsibility: Senior Associate, Luzanne will be assisting with design work, documentation and community liaison. She will work closely with the team to take the conceptual designs and translate them into 3D renderings and sections.

Key Staff Bios KPFF



Matt Keenan – KPFF Inc.

Qualifications & Experience: BS, Civil Engineering, Oregon State University. Matt Keenan is an Associate and Senior Project Manager. He has focused his career on the design of public infrastructure, streetscapes, sustainable stormwater, urban redevelopment, parks, trails and master planning efforts for public and private clients.

Role and Responsibility: Project Manager - Civil Engineering. Matt Keenan will lead the civil engineering design for the Streetscape Design and Parking Plan . Matt will take a lead role with the design of utility infrastructure, street layout and innovative stormwater facilities.



Curt Vanderzanden – KPFF Inc.

Qualifications & Experience: Curt brings over 34 years of experience in successfully delivering street improvement projects for municipalities throughout Oregon. His work history covers a range of project types including roadway and utility infrastructure, commercial, residential and institutional site development projects, and parks and trails.

Role and Responsibility: Principal Engineer. Principal Curt Vanderzanden will serve as Civil Principal-in-charge, providing technical oversight throughout the effort, and ensuring the KPFF team has the resources allocated to the project to meet the project goals and create a permissible solution.



Troy Tetsuka – KPFF Inc.

Qualifications & Experience: Troy Tetsuka is a Principal and Survey Manager with over 30 years of experience. He is adept at approaching land surveying as a piece of the puzzle within the scope of a larger project, and he believes that it is crucial to the success of a project to not only produce exceptional survey work but also an excellent customer service experience.

Role and Responsibility: Survey Manager- Troy is involved in all phases of a project from base mapping and right-of-way/boundary resolution to construction staking a permissible solution.

Key Staff Bio Sandow Engineering



Kelly Sandow– Sandow Engineering

Qualifications & Experience: Kelly Sandow has 18 years of experience providing transportation analysis, transportation planning, and transportation engineering and lighting design throughout Oregon. She has provided consulting, design and planning services for multi-modal projects and has extensive experience in providing municipalities with roadway improvement options for locations that have unique design considerations.

Role and Responsibility: Transportation Engineer - Kelly Sandow's primary role will be the design of the street lighting and evaluation of on-street and off-street parking needs. She will provide design assistance for the streetscape to ensure that all users are safely and efficiently accommodated.



Division Street, Portland (KPFF)



Riverfront District Redevelopment and Streetscape, Eugene (KPFF)

3. Consultant Qualifications

DLA & Team Introduction

DLA Inc. was established in 1991 to provide a responsive approach to landscape architecture, urban design and public improvement projects. With a landscape architecture staff of five, DLA has a multifaceted background that spans 29 years, DLA offers a comprehensive scope of services that range from preliminary design and master planning to detail documentation and construction administration. DLA has cultivated expertise on downtown revitalization, streetscapes and public design projects. David Dougherty, firm principal, has, in particular, made this an area of specialization. David has been a featured speaker at the Oregon Main Street Association and worked through the Oregon Downtown Development Association, on dozens of conceptual streetscape design charrettes with economic and marketing impacts components, for small towns across Oregon, including Sweet Home in 2003.

KPFF is a collaborative and creative team of civil and structural engineers and surveyors who thrive on designing innovative solutions for projects of all scales. Founded in 1960, KPFF's focus is to serve clients by providing cost-efficient and valuable contributions to the built environment. KPFF has over 20 office locations and employs more than 1,200 staff firm wide, including over 200 employees in Oregon (Portland and Eugene).

Sandow Engineering is a Transportation Engineering firm based in Eugene that specializes in parking analysis and lighting design. The team has extensive experience in transportation engineering and transportation planning with nearly 10 years of experience in downtown parking plans, the design of pedestrian and bicycle facilities, lighting plans, traffic operations, signal timing, and technical transportation analysis.

Minimum Qualifications

The DLA Project Team has both licensed Landscape Architects and Engineers that are in good legal standing in the State of Oregon. Our combined experience highlighted through this RFP show our ability to provide the work needed by the City to a high level of service. In addition to this, DLA complies with the insurance requirements outlined in the City of Sweet Home Personal Services Contract for Planning or Design Services. Corporate profile, legal qualifications, work place policies and conflicts of interest are outlined in the appendix on page 15.

Ability to provide responsive services

The DLA Team has the staff and technical resources to deliver the conceptual streetscape and parking plan. The DLA team includes Landscape Architects, Surveyors, Civil Engineers and Transportation Engineers, that specialize in illumination and lighting design, parking analysis and design, as well as bicycle and pedestrian design. Our Team can provide site analysis and assessment, community engagement, development of conceptual designs, including plan view and roadway sections, stormwater management facilities, pedestrian and landscaping amenities, phasing, and cost estimates.

Past experience with the City- David became especially familiar with the downtown in 2003 while working with the Oregon Downtown Development Association (ODDA). The Resource Team spent significant time in Sweet Home and conducted a thorough examination of the downtown district and the influences that affect it. This in-depth experience will benefit DLA in moving forward with new ideas and solutions to enhance the pedestrian environment within the downtown core.

DLA has also been instrumental to school district improvements associated with recent bond measures. DLA was the Landscape Architect for school expansion and site improvements for Sweet Home High School. Coincidentally, our work included the frontage along Long Street which added to the pedestrian environment. Currently, our work for the entry plazas and landscape for Sweet Home Jr. High School is



Canby, NW 1st Avenue Streetscape

3. Consultant Qualifications

being completed. DLA has also assisted Linn County with facility improvements in Sweet Home. This experience gives DLA a familiarity with the city and enhances our ability to move forward with fresh ideas. DLA enjoys working in Sweet Home and looks forward to the streetscape design which will help transform the downtown into the future.

Resources available:

The DLA Team will devote all resources as required to provide project deliverables within the timeframe set forth in the RFP. The Sweet Home Downtown Streetscape and Parking Plan Project will be a priority for the design team and the City can be assured that there will be direct involvement by the firm principles and support staff. All the design team members have the required software and production capabilities to provide the deliverables outlined in the RFP and will be available to provide timely responses at the City's request. All design team members will travel as required by the Client and the process outlined.

Examples of similar projects:

The DLA Team has an excellent track record of delivering projects within the budget and our references (page 13) highlight the quality of our work. Detailed examples of similar projects are outlined on pages 5 through 8. In addition to these projects DLA is currently working with the City of Philomath on the US20 Philomath Couplet Corvallis - Newport Highway Project. KPFF is currently working on the Waterfront Redevelopment and Water Avenue Streetscape in Albany and Sandow Engineering has worked on the City Wide Multi-Use Path in Oakland, the 6th and 7th Street Parking Study in Eugene and the Decorative Street Lighting project in Eugene's Market District.

Firm's experience with local government and public input process:

The DLA Team has worked with numerous government agencies throughout Oregon and is familiar with the municipal code, public design standards and addressing specific agency requirements and program needs.

David Dougherty has worked on a number of projects with ODDA (Oregon Downtown Development Association) and has helped municipal governments throughout Oregon articulate a vision for downtown revitalization. DLA also has extensive experience working with county governments and local utility districts. They are also well versed in the public input process.

Matt Keenan has worked throughout the Northwest on multidisciplinary teams to deliver streetscape improvement projects for cities and county governmental agencies.

Kelly Sandow has provided analysis, plans, and designs for jurisdictions throughout Oregon, including Junction City, Oregon, Eugene, Medford, Central Point, Grants Pass, Bend, Veneta, Warrenton, Coos Bay, Florence, Springfield and Salem.

Internal procedures and policies:

DLA will serve as project liaison between the design team and the City and will ensure clear and direct communication among all project participants. Our design team process is refined to minimize duplication of services and provides focused project delivery. Years of experience working among design team members facilitates efficient project flow and coordination.

Management and organization capabilities:

During the Sweet Home Downtown Streetscape and Parking Plan Project, DLA will engage with KPFF and Sandow Engineering early and consistently through ongoing team meetings and design charettes. DLA will review schedules and budgets as the work plan is developed and will lead our team through the public process. David Dougherty, DLA principal, will lead design efforts and will provide project management coordination and leadership. Matt Keenan will provide stormwater design, engineering expertise and a planning level cost estimate. Kelly Sandow will put together a coordinated parking plan for downtown, provide a lighting plan and assist with bicycle and pedestrian design.



Veneta Downtown Streetscape



Creswell Main Street Upgrade

3. Consultant Qualifications - Similar Projects

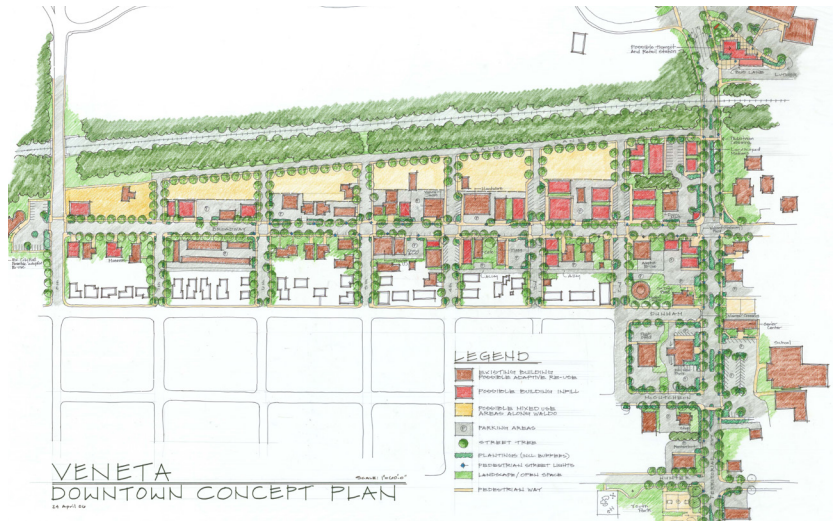
DOWNTOWN BROADWAY REDEVELOPMENT

Veneta, OR by DLA

Relevance to Categories outlined in RFP:

- Downtown Parking
- Street Trees and Landscape
- Pedestrian and Bicycle Facilities

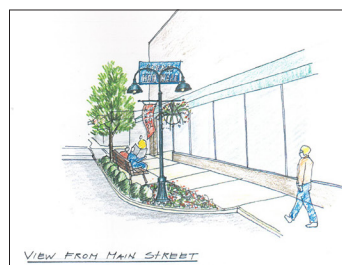
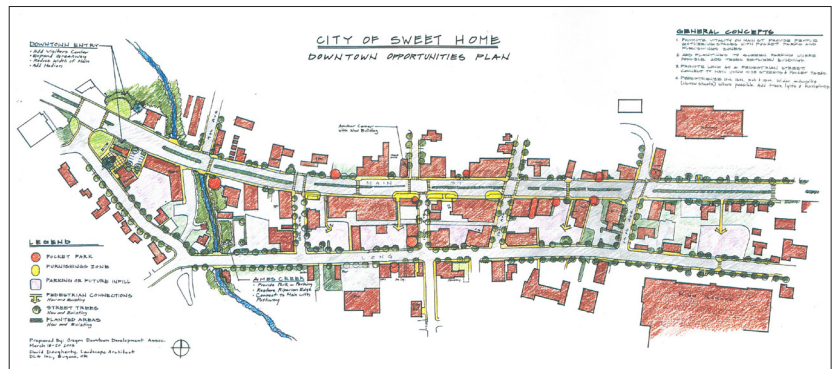
DLA and the Oregon Downtown Development Association (ODDA) worked with The City of Veneta to develop a long term vision for downtown Veneta. We provided a master plan for gateways, opportunity areas, streetscape and transportation improvements. This laid the groundwork for downtown Veneta as a destination. The initial master plan identified and guided various specific downtown revitalization projects. These include a new street for improved circulation and future development. Parking and transportation were addressed with various on street and off street options, providing convenient access for visitors.



DOWNTOWN REVITALIZATION PLAN

Sweet Home, OR by DLA

DLA was a key component of the ODDA team that prepared the Resource Team Report in 2003. This effort provided recommendations to revitalize the downtown and create a stronger cultural district. Working with downtown David prepared a master plan that supported these goals. The Master Plan identifies many opportunities within the downtown framework to improve the downtown experience. The plan includes enhancement of public open space, strong gateways to the core, restoration of Ames Creek, and the enhancement of pedestrian environments. Of particular significance are the excellent opportunities to create "Pocket Parks" throughout the downtown. A Parking Management Plan was also a product of these recommendations. DLA has this Resource Team Report and supporting plans available. This experience further enhances DLA's knowledge and qualifications to assist lead the streetscape design process.



3. Consultant Qualifications - Similar Projects

HISTORIC 1st AVENUE DISTRICT AND STREETScape

Albany, Oregon By DLA

DLA worked closely with city staff, local business owners and design team professionals from master planing through construction on this important downtown project. DLA was instrumental in developing the overall concept and historic aesthetic for streetscape improvements. We also met with business owners to develop site specific solutions for the public spaces just outside their doors. Vacancy rates are down and the project has triggered private investment, pedestrian activity and building renovations throughout the streetscape area.



after



before



after



before

CRESWELL MASTER PLAN AND STREETScape UPGRADE

Creswell, Oregon By DLA

DLA worked with the City of Creswell to develop design solutions to revitalize this downtown's Main Street. Numerous public meetings were held to gather community input . These ideas were then consolidated and presented to the city council for approval. Pedestrian safety and parking were improved, attracting visitors and creating a more vibrant downtown experience. Site elements serve to unify the visual landscape and form a cohesive identity for the downtown area.

GERVAIS MAIN STREET UPGRADE

Gervais, Oregon By DLA

DLA worked with the City to upgrade Main Street and provide an event space for the community. The popular Gervais Festival, is an annual gathering that brings the community together to celebrate their diversity and encourage young people to be a part of their community. This popular festival has expanded over the years and now draws many locals and visitors. The provision of a dual use space and the focus on a pedestrian environment has encouraged community participation and created strong connections to local businesses.



after



before

3. Consultant Qualifications - Similar Projects

SE DIVISION STREETScape IMPROVEMENTS

Portland, Oregon By KPFF

KPFF served as the prime consultant for the City of Portland's Bureaus of Transportation and Environmental Services for infrastructure improvements to SE Division Street. This \$13 million, 29-block improvement project was funded through local and federal transportation funds, as well as funds from the City's Bureau of Environmental Services. KPFF provided project management, civil and structural engineering, and surveying services.

The goal was to make a place for people out of a deteriorated, car-centric urban arterial. Visioning groups from the City and community developed a charter prioritizing a shared economy, clean and green environment, healthy community, and sense of place. KPFF's role was to help realize that vision while addressing a host of complex infrastructure and hard engineering concerns that enable the street to function healthfully, well into the future.

The project included pavement rehabilitation, streetscape enhancements, improved traffic flow, incorporation of green street facilities, and implementation of combined sewer rehabilitation and replacement to address capacity deficiencies. Streetscape and utility infrastructure improvements throughout the 29-block corridor included the incorporation of extensive vegetated stormwater facilities and other green street design elements, street trees, curb extensions, crosswalk enhancements, pedestrian facilities, upgraded signalization and public art.



before



after

DOWNTOWN HISTORIC DISTRICT STREETScape AND HIGHWAY 101 REDEVELOPMENT

North Bend, Oregon by KPFF

KPFF provided civil engineering design for the redevelopment of the City of North Bend's historic downtown streetscape. The project to revitalize the historic downtown, focused on the improvement of 29 blocks of streetscape, including ODOT's Highway 101 couplet through the center of the city. Improvements consisted of new ADA-compliant sidewalks, curb extensions, historic benches, decorative planters, street trees, decorative and colored paving, pedestrian scale historic street lighting, tree grates, stormwater drainage, building service connections, electrical and communications distribution undergrounding, landscape planting and reuse of historic elements from the McCullough Memorial Bridge.

The development of ODOT's Highway 101 couplet, Sheridan Street and Sherman Street, was a significant aspect of the project. KPFF collaborated with ODOT as a key partner through the planning, design, permitting and construction phases of the development. KPFF also worked closely with the downtown businesses to seek input, gain support, and ensure that disruptions to businesses during construction was minimized.

4. Project Understanding and Approach

Understanding:

The DLA Design Team is excited about the prospect of assisting the City of Sweet Home with this streetscape development effort. Our team understands the City’s desire to improve the downtown area into an attractive, walkable and bikeable destination that will appeal to both residents and visitors. To this end, the City has requested the professional services of a multi-disciplinary consultant team to perform services, which include site analysis and assessment, community engagement, development of conceptual designs, including plan view and roadway sections, stormwater management facilities, pedestrian and landscaping amenities, phasing, and cost estimates for Main Street from 9th to 18th avenues and Long Street from 10th to 18th.

We understand that the final product will consist of the comprehensive streetscape design and parking plan that includes all of the elements described within the RFP. Below is the list of objectives to improve the downtown area:

- Standards for street tree and landscaping locations and species.
- Standards and proposed locations for street furniture and other pedestrian amenities.
- A lighting plan that will meet existing needs and future improvements.
- A wayfinding plan for the area to identify public sites and provide options for private businesses.
- A plan for improved on-street and off-street parking areas that will meet current and future needs, promote activity and facilitate ease of access.
- Standards and recommended locations for street art, outdoor dining and other business uses in the public right-of-way.
- Recommended locations and layouts for a public plaza to serve as an event venue and public gathering place.
- Proposed phasing and cost estimates for improvements associated with the adopted plan(s).

The intent of the process and corresponding design is to create a plan that enhances the pedestrian environment, brings continuity and identity through the implementation of standards, carry out a parking study that evaluates the parking demand, the location of existing parking and put forward a coordinated strategy for the downtown. In addition to this, it aims to provide an attractive physical environment that increases the economic vitality of the Downtown for residents and visitors. DLA will integrate the qualities that make the City of Sweet Home a unique and thriving destination, incorporating elements of local art, culture and natural beauty, to create a destination within the downtown.

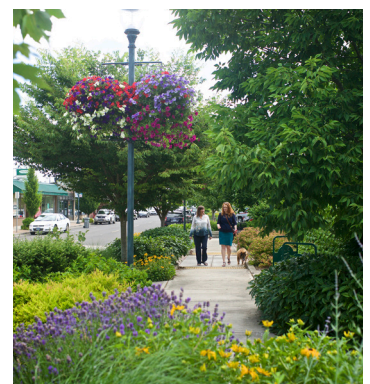
These ends will be achieved in close coordination with the business owners, residents and other stakeholders. Design work will also be informed by DLA’s years of experience in creating successful mixed-use streetscapes in other Oregon communities.

“The First Avenue Streetscape was an early and successful project for the Central Albany Revitalization Area (CARA), Albany’s urban renewal district.

“We approached the project with the belief that the transformation of the public space could and would lead to the transformation of the private properties, and it did do just that. Aside from now having an attractive and useful street with good-looking pedestrian amenities, the project was also a catalyst for change on the private side. One developer told me that the streetscape and the commitment of CARA to the downtown was part of the reason he decided to buy and renovate the building in Albany’s historic downtown.

“The right public infrastructure can lead to enhanced private investment and values. With the right firm at the helm to help you navigate a successful design is key. We are thrilled with the results from the design and work of Dougherty Landscape Architects.”

Kate Porsche,
Economic Development Manager,
City of Albany



Canby, NW 1st Avenue Streetscape

4. Project Understanding and Approach

Approach and Services:

The proposed project approach seeks to engage participants in the design through a transparent, open process that works towards establishing support for the project and implementation. The key component to this phase is centered on fostering and establishing public support for the process. We will partner with the City of Sweet Home, business owners and community members to create concepts that capture the community's vision for the streetscape upgrade. Below is our proposed project approach to prepare the Streetscape Design package.

-

Task 'A' – Project Scoping

- *Initial Staff Meeting:* At this Kick-off meeting with the City, our agenda will be focused on defining the project possibilities and limits. Agenda items will include the following:

Scope, Goals and Objectives: We will ask the City to restate their underlying urban design/development values and key development assumptions, and what is generating the desire for these improvements. This will further help our team understand the issues that are critical to the community through the Staff's perspectives.

Schedule: Given a desired 6-month timeframe, we will establish milestone event dates so that the team can schedule product delivery and presentations to ensure a timely delivery of the conceptual design.

Process: Below is an outline of the how the initial process will work.

- *Information Gathering:* The design team will set about gathering from city staff all relevant documents needed for the project including the survey, as-builts and any relevant design documents. Further research will include relevant code and design standards.
- *Site Tour with City Staff:* A site visit will be conducted after the initial with the kick off meeting to give the design team a comprehensive understanding of the site and to identify key opportunities and constraints.
- *Public Involvement Process:* We will work with the City to determine a public involvement process and evaluation criteria and identify the key stakeholders.
- *Site Analysis and Assessment:* The site analysis and assessment, provided in narrative and graphic format, will include a comprehensive inventory of existing assets, liabilities, barriers and opportunities for future development. These factors may relate to overall development patterns including current conditions, characteristics, and distribution; proposed additions to the streetscape; and other opportunities. This background document will provide the City with a common base of information about opportunities and issues related to the revitalization of downtown.

Deliverables (to be provided to the city)

- ◇ Post meeting notes summarizing key information.
- ◇ Site analysis and assessment report.



Canby, incorporating public art



Florence HWY 101/126 Streetscape

4. Project Understanding and Approach

Task ‘B’ – Develop Project Concepts

- *Prepare 3 to 5 Preliminary Streetscape and Parking Plan Concepts:* The DLA design team will provide these preliminary streetscape and parking plan concepts as informed by the project scoping phase. These concepts will be presented in graphic format and include pedestrian and bicycle facilities, street tree and landscaping opportunities, lighting plans, downtown parking plans, opportunities for public plazas, outdoor dining and other business uses.
- *Stakeholder and Community Meeting #1:* Design Team staff will present the preliminary streetscape concepts to City staff, property owners, stakeholders and other interested parties to gain a better understanding of the concerns that will need to be addressed through the process. The Design Team will solicit feedback and comments on the design including identifying the preferred conceptual design option, ranking design options and design element preferences.
- *Prepare Preferred Design Option:* The DLA design team will incorporate City and community input to develop a final preferred conceptual design.
- *Stakeholder and Community Meeting #2:* Design team staff will present the Preferred Design and Plan Package to the stakeholders in the second community forum meeting. This meeting will galvanize community buy in and support for the project as it moves forward. It will also provide community input used to further refine the preferred design concept.
- *Refine Preferred Design Option:* The DLA team will incorporate input from Community Meeting #2 to further refine the preferred design option and produce a preferred design package.
- *Planning Commission and City Council Meeting(s) #1:* Design team staff will present the preferred design package to the to Planning Commission and City Council in a public forum. Input from the Planning Commission and City Council will guide final design edits to be incorporated in the Final Conceptual Design Package.

As the former director of the Oregon Downtown Association, I have had the pleasure of working with David Dougherty, of DLA. I have the highest respect for David as he exhibits the highest levels of integrity and professionalism. He is well versed in developing realistic, implementation-based plans that meet a variety of needs through enticing design; all while working within defined constraints that include budget, timelines and site issues and integrating the new design with other recent improvements. He fully understands the importance of redevelopment plans that incorporate and highlight unique local features; where each plan is a new set of design problems to solve and issues to address -- and not just another cookie-cutter take off.

Vicki Dugger,
Former Director of Oregon
Downtown Development
Association

Deliverables (to be provided to the city):

- ◇ Conceptual designs to include a combination of reports, draft plans, color renderings, perspectives, plan views, and cross sections to a level of detail that clearly demonstrates concepts and intent.
- ◇ Public input report: A brief summary of public input meetings, including dates, attendance, and results.

Task ‘C’ – Finalize the Conceptual Design and Planning Level Estimates

Prepare Final Design Package: The design team will make final edits and create a final design package with all project deliverables.

Final Design Meeting: The design team will present the final design package to stakeholder group, City staff, Planning Commission, and City Council in a combined public meeting. The final design package will include but is not limited to plan views, typical cross sections of pedestrian and bicycle improvements, drainage design, landscaping and lighting plan, parking and street improvements, and parking and plaza recommendations.

Deliverables (to be provided to the city):

- ◇ 3-D Renderings including AutoCAD and pdf electronic file types as well as plan sheets and bound reports of the final project package.
- ◇ Preliminary list of materials and quantities sufficient to prepare future construction cost estimates.

4. Project Understanding and Approach

State & Federally Funded Projects

DLA's experience with State and Federally funded Projects

Over the years the DLA team has worked on many State and Federally funded projects. The Team has extensive knowledge regarding these types of projects. In Florence, the DLA team worked closely with ODOT to create a safe pedestrian environment, incorporate bicycle lanes, add public art (within the ODOT right of way) and designed a gateway to highlight Old Town Florence. Currently we are working with the City of Philomath on upgrading US20 Main Street and Applegate Street. These improvements will be leveraged by ODOT funding and the key requirements for this project are to locate and specify sidewalks, parking, benches, street art, trees and landscaping throughout the downtown area.

KPFF's understanding and experience with ODOT

The KPFF Portland Civil Group has been working directly with ODOT since 1998 on-call contract for emergency landslide repair services. In 2002, KPFF began its most significant partnership with ODOT as a prime consultant on the first statewide, full discipline services contract, and has since provided services for numerous ODOT projects including the award-winning Cape Creek Tunnel Restoration project, and the \$16.6 million project to increase the vertical clearance of 11 bridges over I-5. Our professionals are versed in the documentation and reporting requirements, processes, and preferences of ODOT divisions. Our extensive ODOT experience makes us a valuable source of information, advice, and guidance. KPFF consistently receives "outstanding" performance evaluations from ODOT and scores the maximum number of points available for each reviewed milestone. Our consistent, exceptional quality and service have been important factors in our collaborations with ODOT.

We will follow the recently created ODOT Blueprint for Urban Design Manual. It provides flexibility in designing ODOT roads through urban area. Using this manual/process of ODOT's will allow us to vary from ODOT standard roadway design criteria that don't fit well in an urban environment. This is the process and manual ODOT will want us to follow.

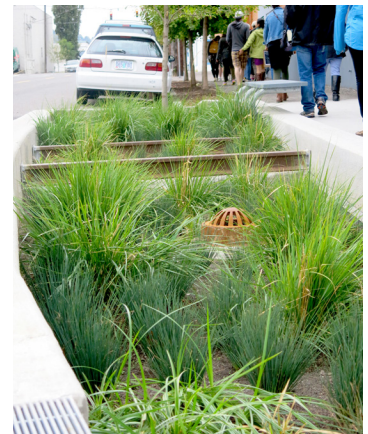
KPFF's understanding of Federal and State funded street projects

For over 40 years, KPFF has worked with local, state and federal agencies to provide engineering services to meet regional transportation needs. We understand the importance of creating safe facilities that meet diverse modern needs and are a source of pride for the community. KPFF has completed hundreds of state and federally funded projects, as well as projects for state and federal government worldwide. KPFF engineers understand the permitting timelines, environmental reviews (NEPA), documentation and reporting requirements, as well as the most effective way to gain approval from the various agencies.



Unique Design Issues

Each streetscape project has unique issues that arise during public process and design phases. Our team has many years of experience in the resolution of these sometimes difficult issues involving considerations such as site conditions, code requirements and stakeholder concerns. In many cases design challenges present unique opportunities to enhance the project outcomes. Throughout our time working with streetscape designs, we have handled each design challenge in a timely and efficient manner and to our client's satisfaction. Our experience working together as a team and in collaboration with governmental agencies will result in effective solutions. We encourage you to contact our references to discuss their experiences of working with the DLA design team.



Green Street (KPFF)

5. References

The following references will speak to the respective firm's service quality / ability to deliver services promptly (response time, ability to provide service to the Agency and evidence of financial responsibility).

Vicki Dugger (DLA)

Former Director
Oregon Downtown Development Association
vickid.dugger@gmail.com
505.514.9984

DLA has worked with ODDA for years staging design charrettes and workshops in small towns and cities across the state of Oregon. Vicki Dugger can attest to their success in helping these communities articulate their visions and revitalize their communities.



.....

Kyle Schauer (DLA)

Public Works Director
Veneta, Oregon
kschauer@@ci.veneta.or.us
541.935.2191

Kyle Schauer, Public Works Director, has worked closely with DLA on several downtown revitalization and municipal projects in recent years. Kyle can address DLA's abilities for both broad visions and detailed design.



.....

Renate Mengelberg (DLA)

Former Community Development Director, City of Canby
renatemengelberg@yahoo.com
541.525.5839

The City of Canby is delighted with the attractive streetscape design that DLA created for us on four blocks of 1st Avenue in the heart of downtown. They transformed an ugly parking lot into a welcoming, vibrant space that is beautiful all year round. It gets better and better with time as the trees and plants mature. David Dougherty and his team welcomed and were responsive to input from Staff and our community. We highly recommend this firm.



.....

Megan Messmer (DLA)

City Project Manager & Public Information Officer, City of Florence
megan.messmer@ci.florence.or.us
541.997.3437



.....

Scott Gillespie, PE (KPFF)

Public Works Engineering, City of Eugene
SGillespie@eugene-or.gov
541.682.2706



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Jacob L. Callister (Sandow Engineering)

Principal Planner, Lane Council of Governments
jcallister@lcog.org
541-682-4114

Hourly Rates

| DLA | |
|-----------------------|-------|
| • Principal in Charge | \$120 |
| • Landscape Architect | \$100 |
| • Landscape Designer | \$85 |
| KPF | |
| • Project Manager | \$180 |
| • Civil Engineer | \$135 |
| Sandow Engineering | |
| • Kelly Sandow | \$135 |

“Matt [Keenan], you’re incredibly diplomatic and good with people; you know how to break through tension like a black-belt on cement blocks”.

Becky Taylor, former Associate Planner for the City of Eugene, referencing the Casanova Expansion Public Storm Drainage and

7. Appendix - Corporate Profile & Legal Qualifications



DLA Offices, Downtown Eugene

Primary Consultant Information

- DLA Inc. is an S. Corp registered in the State of Oregon. Tax Identification Number - 91-1755949.
- Address: 474 Willamette Street, #305, Eugene, Oregon, 97405. Telephone Number: 541-683-5803.
- Principal Contact Person: David Dougherty.
- Description of the firm or organization DLA Inc. was established in 1991 to provide a responsive approach to landscape architecture, urban design and public improvement projects. These services are offered to uniquely fit a broad range of projects that include public works,, streetscapes, commercial development, community enhancement, housing and recreation planning. With a landscape architecture staff of five, DLA has a multifaceted background that spans 29 years . David Dougherty and Eric Parsons are licensed landscape architects in the State of Oregon. We offers a comprehensive scope of services that range from preliminary design and master planning to detail documentation and construction administration.
- David Dougherty is authorized to represent the proposer in negotiating and signing any agreement which may result from the proposal.
- Project lead: David Dougherty is a licensed Landscape Architect, License Number: 279 who is in good standing with OSLAB.
- Sub Consultants: KPFF AND Sandow Engineering
- The DLA Team (DLA, KPFF and Sandow Engineering) have demonstrated good legal standing in Oregon (no bankruptcy in the last 10 years, no fraud, no illegal activities).
- Emerging small businesses- DLA is pending the renewal of their emerging small business license (ESB # 6653)
- The DLA Team (DLA, KPFF and Sandow Engineering) has a policy of nondiscrimination in employment because of race, age, color, sex, religion, national origin, mental or physical handicap, political affiliation, marital status or other protected class, and has a drug-free workplace policy.
- The DLA Team (DLA, KPFF and Sandow Engineering) has no conflicts of interest within the jurisdictional boundaries of the City.

7. Appendix- David Dougherty Resume

David Dougherty, DLA Principal

Education: BSLA, The Ohio State University, 1983 *Columbus, OH*
Construction Marketing, Drexel University *Philadelphia, PA*

Professional

Experience: DLA Inc., 1992-Present *Eugene, OR*
Walker & Macy, 1991 *Portland, OR*
Cameron & McCarthy, 1990-1991 *Eugene, OR*
Hanna / Olin Ltd., 1985-1990 (now Olin) *Philadelphia, PA*
Sullivan Arfaa Land Planners, 1983-1985 *Philadelphia, PA*
Las Colinas Landscape Corp., 1981 *Dallas, TX*



As DLA principal, David Dougherty has compiled a successful performance record for cost effectiveness, timely response to scheduling and administration of design services through construction. In particular, while working for Hanna / Olin (now Olin) in Philadelphia, Dougherty saw through to completion several complex civic projects including The Wexner Art Center on the Ohio State University campus and Bryant Park and The New York Public Library site restoration in Manhattan.

David has continued his focus on public work in his role as DLA principal with a particular emphasis on downtown revitalization and streetscapes. In addition, he has taught graduate level design studios at the University of Oregon's School of Architecture & Allied Arts with course content focusing on urban design and master planning. Recent relevant experience includes the following:

Downtown Redevelopment and Retail Enhancement Projects

| | |
|---|----------------------|
| Florence Coast Highway 101 | <i>Florence, OR</i> |
| Deco District Gateway Monument | <i>Newport, OR</i> |
| Anderson Gateway Revitalization | <i>Anderson, CA</i> |
| Dayton Commercial Corridor Redevelopment | <i>Dayton, WA</i> |
| Philomath Downtown Master Plan | <i>Philomath, OR</i> |
| Canby First Avenue Revitalization and Streetscape | <i>Canby, OR</i> |
| Albany Historic First Avenue Revitalization and Streetscape | <i>Albany, OR</i> |
| Creswell Downtown Revitalization and Streetscape | <i>Creswell, OR</i> |
| Dallas Downtown Gateway | <i>Dallas, OR</i> |
| Gervais Streetscape | <i>Gervais, OR</i> |
| Toledo Downtown Revitalization and Streetscape | <i>Toledo, OR</i> |
| Veneta Downtown Revitalization and Master Plan | <i>Veneta, OR</i> |
| Veneta Downtown Gateway Monument | <i>Veneta, OR</i> |
| Veneta Transit Center | <i>Veneta, OR</i> |

Public Works

| | |
|---|--|
| Klamath County Shops Facility | <i>Klamath Falls, OR</i> |
| Federal Courthouse / Riverfront Neighborhood Planning, | <i>Eugene, OR</i> |
| Linn County Courthouse and General Services Master Plan | <i>Albany, OR</i> |
| Cuthbert Amphitheater Improvements | <i>Eugene, OR</i> |
| Eugene State Office Building Remodel | <i>Eugene, OR</i> |
| Oregon Coast Community College Campuses | <i>Newport, Reedsport and Lincoln City, OR</i> |
| Hatfield Marine Science Center (NOAA) | <i>Newport, OR</i> |
| NOAA Marine Operations Facility | <i>Newport, OR</i> |

7. Appendix - Eric Parson Resume

Eric Parsons, Landscape Architect

Education: BA, Louisiana State University, 1989 *Baton Rouge, LA*
 MLA, Louisiana State University, 2000 *Baton Rouge, LA*

Professional Experience: DLA Inc., October 2001-Present *Eugene, OR*
 Matschek & Associates *West Linn, OR*
 Baton Rouge Recreation & Park Commission



Eric has worked as designer and project manager at DLA for nineteen years. He enjoys a diverse workload and broad range of projects from conceptual to detail design. Eric is adept at collaboration with clients and other design professionals. His continuing education efforts focus on best practices for pedestrian and bicycle infrastructure. He is interested in creating safe and aesthetically rich urban corridors and spaces.

Redevelopment and Retail Enhancement Projects

Canby First Avenue Streetscape *Canby, OR*
 Albany Historic First Avenue Streetscape *Albany, OR*
 Dallas Downtown Gateway *Dallas, OR*
 Gervais Streetscape *Gervais, OR*
 Veneta Downtown Revitalization and Streetscape, *Veneta, OR*
 Veneta Downtown Gateway Monument *Veneta, OR*
 Veneta Transit Center *Veneta, OR*
 Florence Highway 126 and 101 Streetscape *Florence, OR*

Affordable Housing

Bascom Village Phase II Affordable Housing *Eugene, OR*
 Bascom Village Phase II Affordable Housing *Eugene, OR*
 The Oaks at 14th Affordable Housing *Eugene, OR*
 Alona Place Affordable Housing *Junction City, OR*
 Emerald Village Tiny House Community *Eugene, OR*
 The Donald Lamb Building *Eugene, OR*
 Roosevelt Crossing Transitional Housing *Eugene, OR*
 Aster Apartments Senior Housing *Springfield, OR*
 Afiya Apartments Supported Housing *Springfield, OR*

Public Works

Central Lincoln Peoples' Utility District *Newport, OR*
 Eugene VA Health Center *Eugene, OR*
 Fern Ridge Service Center *Veneta, OR*
 Gilham Elementary Remodel *Eugene, OR*
 Kinder Park *Albany, OR*
 LTD Facilities Management *Eugene, OR*
 Linn County Courthouse Master Plan *Albany, OR*
 Sunrise Park *Albany, OR*
 Veneta Municipal Pool *Veneta, OR*

Commercial

Klamath Gospel Mission *Klamath Falls, OR*
 Pilot Travel Center *Klamath Falls, OR*
 Cow Creek Tribal Center *Roseburg, OR*
 Emerald Valley Resort *Creswell, OR*
 Home 2 Suites Hotel *Eugene, OR*
 Eugene Country Club Remodel *Eugene, OR*
 Natural Grocers *Eugene, OR*
 Mahonia Building *Eugene, OR*
 Waverly Assisted Living *Albany, OR*



Matt Keenan PE

Associate | Senior Project Manager

years of experience:

in industry: 24
with KPFF: 23

education:

BS, Physics, University of Oregon
BS, Civil Engineering, Oregon State University

registrations:

Professional Engineer
OR #56481
HI #12398

affiliations:

American Public Works Association, Oregon
Chapter (Affiliate Member)

Construction Specifications Institute (CSI)
Willamette Valley Chapter (Past President)

Eugene Area Chamber of Commerce

Tau Beta Pi National Engineering Honors Society

Matt Keenan is an Associate and Senior Project Manager in KPFF's Eugene office. He takes responsibility for planning, design, project management, agency coordination and construction phase support for his projects. He has focused his career on the design of public infrastructure, streetscapes, sustainable stormwater, urban redevelopment, parks, trails and master planning efforts for public and private clients. Matt opened KPFF's Eugene office in 2004. Matt's goal is to provide exceptional service and delivery to his clients and innovative solutions to engineering challenges. He is the civil design lead for the Albany Waterfront Redevelopment and Water Avenue Streetscape project.

City of Eugene, Riverfront District Redevelopment Public Infrastructure and Streetscape, Eugene, OR

City of Eugene, Downtown Riverfront Park, Eugene, OR

City of Albany, Waterfront Redevelopment and Water Ave Streetscape, Albany, OR

City of North Bend, Downtown Historic District Streetscape and Highway 101 Redevelopment, North Bend, OR

City of Lincoln City, Festival 51st Street and Promenade, Lincoln City, OR

City of Lake Oswego, 'A' Avenue, Downtown Streetscape, and Blocks 136 and 137 Redevelopment, Lake Oswego, OR

City of Lake Oswego, Millennium Park, Lake Oswego, OR

City of Lake Oswego, Stafford Basin Trail, Lake Oswego, OR

Tualatin Valley Parks and Rec, Fanno Creek Trail and Boardwalks, Beaverton, OR

City of Springfield, Martin Luther King Jr. Parkway, Springfield, OR

City of Springfield, Game Farm Road Redevelopment, Springfield, OR

PeaceHealth, RiverBend Dr, St Joseph Pl & Cardinal Way Streetscapes, Springfield, OR

City of Portland, Brewery Blocks Mixed-Use Redevelopment and Public Infrastructure, Portland, OR

City of Portland, Lan Sun Classical Chinese Gardens, Portland, OR

City of Portland, Springwater Corridor Trail, Portland, OR

City of Portland, Tanner Springs Park, Portland, OR

Home Forward, New Columbia Greenstreet Neighborhood, Portland, OR

Eugene Civic Alliance, Civic Park, Eugene, OR

University of Oregon, 13th Avenue Axis, Eugene, OR

University of Oregon, Riverfront Research Park Infrastructure, Eugene, OR

University of Oregon, Martin Luther King Jr. Parkway, Eugene, OR

Clackamas County, Government Camp Streetscape Design, Government Camp, OR

Cannery Station Mixed-Use PUD, Florence, OR

7. Appendix- Curt Vanderzanden Resume



Curt Vanderzanden PE

Principal

years of experience:

in industry: 34
with KPFF: 31

education:

AAS, Architectural Drafting Technology,
Portland Community College

registrations:

Professional Engineer
OR #67079
WA #42518

affiliations:

American Public Works Association

ACEC Oregon,
Regional Vice President, 2019 - 2020

Curt Vanderzanden is a KPFF Principal with over 34 years of experience in civil engineering and project management, including development of preliminary designs and construction documents for numerous public infrastructure and site development projects for both public and private clients. His work history covers a broad range of project types with a significant record of success in developing street design and multimodal pathways.

Curt has played a key role in most of KPFF's transportation work over the past 20 years, including such celebrated projects as the SE Division Streetscape and SE Clay Green Street, many pedestrian/bike bridges and pathways, and municipal street and safety improvements.

City of Eugene, Riverfront Infrastructure and Streetscape, Eugene, OR

City of Albany, Waterfront and Water Avenue Streetscape Design, Albany, OR

City of Lake Oswego, State Street Pedestrian Improvements, Lake Oswego, OR

City of Lake Oswego, Jean – Bryant Intersection Improvements, Lake Oswego, OR

City of Oregon City, 12th and Washington Intersection Improvements, Oregon City, OR

City of The Dalles, Downtown Riverfront Connection Project, The Dalles, OR

PBOT and BES, SE Division Streetscape Improvements, Portland, OR

PBOT, SE Clay Green Street, Portland, OR

PBOT, Blumenauer Pedestrian and Bicycle Bridge, Portland, OR

PBOT, Red Electric Trail, Portland, OR

PBOT, SW Spring Garden Street Sidewalk Infill, Portland, OR

Home Forward, New Columbia Greenstreet Neighborhood, Portland, OR

Clackamas County, Dryland Road Widening and Guardrail, Clackamas County, OR

Washington County, Taylor Street and Kaiser Road Improvements, Washington County, OR

Washington County, Madeline Street Sidewalks Infill and Pedestrian Crossing, Aloha OR

City of Lake Oswego, Laurel Street Pathway Improvements, Lake Oswego, OR

City of Lake Oswego, Wembley Park Road Rehabilitation, Lake Oswego, OR

PBOT, SW Vermont St. Rehabilitation, Portland, OR

PBOT, SW Capitol Highway Rehabilitation Project, Portland, OR

PBOT, SE 136th Avenue Paving and Sidewalks, Portland, OR

PBOT, SE 122nd Avenue Safety Improvements, Portland, OR

PBOT, 4M Bikeway, Portland, OR

PBOT, Lloyd to Woodlawn Neighborhood Greenway, Portland, OR

7. Appendix- Troy Tesuka Resume



Troy Tetsuka PLS
Principal | Survey Manager

years of experience:

in industry: 34
with KPFF: 11

education:

BS, Landscape Architecture,
California State Polytechnic University, Pomona

registrations:

Professional Land Surveyor
OR #2841
CA #7630
WA #45798
UT #9147997-2201
NV #15348

affiliations:

Society of American Military Engineers

Land Surveyors' Association of Washington

Professional Land Surveyors of Oregon

California Land Surveyors Association

Nevada Association of Land Surveyors

Troy Tetsuka is a Principal and Survey Manager at KPFF. Over the past 30 years, Troy has led public and private sector projects of all types and sizes. He is adept at approaching land surveying as a piece of the puzzle within the scope of a larger project, and he believes that it is crucial to the success of a project to not only produce exceptional survey work but also an excellent customer service experience. Troy is involved in all phases of a project from base mapping and right-of-way/boundary resolution to construction staking. Troy is an Instrument-Rated private pilot and licensed sUAS Remote Pilot under FAA's Part 107. He leads KPFF drone operations used for survey data collection, video and still image capture, and inspections.

City of Eugene Riverfront Development Survey and Construction Staking, Eugene, OR

City of Portland, Bureau of Transportation, SE Division Streetscape Improvements Survey, Portland, OR

City of Portland, Bureau of Transportation, Red Electric Trail Survey, Portland, OR

City of Portland, Bureau of Transportation, Meade Street Extension Survey, Portland, OR

City of Lake Oswego, State Street Improvements Survey, Lake Oswego, OR

City of Lake Oswego, Wembley Park Road Survey, Lake Oswego, OR

City of Lake Oswego, Laurel Street Pathway Survey, Lake Oswego, OR

City of Lake Oswego, Bryant/Jean Intersection Improvements Survey, Lake Oswego, OR

ODOT, I-5 Bridges Vertical Clearance Improvements Survey, Albany to Creswell, OR

ODOT, Cottage Grove/Pleasant Hill Bridges, Cottage Grove/Pleasant Hill Survey, OR

ODOT, US Hwy. 30: Big Creek to Tide Creek, Bundle 415 Survey, OR

ODOT, 1-5 Sign Replacements Survey, OR

ODOT, I-84 Signage Mapping, Portland, OR

ODOT, Tigard Fanno Creek Trail Surveys, Tigard, OR

ODOT, Buena Vista Ferry Replacement and Boat Ramp Improvements Survey, Buena Vista, OR

Washington County, NE 69th Avenue Bridge at Rock Creek Survey, Hillsboro, OR

City of Portland, Bureau of Transportation, SE Division 8th – 39th Survey, Portland, OR

Washington County, 2014-2015 Minor Betterment Projects Surveys, OR

Washington County, Gain Share 2015 Projects Surveys, OR

University of Oregon, East Tunnel Systems Upgrade Survey, Eugene, OR

University of Oregon, Central Power Station Upgrade Survey, Eugene, OR

7. Appendix- Kelly Sandow Resume



KELLY SANDOW, PE

Owner, Principal Engineer



Kelly Sandow is an Oregon-registered Professional Engineer with 18 years of experience providing transportation analysis, transportation planning, and transportation engineering and design throughout Oregon. Kelly provides project management and has extensive experience and knowledge in all aspects of transportation planning, technical transportation analysis, traffic operations, pedestrian treatment, lighting design and signal systems.

Ms. Sandow has provided consulting, design and planning services for multi-modal projects throughout Oregon. She has extensive experience in providing municipalities with roadway improvement options for locations that have unique design considerations.

Kelly has provided analysis, plans, and designs for jurisdictions throughout Oregon. Municipalities Kelly has prepared projects for: ODOT, City of Junction City, Lane County, City of Oakland, Oregon, City of Eugene, City of Medford, City of Central Point, City of Grants Pass, City of Talent, City of Hermiston, City of Bend, City of Veneta, City of Warrenton, City of Coos Bay, City of Florence, City of Springfield, the City of Salem, and the City of North Plains.

EDUCATION

Bachelor of Science:
Oregon State University,
2005

REGISTRATION

Professional Engineer OR
#77929

CERTIFICATION

Oregon DBE/WBE/ESB
Certified #8760

EXPERIENCE

Sandow Engineering
2013-Present

JRH Transportation
Engineering
2002-2013

PROFESSIONAL AFFILIATIONS AND SERVICE

Past President, Institute of Transportation Engineers Greater Oregon Chapter

Past President, Bethel Education Foundation

SKILLS AND EXPERTISE

- Traffic Impact Analysis
- Transit System Design
- Traffic Signal System Planning and Design
- Pedestrian Signal Systems Planning and Design
- Transportation System Planning
- Traffic Operations Analysis and Design
- Corridor Analysis and Design
- Transportation Planning Rule Analysis
- Bicycle and Pedestrian Master Plans
- Pedestrian Improvement Studies and Design

RELEVANT PROJECT EXPERIENCE

TRANSPORTATION SYSTEM PLANNING

- CITY OF NORTH PLAINS
-Transportation System Plan
- CITY OF JUNCTION CITY
-Transportation System Plan
- CITY OF OAKLAND
-Transportation System Plan
-Oakland City Wide Multi-Use Path

- CITY OF HERMISTON
-Transportation System Plan

TRAFFIC IMPACT ANALYSIS

- UNIVERSITY OF OREGON
-Hayward Field Expansion
-Jane Saunders Stadium
-Matthew Knight Arena TIA
-Matthew Knight Arena TDM
-PK Park
-Autzen Stadium TDM
-Jaqua Center
-Ford Alumni Center

- NORTHWEST CHRISTIAN COLLEGE
-Traffic Study for expansion project

- EUGENE SCHOOL DISTRICT 4J
-Howard E.S. Traffic Impact Analysis and Site Circulation
-River Road E.S. Traffic Impact Analysis and Site Circulation
-Safe Routes to School for 5 Elementary Schools
-Civic Stadium Feasibility Study

- SPRINGFIELD SCHOOL DISTRICT
-Hamlin Middle School Traffic Analysis and Site Circulation

- GREATER ALBANY SCHOOL DISTRICT
-Oak Grove Elementary School

- CITY OF MEDFORD
-Medford Sports Park Traffic Analysis

- MEDFORD SCHOOL DISTRICT
-South Medford High School Traffic Study
-South Medford High School Safe Routes to School
-South Medford High School Off Site Ped Improvement Design
-North Medford HS Site Circulation Study and Design

- EUGENE YMCA
-Traffic Impact Analysis
-Multi-Modal Access Design

- GATEWAY MALL
-Traffic Impact Analysis, Parking Study, Pedestrian Circulation, Intersection Design, Bike Parking, Drive-thru Queuing

- MCKENZIE WILLAMETTE HOSPITAL
-Traffic Study
-Multi-Modal Site Design

- STEWART MEADOWS 60 ACRE MIXED-USE CENTER
-Traffic Study, Pedestrian and Vehicle Access and Design

- KNOLLCREST 40 ACRE MIXED-USE CENTER
-Traffic Study, Pedestrian and Vehicle Access and Design

- NORTHGATE 40 ACRE MIXED-USE CENTER
-Traffic Study, Pedestrian and Vehicle Access and Design

- CITY OF CENTRAL POINT
-East Side Transit Oriented District Traffic Analysis

- CITY OF GRANTS PASS
-Pedestrian Safety Improvements

- CITY OF TALENT
-Traffic Calming for City Streets

PEDESTRIAN STUDIES AND DESIGN

- LANE TRANSIT DISTRICT
-Pedestrian Path Design and Lighting
-HAWK Signals
-Rectangular Flashing Beacons
-Passive Pedestrian Crossings

- CITY OF EUGENE
-18th and Alder Bike Signal-FWHA Experiment

- LANE COMMUNITY COLLEGE
-Vehicle and Pedestrian Circulation Study

PEDESTRIAN CROSSING AND DESIGN

- Hilyard RRFB- Eugene, OR
- Broadway HAWK- Eugene, OR
- G Street RRFB- Grants Pass
- Columbus Ave HAWK- Medford, OR
- Cunningham Ave Ped Beacon- Medford, OR
- EMX North Station RRFB- Springfield, OR
- Gateway HAWK- Springfield, OR
- Harlow HAWK- Springfield, OR

TRAFFIC SIGNAL DESIGN

- Goodpasture Island/ Spring Living- Eugene, OR
- Virginia Ave/Pony Village- North Bend, OR
- Hwy 20 Temp Signal- Sisters, OR
- Barclay Temp Signal- Salem, OR
- Goodpasture/Delta NB Ramp- Eugene, OR
- Goodpasture/Delta SB Ramp- Eugene, OR