

# The City of Bandon Streetscape and Parking Plan Proposal



Image by Joe Mabel

Presented to



on

March 1st, 2023

Prepared by





# Table of Contents

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1. **Introductory Letter**
2. **Staffing Plan**
3. **Consultant Qualifications**
4. **Project Understanding and Approach**
5. **References**
6. **Pricing**
7. **Appendix**



March 1, 2023

Andrea McMahon  
Executive Assistant to City Manager  
**City of Bandon**  
555 Highway 101  
Bandon, Oregon 97411

**Re: City of Bandon Downtown Streetscape and Parking Plan**

Dear Andrea and Evaluation Committee Members,

The Dougherty Landscape Architects (DLA) Team is excited about this opportunity to provide our services to the City of Bandon. Your RFP is well written and informs our clear understanding of the vision and goals for the Bandon 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, pedestrian/bicycle friendly and highly functional destination. Our team will work hard to earn the trust of the City of Bandon 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 to meet all the objectives of this project. As Principal of Dougherty Landscape Architects (DLA Inc.), I will sign the contract and lead the team. Our team features a portfolio of urban revitalization projects that clearly parallels this project. Matt Keenan from KPFF Engineers will be the lead civil engineer and bring expertise in utilities and public infrastructure. Kelly Sandow of Sandow Engineering will provide the parking, traffic and streetscape lighting scope of services. Michael Hopper of Hopper Design + Illustration will provide the building design standards, wayfinding recommendations and illustrations. Our team has worked seamlessly together on similar recent downtown projects including Sweet Home and Florence. We are also well equipped to prepare reliable cost estimates in-house. The results of our collective experience and 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 the success of our plans. We will conduct the public meetings during the design process that will inform a vision for Bandon's Old Town that is embraced by the community and URA.

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, Sweet Home, and Veneta illustrate proven results. These projects, like Bandon, are anchored within the downtown but involve important connections to adjacent amenities and areas. 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 challenges, 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 Bandon that is rooted in your local community and sensitive to previous streetscapes and neighborhood planning efforts. We agree that a streetscape enhanced with art and amenities will strengthen the identity and uniqueness of Bandon. The combination of culture, history and natural systems is unique and should be reflected in the downtown. 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 residents, stakeholders and visitors.

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 the city of Bandon and we would be excited to begin a long-lasting relationship with you and the city.

Sincerely,



David Dougherty, Principal  
DLA Inc.

Please note that DLA and our subconsultants carry complete coverage for Professional Liability, General Liability, Workers Comp and Auto Insurance. Certificates of Insurance are available upon request.

## 2. Staffing Plan



### Project Team Overview

DLA, KPFF, Sandow Engineering & Hopper Design + Illustrations 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. The City of Bandon'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.

### Key Staff Bios - DLA



#### David Dougherty – DLA Inc. | Eugene, OR

**Qualifications & Experience\*:** BSLA (Landscape Architecture), The Ohio State University; 40 years professional experience; 32 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:** Project Lead (Prime Consultant). 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.



#### Eric Parsons – DLA Inc. | Eugene, OR

**Qualifications & Experience\*:** MLA (Master of Landscape Architecture) LSU; 21 years of experience with DLA working on similar streetscape projects.

**Role and Responsibility:** Project Manager. 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



#### Luzanne Smith – DLA Inc. | Portland, OR

**Qualifications & Experience\*:** BSc Landscape Architecture, Purdue University; 15 years of experience. Luzanne has worked on OR126/US101: Florence Streetscape Project and the US20 Philomath Streetscape Project.

**Role and Responsibility:** Senior Associate, Luzanne will be assisting with design work and community liaison portion of the project.

### DLA AT A GLANCE

#### Office Location

474 Willamette St # 305,  
Eugene, OR 97401

Phone: 541-683-5803

**ESB Certificate:** DLA is pending renewal by the State of Oregon as an Emerging Small Business (ESB Certificate number: 6653)

**Years in Business:** 31

**Number of Employees:** 5

## 2. Staffing Plan

### Key Staff Bios KPFF



#### **Matt Keenan – KPFF Inc. | Eugene, OR**

**Qualifications & Experience:** BS, Civil Engineering, Oregon State University. Matt Keenan is a Principal in KPFF's Eugene office. He has focused his career on the design of public infrastructure, streetscapes, sustainable stormwater, urban redevelopment, parks and trails, and master planning efforts for public and private clients. Matt has comprehensive experience leading civil engineering teams on projects throughout the Oregon Coast.

**Role and Responsibility:** Principal Engineer. Principal Matt Keenan will serve as Civil Principal-in-Charge, providing technical oversight throughout the effort, and lead the engineering team throughout the design of utility infrastructure, street layout, and cost estimate.



#### **Curt Vanderzanden – KPFF Inc. | Eugene, OR**

**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 provide 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.

### Key Staff Bio Sandow Engineering



#### **Kelly Sandow – Sandow Engineering | Eugene, OR**

**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

### Key Staff Bio Hopper Designs + Illustrations



#### **Mike Hopper – Hopper Designs | Eugene, OR**

**Qualifications & Experience\*:** (BIArch) Interior Architecture, University of Oregon and (AA) Graphic Design, Lane Community College. Mike has 34 years of experience working with diverse clients to create effective and engaging environments. Prior to 2007 his career was focused on hospitality and retail design. Since then he has worked with architects, developers, and business

owners to visualize, develop and create effective environments of all types.

**Role and Responsibility:** Conceptual Designer. Mike will lead the design of wayfinding, identity graphics, architectural concepts and project visualization.

Hopper Designs shall supply required liability insurance.



Division Street, Portland (KPFF)



Riverfront District Redevelopment and Streetscape, Eugene (KPFF)



Ankeny Plaza, Portland (KPFF)

\*See Appendix for all full page resumes.

### 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 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.

DLA has worked in many communities throughout Oregon. The DLA Team prioritizes getting to know each community they work with and strives to gain the trust of the local residents and stakeholders to deliver a result that best serves the unique needs and goals of the community.

**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.

**Hopper Designs + Illustration** is an award-winning retail designer and illustrator, Mike Hopper has over 25 years of experience working with diverse clients to create engaging spaces and powerful, evocative presentations. His work runs the gamut from interior design and identity graphics to architectural concepts and visualizations. Merging his artistic background and architectural design skills, Mike creates uniquely expressive images that are a valuable asset to all stages of design and project promotion.

#### 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 throughout this RFP show our ability to provide the work needed by the City at the standards required by the URA. In addition to this, DLA complies with the insurance requirements outlined in the City of Bandon's Request for Proposals. All organizations in the DLA Project Team are in good legal standing. Corporate profile, legal qualifications, work place policies and conflicts of interest are outlined in the appendix on page A1. All organizations comprising the DLA Project Team shall secure and supply proof of required liability insurance.

#### Ability to provide responsive services to assist the URA

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, all of which will be vital to assist the URA and develop a successful streetscape and parking plan for the City of Bandon. Our Team can provide site analysis and assessment, community engagement, development of conceptual designs, stormwater management facilities, pedestrian and landscaping amenities, phasing, and cost estimates. The DLA Team has the staff and technical resources to be an asset to the URA and deliver the Streetscape and Parking Plan.



Philomath Streetscape  
Conceptual Sketch



Canby, NW 1st Avenue Streetscape



### 3. Consultant Qualifications

#### Proposers facilities and availability of support staff

The DLA Team will devote all resources as required to provide project deliverables within the timeframe set forth in the RFP. The Bandon 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 18) highlight the quality of our work. Detailed examples of similar projects are outlined on pages 5 through 10.

In addition to these projects, the DLA Team has or is currently working on:

- The Waterfront Redevelopment and Water Avenue Streetscape in Albany (KPFF)
- The City Wide Multi-Use Path in Oakland (Sandow Engineering)
- The 6th and 7th Street Parking Study in Eugene (Sandow Engineering)
- The Decorative Street Lighting project in Eugene's Market District (Sandow Engineering).

#### 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:

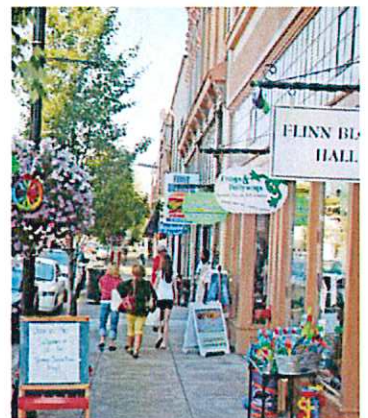
During the Bandon Downtown Streetscape and Parking Plan project, DLA will engage with the KPFF, Sandow Engineering, and Hopper Design Team early and consistently through ongoing team meetings and design charettes. DLA will review schedules and budgets as the work plan is developed and will lead our team 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, conduct an evaluation of existing lighting fixtures, provide a lighting plan and assist with bicycle and pedestrian design. Mike Hopper will provide site renderings and standards for building facades, including signage, lighting, colors, and materials.



North Bend Streetscape  
Conceptual Sketch



Florence Public Input Process



Albany Streetscape

### 3. Consultant Qualifications - Similar Projects

#### NW 1ST AVENUE REVITALIZATION

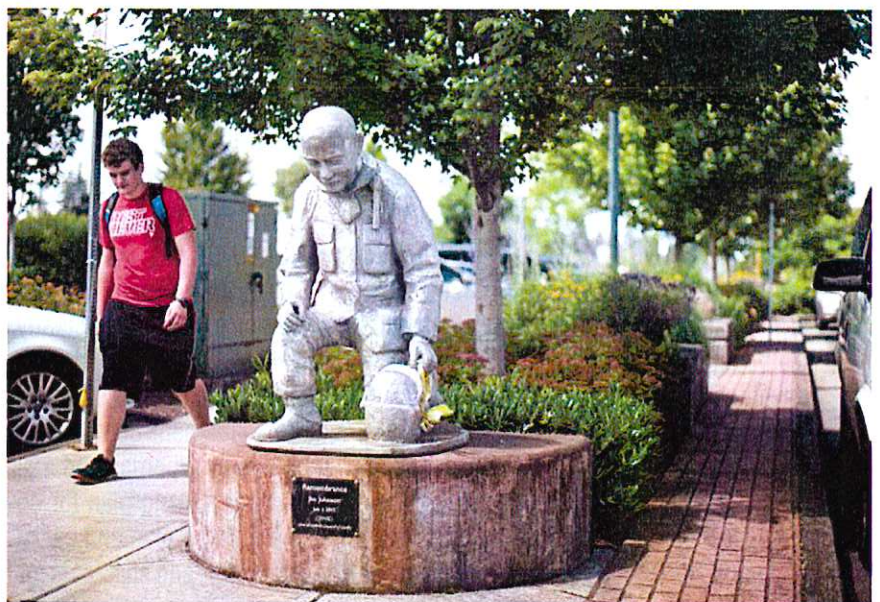
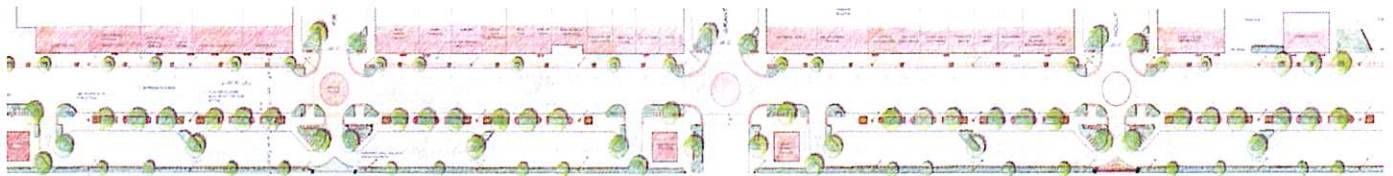
Canby, Oregon by DLA

- Pedestrian and Bicycle Facilities
- Street Trees and Landscape
- Public Plazas
- Signage and Gateway
- Street Art Placement

DLA was contracted by the Canby Urban Renewal District as the lead design firm for this four block main street corridor master plan in Canby, Oregon.

This revitalization project included a historic depot and parking lots that serve as flexible spaces to be used for art, markets and events.

DLA worked with civic leaders, concerned citizens and other design professionals to produce a consensus on streetscape redesign, civic spaces and infill opportunities. This has spurred reinvestment and stimulated economic development in the city's downtown.



### 3. Consultant Qualifications - Similar Projects

#### DOWNTOWN BROADWAY REDEVELOPMENT

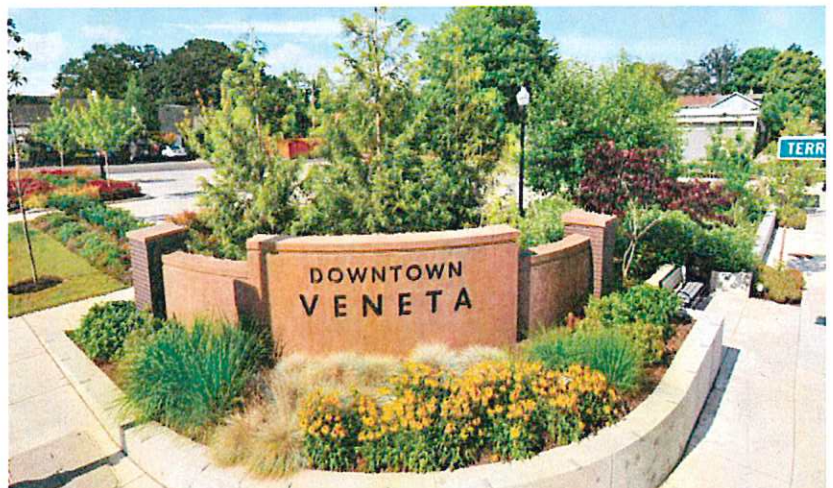
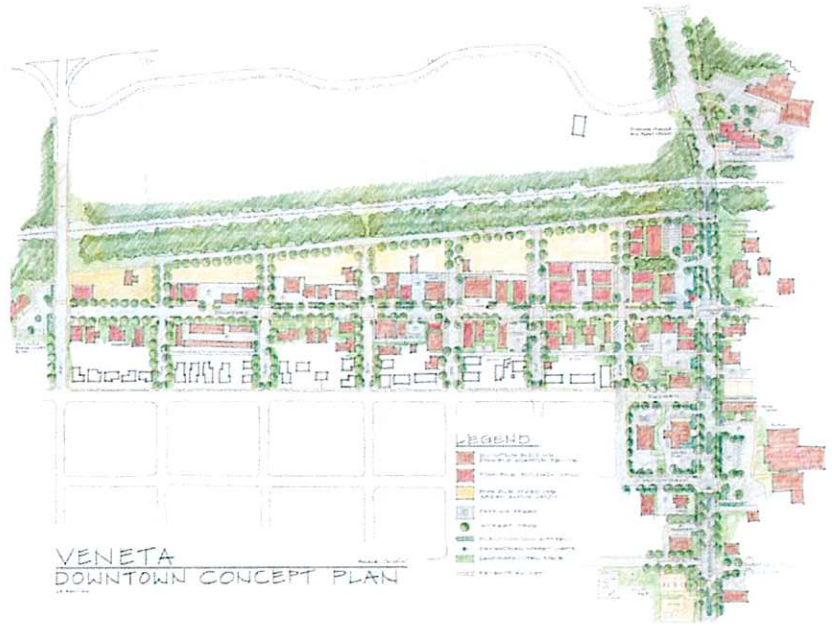
Veneta, OR by DLA

- Pedestrian and Bicycle Facilities
- Street Trees and Landscape
- Public Plazas
- Parking Plan Design

DLA and the Oregon Downtown Development Association (ODDA) worked with The City of Veneta to develop a long term vision for downtown Veneta. Veneta's main street, Broadway Avenue, runs parallel to the busy coast highway, OR 126, and perpendicular to another state highway, OR200. Motorists passed through town without being aware of the downtown's existence. DLA and ODDA worked with the City and stakeholders to correct this situation. 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. Transportation was improved with bus stops and a park and ride transit center.

Major complementary projects were constructed to create a framework for downtown development in Veneta. The constructed Broadway Area Streetscape project and LTD Transit Center project have served as catalysts for further development. The new downtown Broadway district creates a new street grid with sites for infill development and downtown. New streetscape amenities create a safe and comfortable pedestrian environment.



### 3. Consultant Qualifications - Similar Projects

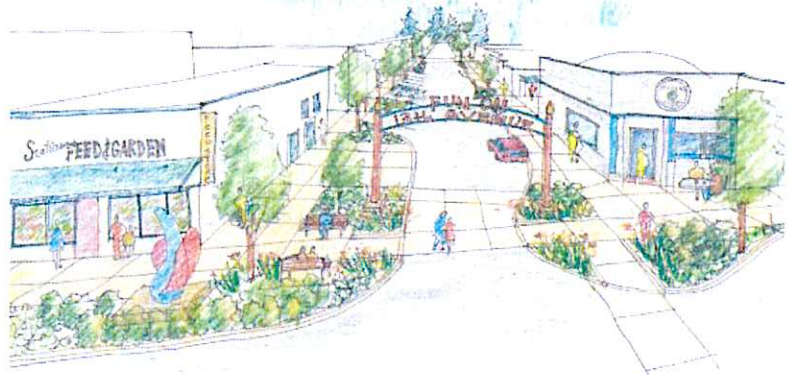
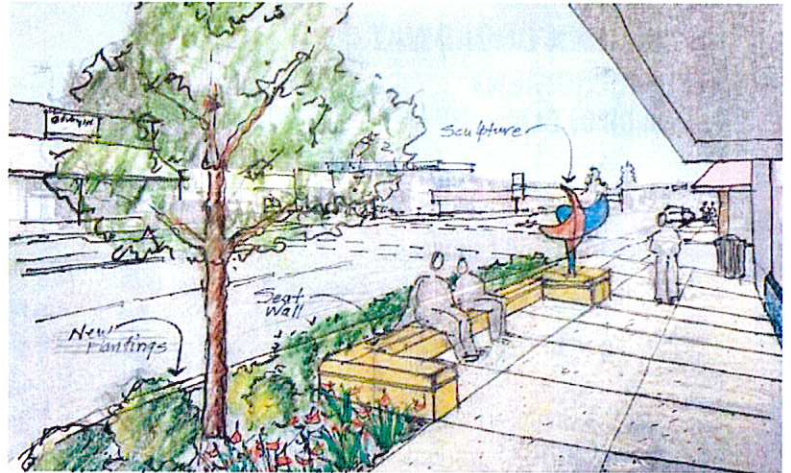
#### DOWNTOWN STREETScape & PARKING PLAN

Sweet Home, OR by DLA

- Pedestrian and Bicycle Facilities
- Street Trees and Landscape
- Public Plazas
- Parking Plan Design

DLA provide downtown Streetscape and parking plan 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, restoration of Ames Creek, the enhancement of pedestrian environments and the activation of public spaces. Of particular significance are the excellent opportunities to create "Pocket Parks" throughout the downtown and a festival street. A parking management plan and detailed cost estimates were also incorporated in this conceptual phase of this project.



### 3. Consultant Qualifications - Similar Projects

#### OR126/US101: SPRUCE ST TO SIUSLAW RIVER BRIDGE

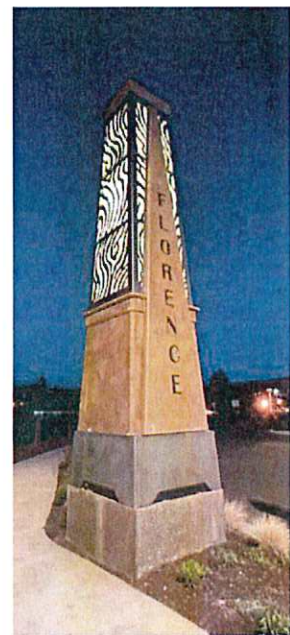
Florence, OR by DLA

- Pedestrian and Bicycle Facilities
- Street Trees and Landscape
- Lighting Coordination
- Public Plazas
- Signage and Gateways

DLA worked the City of Florence and The Florence Urban Renewal Agency (FURA) to transform the district that extends from the Siuslaw Bridge on Highway 101 to Spruce Street on Highway 126.

Over a one year period the team undertook a design visioning process that included meetings with the community and private landowners within the district. Multiple open house and public input meetings were held to ensure that the vision for Florence was consensual and comprehensive.

Design work resulted in narrowing the existing 100ft wide corridor to create enhanced pedestrian amenities such as wider sidewalks, bike lanes, bulb-outs, lighting, street furnishings, and public plazas with art to create a welcoming place to gather and rest.



### 3. Firm 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. Firm 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.

# 3. Consultant Qualifications

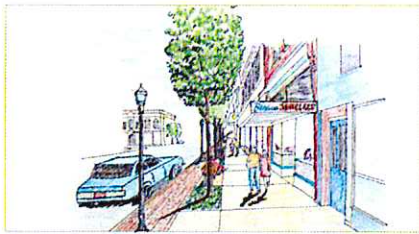
## Description of the DLA Project Team's Design Expertise

### Design of pedestrian and bicycle facilities:

Pedestrian parking and infrastructure upgrades are often a primary design consideration during the conceptual design process. DLA's considerations include bulb outs, sidewalk extensions, safe bike routes and crosswalks. These in conjunction with other streetscape amenities serve to unify the visual landscape and form a safe walkable/ bikeable downtown.

### Design of street tree, landscaping, and lighting plans:

The DLA team has extensive experience with street tree selection, landscaping and lighting plans. Many of the streetscape projects the team has worked on include all of these amenities. A specific example is the City of Sweet Home, which requested that the design team identify locations for trees, landscaping, and proposed lighting. Below shows some of the sketches we have done showing street tree, landscaping and lighting.



Downtown Dallas, OR



Downtown Elkton



Downtown North Bend

### Design of downtown parking plans:

This portion of the work will be done by Sandow Engineering. Kelly has worked with the DLA team on several projects to evaluate parking demand in downtown areas. For the downtown parking plan Sandow Engineering will carry out an in-depth parking study and put forward recommendations on how to improve parking, consider alternative parking depending on the needs of the community (EV & RV parking) and ensure that the parking plan is in line with the proposed modifications outlined in the RFP.

### Design of public plazas:

With many of our streetscape projects, DLA has been tasked with identifying public plazas within the downtown core. Each town has a unique identity and spaces that they can be used to activate and stimulate economic activity and bring a vibrancy to the downtown. These plazas are often flexible spaces that can be programmed for events. Below are three example images of recommendations for public plazas. They vary in size, programming and focus on the unique aspect of each city.



Philomath Plaza



Sweet Home Pocket Park



Dallas Oregon Courthouse Plaza

### Design of outdoor dining or other business uses of the public right-of-way typical downtown areas:

Many cities are exploring how to activate the public right of way, bringing a vibrancy to the downtown area and draws both residents and visitors into the downtown. Each downtown has a unique story. Our team has worked on several projects where after an extensive site analysis and public input process we are able to recommend areas for activation. In Sweet Home we identified four key areas for activation, including alleyways, pocket parks, flexible seating and outdoor dining. For this project, we provided locations on our concept drawing and included examples of what some of these elements would look like.



# 3. Consultant Qualifications

## Services Expertise Table

	DLA				KPFF	SANDOW	HOPPER
	Philomath Downtown Streetscape & Parking	Sweet Home Downtown Streetscape	Veneta Downtown Broadway Redevelopment	Canby NW 1st Ave Revitalization	SE Division St. Streetscape Improvements	Sweet Home Downtown Streetscape	Florence OR126/US101 Spruce St.
<b>Design Expertise</b>							
Pedestrian Facility/Amenity Design	x	x	x	x			
Bicycle Facility Design	x	x	x	x			
Street Tree and Landscape Design	x	x	x	x			
Lighting Plan Design						x	
Downtown Parking Plan Design	x	x	x	x			
Public Plaza Design	x	x	x	x			
Outdoor Dining Design	x	x					
Business Use of Public ROW	x	x		x			
Street Art Placement Design	x	x		x			
Streetscape Design	x	x	x	x	x		
Building Façade Design							x
Placemaking and Wayfinding Design	x		x	x			
Renderings and Concept Images							x

## PAST AND CURRENT STREETSCAPE PROJECTS

- Sweet Home Downtown Streetscape and Parking Plan, OR
- Philomath Couplet Roadway and Pedestrian Upgrades, OR
- Florence Streetscape, OR126/US101: Spruce St to Siuslaw River Bridge, OR
- Canby NW 1st Avenue Streetscape, Canby, OR
- Albany Historic First Avenue Streetscape, Albany, OR
- Creswell Downtown Revitalization and Streetscape, Creswell, OR
- Dallas Streetscape, Dallas, OR
- Gervais Streetscape, Gervais, OR
- Toledo Downtown Revitalization and Streetscape, Toledo, OR
- Veneta Downtown Revitalization, Streetscape & Gateway, Veneta, OR
- Philomath Downtown Master Plan, Philomath, OR
- Elkton Downtown Revitalization, Elkton, OR
- Gold Hill Downtown Revitalization, Gold Hill, OR

## 4. Project Understanding and Approach

### Project Understanding:

The DLA Design Team is excited about the prospect of assisting the URA of the City of Bandon 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 develop streetscape improvements in the Old Town. The Old Town is referred to as the area bounded by and abutting Filmore Street on the east, Alabama Street on the west; and First and Second Streets to the north and south. Services to be provided by the Design Team 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.

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.
- Identify opportunity sites, including the gateway to Old Town (Chicago Ave SE & 2<sup>nd</sup> St SE), the Pedway, and the City-owned parking lot, and develop designs that provide a 'sense of place'.
- Identify and improve on-street and off-street parking areas that will meet current and future needs, promote activity and facilitate ease of access.
- Develop standards and recommended locations for street art, outdoor dining and other business uses in the public right-of-way.
- Proposed phasing and cost estimates for improvements associated with the adopted plan(s).
- Evaluate building facades and develop standards for buildings including lighting, colors and materials.
- Evaluate existing lighting and recommend improvements.

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 and 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 improves the economic vitality of the Downtown. DLA will integrate the qualities that make Bandon a unique and thriving destination, incorporating elements of local art, culture and natural beauty, to create a destination within the downtown.

These goals will be achieved with close collaboration with the business owners, residents and other stakeholders. Design work will be informed by DLA's years of experience in creating successful streetscapes throughout Oregon and beyond.

**"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



Sweet Home Streetscape and  
Parking Plan

## 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 URA, the City of Bandon, 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 '1' – Project Scoping

- **Initial Staff Meeting:** At this Kick-off meeting with URA board and City staff, 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 URA and 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 URA and 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 URA and 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.



Canby, incorporating public art



Florence HWY 101/126 Streetscape

## 4. Project Understanding and Approach

### Task '2' – Develop Project Concepts

- Stakeholder and Community Meeting #1: Design Team staff will present the preliminary streetscape concepts to URA, 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 three to five 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, develop designs for opportunity sites, outdoor dining and other business uses.
- Meeting #2: Stakeholder and Community Meeting: 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.
- Meeting #3: URA & Planning Commission Meeting: Design team staff will present the preferred design package to the 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.
- Refine Preferred Design Option: The DLA team will incorporate input from Meeting #3 to further refine the preferred design option and produce a preferred design package.

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 '3' – Final Design & Parking Plan

Prepare Final Design Package: Upon final design approval by the URA, the design team will make final edits and create a final design package with all project deliverables.

Meeting #4: Final Design with Stakeholders, URA, city staff, planning commission, and city council- The design team will present the final design package to the URA, 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, landscaping and lighting plan, parking and street improvements, and parking and plaza recommendations.

Deliverables (to be provided to the city):

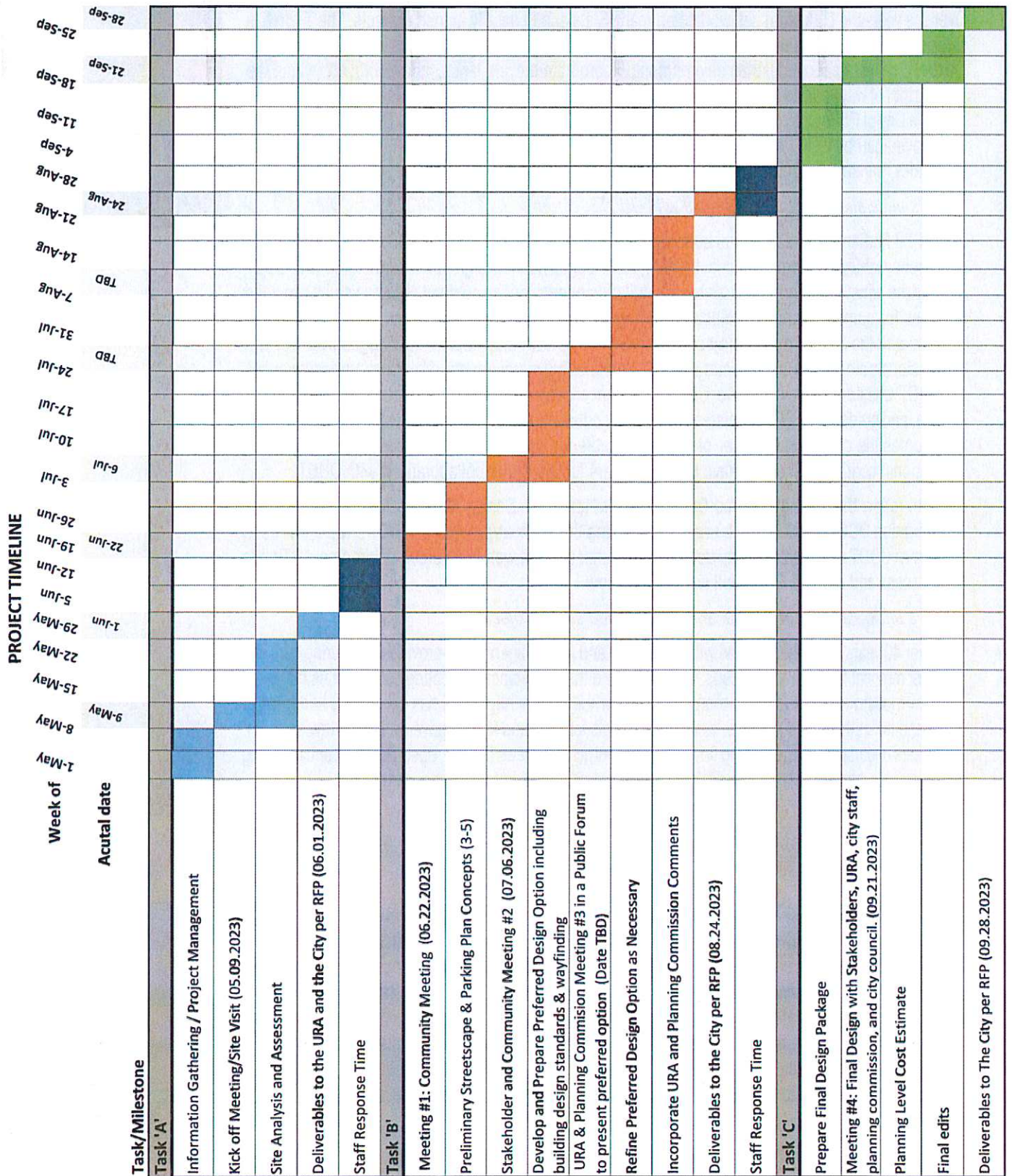
- 3-D Renderings including AutoCAD and pdf electronic file types as well as plan sheets and bound reports of the final project package.
- Preliminary list of materials and quantities sufficient to prepare future construction cost estimates.

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

# 4. Project Understanding and Approach

## Proposed Timeline and Work Plan



# 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. Our team has also worked with the City of Philomath on upgrading US20 Main Street and Applegate Street. These improvements were 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)

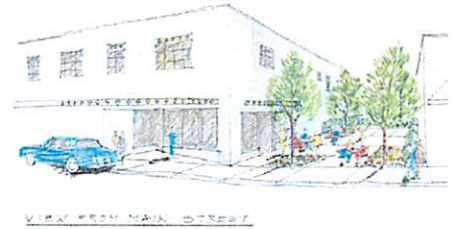
## 5. References

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).

### Blair Larsen (DLA)

Community and Economic Development Director  
Sweet Home, Oregon  
blarsen@sweethomeor.gov  
541.818.8036

DLA worked closely with the Blair during the development of the Sweet Home Downtown Streetscape and Parking Plan. Blair can speak to DLA's success in listening to the needs of a community and incorporating their goals into the streetscape revitalization process.



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### Megan Messmer (DLA)

Assistant City Manager, City of Florence  
megan.messmer@ci.florence.or.us  
541.997.3437

DLA worked closely with the City of Florence and the Urban Renewal Group to propose several improvements to the highway corridor running from the Siuslaw Bridge to Highway 126. Over a 2-year period the team undertook a design visioning process that included meetings with the community and stake holders along the corridor.



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### 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.



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### 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.



## 6. Pricing

		Prime Consultant				
		Landscape Architecture				
		Principal Landscape Architect	Landscape Architect	Landscape Designer	Hours	DLA Labor
Hourly Rate		\$150	\$120	\$90		
<b>Task 'A'</b>	<b>Project Scoping</b>					
a.	Information Gathering / Project Management	8	4	4	16	\$ 2,040
b.	Kick off Meeting/Site Visit	8	4	4	16	\$ 2,040
c.	Site Analysis and Assessment	2	2	2	6	\$ 720
d.	Deliverables to the URA and the City per RFP	2	4	2	8	\$ 960
	<b>Task 'A' Subtotal</b>	20	14	12	46	\$ 5,760
<b>Task 'B'</b>	<b>Develop Project Concepts</b>					
a.	Meeting #1: Community Meeting	8		8	16	\$ 1,920
b.	Preliminary Streetscape & Parking Plan Concepts (3-5)	20	8	10	38	\$ 4,860
c.	Meeting #2: Stakeholder and Community Meeting	8		8	16	\$ 1,920
d.	Develop and Prepare Preferred Design Option including building design standards & wayfinding	6	12	12	30	\$ 3,420
e.	Meeting #3: URA & Planning Commission Meeting, in a Public Forum to present preferred option.	8			8	\$ 1,200
f.	Refine Preferred Design Option as Necessary	4	10	10	24	\$ 2,700
g.	Incorporate URA and Planning Commission Comments	2	6	10	18	\$ 1,920
h.	Deliverables to the City per RFP	2		10	12	\$ 1,200
	<b>Task 'B' Subtotal</b>	58	36	68	162	\$ 19,140
<b>Task 'C'</b>	<b>Finalize Conceptual Design &amp; Planning Level Cost Estimates</b>					
a.	Prepare Final Design Package	6	16	8	30	\$ 3,540
b.	Meeting #4: Final Design with Stakeholders, URA, city staff, planning commission, and city council.	8			8	\$ 1,200
c.	Planning Level Cost Estimate	2	4	4	10	\$ 1,140
d.	Final edits	2	6	10	18	\$ 1,920
e.	Deliverables to The City per RFP	4	14	14	32	\$ 3,540
	<b>Task 'C' Subtotal</b>	22	40	36	98	\$ 11,340
	<b>TOTAL - ALL PHASES</b>	<b>100</b>	<b>90</b>	<b>116</b>	<b>306</b>	<b>\$ 36,240</b>



# 6. Pricing

Sub Consultants				Sub Consultants									Total Costs
Architectural Illustrator				Transportation Engineer				Civil Engineering					
Principal	Drafter	Hours	Hopper Illustrator Labor	Principal Engineer	Tech	Hours	Sandow Engineering Labor	Principal Engineer	Civil Engineer	Tech	Hours	KPFF Labor	
\$75	\$65			\$150	\$85			\$260	\$175	\$135			
3		3	\$ 225	5		5	\$ 750				0	\$ -	\$ 3,015
6		6	\$ 450	5		5	\$ 750		6		6	\$ 1,050	\$ 4,290
3		3	\$ 225	10		10	\$ 1,500	2	8	8	18	\$ 3,000	\$ 5,445
		0	\$ -			0	\$ -				0	\$ -	\$ 960
12	0	12	\$ 900	20	0	20	\$ 3,000	2	14	8	24	\$ 4,050	\$ 13,710
		0	\$ -			0	\$ -				0	\$ -	\$ 1,920
		0	\$ -	10	10	20	\$ 2,350	2	12		14	\$ 2,620	\$ 9,830
		0	\$ -			0	\$ -				0	\$ -	\$ 1,920
24		24	\$ 1,800	10	5	15	\$ 1,925	1	8		9	\$ 1,660	\$ 8,805
		0	\$ -			0	\$ -				0	\$ -	\$ 1,200
		0	\$ -	5		5	\$ 750		4		4	\$ 700	\$ 4,150
		0	\$ -			0	\$ -		1		1	\$ 175	\$ 2,095
		0	\$ -			0	\$ -				0	\$ -	\$ 1,200
24	0	24	\$ 1,800	\$ 25	15	40	\$ 5,025	3	25	0	28	\$ 5,155	\$ 31,120
55		55	\$ 4,125	5		5	\$ 750	1	4		5	\$ 960	\$ 9,375
		0	\$ -	5		5	\$ 750		1		1	\$ 175	\$ 2,125
		0	\$ -			0	\$ -	1	6	12	19	\$ 2,930	\$ 4,070
		0	\$ -			0	\$ -		2		2	\$ 350	\$ 2,270
		0	\$ -			0	\$ -				0	\$ -	\$ 3,540
55	0	55	\$ 4,125	10	0	10	\$ 1,500	2	13	12	27	\$ 4,415	\$ 21,380
91	0	91	\$ 6,825	55	15	70	\$ 9,525	7	52	20	79	\$13,620	\$ 66,210

## 7. Appendix - Corporate Profile & Legal Qualifications

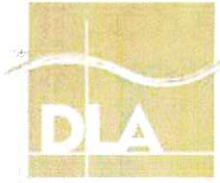


### Consultant Information

DLA Offices, Downtown Eugene

- 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, Sandow Engineering & Hopper Design
- The DLA Team (DLA, KPFF, Sandow Engineering & Hopper Design) 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) and Sandown Engineering is a Woman Owned Business.
- The DLA Team (DLA, KPFF, Sandow Engineering & Hopper Design) 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 & Hopper Design) has no conflicts of interest within the jurisdictional boundaries of the City.

## 7. Appendix- David Dougherty Resume



# DAVID DOUGHERTY

LANDSCAPE ARCHITECT | PRINCIPAL

As DLA principal, David Dougherty has 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 Patnership) 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.

### DOWNTOWN REDEVELOPMENT

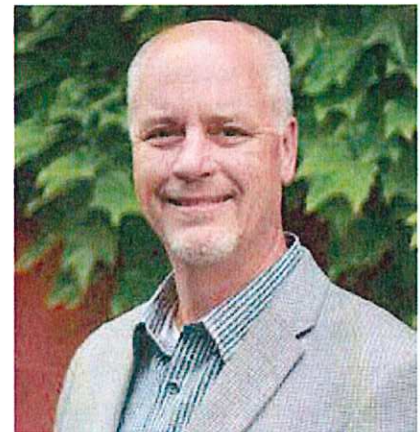
- Florence HWY 126 and 101 streetscape | Florence, OR
- Deco District Gateway Monument | Newport, OR
- Anderson Gateway Revitalization | Anderson, CA
- Dayton Commercial Corridor Redevelopment | Dayton, WA
- Dallas Downtown Gateway | Dallas, OR
- Philomath Couplet: Streetscape Upgrade | Philomath, OR
- Canby First Avenue Streetscape | Canby, OR
- Albany Historic First Avenue Streetscape | Albany, OR
- Gervais Streetscape | Gervais, OR
- Veneta Downtown Revitalization and Streetscape | Veneta, OR
- Veneta Downtown Gateway Monument | Veneta, OR
- Creswell Downtown Streetscape | Creswell, OR
- Toledo Downtown Revitalization & Streetscape | Toledo, OR

### PUBLIC WORKS

- Hult Center Plaza | Eugene, OR
- Cuthbert Amphitheater Improvements | Eugene, OR
- Federal Courthouse / Riverfront Neighborhood Planning | Eugene, OR
- NOAA Fleet Headquarters | Newport, OR
- Hatfield Marine Science Center | Newport, OR
- Klamath Country Shops Facility | Klamath
- Oregon Coast Community College Campuses | Newport & Lincoln City, OR

### PARKS

- Kinder Park Sports Complex | Albany, OR
- Allenwood Park | Grants Pass, OR
- Teloh Calapooia Park | Albany, OR
- Siuslaw Interpretive Park | Florence, OR
- Mt Vernon Neighborhood Park | Springfield, OR
- Redwood Park | Grants Pass, OR
- Swanson Park | Albany, OR



### EDUCATION

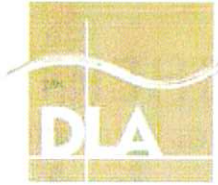
**BSc Landscape Architecture**  
The Ohio State University, 1983  
Columbus, OH

**Construction Marketing**  
Drexel University  
Philadelphia, PA

### YEARS OF EXPERIENCE

DLA Principal | 32 years  
In Industry | 40 years

## 7. Appendix - Eric Parson Resume



# ERIC PARSONS

LANDSCAPE ARCHITECT | PROJECT MANGER

Eric has worked as designer and project manager at DLA for twenty one 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.



### DOWNTOWN REDEVELOPMENT

- Florence HWY126 and 101 Streetscape | Florence, OR
- Philomath Couplet: Streetscape Upgrade | Philomath, OR
- 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

### PUBLIC WORKS

- Hult Center Plaza | Eugene, OR
- Eugene VA Health Center | Eugene, OR
- Fern Ridge Service Center | Veneta, OR
- Gilham Elementary Remodel | Eugene, OR
- Veneta Municipal Pool | Veneta, OR

### PARKS

- Hult Center Plaza | Eugene, OR
- Veneta City Park Phase I & II | Eugene, OR
- Kinder Park | Albany, OR
- Eads Park | Albany, OR
- Teloh Calapooia Park | Albany, OR
- Sunrise Park | Albany, OR
- Siuslaw Interpretive Park | Florence, OR
- Mt Vernon Neighborhood Park | Springfield, OR
- Redwood Park | Grant's Pass, OR
- Swanson Park | Albany, OR
- Lexington Park | Albany, OR
- 53rd Avenue Park | Albany, OR
- Takena Park | Albany, OR
- Riverview Heights Park | Albany, OR
- Territorial Sports Park | Veneta, OR

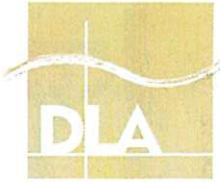
### EDUCATION

**Masters of Landscape Architecture,**  
Louisiana State University 2000,  
Baton Rouge, LA  
**Bachelor of Arts,**  
Louisiana State University 1989,  
Baton Rouge, LA

### YEARS OF EXPERIENCE

With DLA | 21 years  
In Industry | 23 years

## 7. Appendix- Luzanne Smith Resume



# LUZANNE SMITH

ASSOCIATE | PROJECT MANGER

Luzanne is a project manager with 15 years experience working in the field of landscape architecture and sustainability. Her projects include parks, office buildings, housing, schools, urban development, streetscapes and culturally significant sites. With her diverse geographic (Oregon, Florida, UK, China, New Zealand and Zambia) and project experience, she brings her unique perspective to each project. She is passionate about the collaborative process and bringing communities together; to create unique spaces that are vibrant, practical and can be enjoyed by all.

### URBAN DEVELOPMENT/ STREETSCAPES

- Florence HWY 126 and 101 Streetscape | Florence, OR
- Florence Gateway | Florence, OR
- Philomath Couplet: Streetscape Upgrade | Philomath, OR
- Sweet Home Downtown Streetscape & Parking Plan | Sweet Home, OR

### EDUCATION

- Meadow Ridge Elementary | Albany, OR
- Lane County Community College | Albany, OR
- Sweet Home Junior High | Sweet Home, OR
- Douglas High School | Winston, OR
- Waverly Elementary | Albany, OR
- North Albany Elementary | Albany, OR

### PARKS & RECREATION

- Fords Pond Community Park and Trail Improvements | Sutherlin, OR
- Boones Crossing Park | Woodburn, OR
- Chief Yelkus Park | Molalla, OR

### COMMUNITIES & HOUSING

- Oregon State University President's Residence | Coorvallis, OR
- Gillespies Butte | Eugene, OR
- 35 Club Road | Eugene, OR
- Hayden Meadows | Eugene, OR
- Reese Residence | Eugene, OR
- Legion Cottages | Eugene, OR
- 82nd Avenue Apartments | Eugene, OR
- Sarto Village | Eugene, OR
- The Ellis | Eugene, OR
- Saint Vincent de Paul, Green Lane | Eugene, OR
- The Landing | Roseburg, OR

### COMMERCIAL & RETAIL

- Saint Vincent de Paul Thrift Store | Cottage Grove, OR
- Toyota of Newport | Newport, OR
- Cascade Community Credit Union | Roseburg, OR
- Aloha Hotel | Aloha, OR
- Southtowne Development | Eugene, OR
- Tokatley Storage | Beaverton, OR



### EDUCATION

MSc Architecture, Energy & Sustainability

London Metropolitan University, 2011, London UK

BSc Landscape Architecture,

Purdue University 2006, West Lafayette, IN

### YEARS OF EXPERIENCE

With DLA | 7 years

In Industry | 15 years

## 7. Appendix- Matt Keenan Resume



### Matt Keenan PE

Principal

**years of experience:**  
in industry: 27  
with KPFf: 26

**education:**  
BS, Physics, University of Oregon  
BS, Civil Engineering, Oregon State University

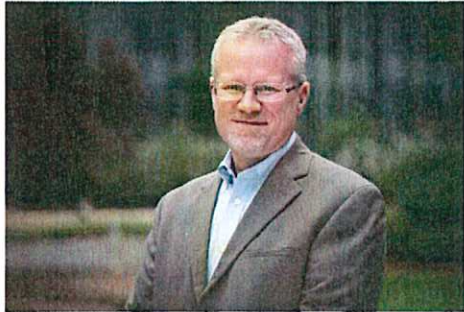
**registrations:**  
Professional Engineer  
OR #56481  
HI #12398

**affiliations:**  
American Public Works Association, Oregon  
Chapter (Affiliate Member)  
  
City Club of Eugene  
  
Construction Specifications Institute (CSI)  
Willamette Valley Chapter (Past President)  
  
Eugene Area Chamber of Commerce  
  
Tau Beta Pi National Engineering Honors Society  
  
AIA-SWO (Affiliate Member)

Matt Keenan is a Principal in KPFf's Eugene office, which he opened in 2004. 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 takes responsibility for planning, design, project management, agency coordination, and construction phase support for his projects. His goal is to provide exceptional service and delivery to his clients and innovative solutions to engineering challenges. Matt has comprehensive experience leading civil engineering teams on both streetscape projects and projects throughout the Oregon Coast.

City of Sweet Home, Downtown Streetscape Master Plan, Sweet Home, OR  
City of North Bend, Downtown Historic District Streetscape and Highway 101  
Redevelopment, North Bend, OR  
City of Lincoln City, SW 51<sup>st</sup> Streetscape Improvements, Lincoln City, OR  
City of Newport, Coho/Brant Neighborhood Refinement Plan, Newport, OR  
Cannery Station Development, The Cannery Phase 1 Public Improvements,  
Florence, OR  
City of Eugene, Riverfront District Redevelopment Public Infrastructure and  
Streetscape, Eugene, OR  
City of Coos Bay, Miscellaneous Engineering Services, Coos Bay, OR  
City of Eugene, Downtown Riverfront Park, Eugene, OR  
City of Albany, Waterfront Redevelopment and Water Avenue Streetscape,  
Albany, OR  
City of Lake Oswego, 'A' Avenue, Downtown Streetscape, and Blocks 136 and 137  
Redevelopment, Lake Oswego, 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 Place & Cardinal Way Streetscapes,  
Springfield, OR  
City of Portland, Brewery Blocks Mixed-Use Redevelopment and Public  
Infrastructure, Portland, OR  
University of Oregon, Martin Luther King Jr. Parkway, Eugene, OR  
Clackamas County, Government Camp Streetscape, Government Camp, OR  
Coos Bay Historical Society, Coos Bay Historical & Maritime Museum, Coos Bay,  
OR  
Port of Newport, International Terminal Renovation, Newport, OR  
Port of Bandon, Marina Redevelopment, Bandon, OR (*in design/permitting*)

## 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, 12<sup>th</sup> 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 136<sup>th</sup> 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- Kelly Sandow Resume

## SANDOW ENGINEERING

### 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

-18<sup>th</sup> 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



## 7. Appendix- Mike Hopper Resume

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# MIKE HOPPER

Architectural Designer & Illustrator

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2749 Friendly St, Ste. D  
Eugene, OR 97405



541.221.0744



hopperdesign  
@comcast.net



[hopperdesign.net](http://hopperdesign.net)

### References

Available upon request

### Honors

Listed on website

### WORK EXPERIENCES

#### 2007–Present

**Principal • Hopper Design + Illustration • Design and visualization**

Provide creative solutions tailed to each specific project, from interior environments, exterior concepts and graphics to conceptual renderings and project visualizations

#### 1992–2007

**Creative Director | Senior Designer • KRS (Eugene, OR) • Retail Design**

Led design teams working with a wide range of clients to provide innovative retail environments - Popular brand clients included Eddie Bauer, Safeway, Procter & Gamble, Pendleton and Nike

#### 1989–1992

**Designer | Drafter • Solano Architecture LTD (London, UK) • Hospitality Design**

Graphics, interior details and plan layouts for luxury hotels and restaurants, most located along the Mediterranean coast line

### EDUCATION

**BIArch - Interior Architecture  
University of Oregon**

First place - Halo Student Lighting Design Competition • Internship at Buffalo Design Group, Seattle WA

**AA - Graphic Design  
Lane Community College**

Park City Design Conference • Internship at KVAL TV, Eugene OR

# 7. Appendix- DLA Example of Proof of Insurance



## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
2/21/2023

**THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.**

**IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).**

<b>PRODUCER</b> RYAN HARBERT (05971) 711 COUNTRY CLUB RD STE 203 EUGENE, OR 97401-0000	<b>CONTACT NAME:</b> RYAN HARBERT
	<b>PHONE (A/C, No, Ext):</b> 541-334-7704 <b>FAX (A/C, No):</b> 541-225-6548 <b>E-MAIL ADDRESS:</b> RYAN.HARBERT@COUNTRYFINANCIAL.COM
<b>INSURED</b> 7265270 DLA INC 474 WILLAMETTE ST STE 305 EUGENE, OR 97401	<b>INSURER(S) AFFORDING COVERAGE</b> <b>NAIC #</b> INSURER A : COUNTRY Mutual Insurance Company      20990 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

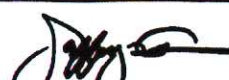
**COVERAGES      CERTIFICATE NUMBER:      REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL/SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> BUSINESSOWNERS GENL AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC	<input checked="" type="checkbox"/>	AM9202141	5/13/2022	5/13/2023	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		AM9202141  Covered on Businessowners	5/13/2022	5/13/2023	COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED      RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/>	N/A			WC STATUTORY LIMITS      OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)**  
**POLICY INFORMATION:**  
 HIRED AUTOS LIMIT AND NON-OWNED AUTOS LIMIT ARE \$100,000 EACH OCCURRENCE SUBJECT TO A \$100,000 AGGREGATE LIMIT

**CERTIFICATE HOLDER      CANCELLATION**

HENNEBERY EDDY ARCHITECTS, INC 921 SW WASHINGTON ST #250 PORTLAND, OR 97205	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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ACORD 25 (2010/05)

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# 7. Appendix- KPFF Example of Proof of Insurance

Client#: 25326

KPFFINCO

**ACORD**<sup>TM</sup>

## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
9/16/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).


<b>PRODUCER</b> Greyling Ins. Brokerage/EPIC 3780 Mansell Road, Suite 370 Alpharetta, GA 30022	<b>CONTACT NAME:</b> Jerry Noyola	
	<b>PHONE (A/C, No, Ext):</b> 770-220-7699	<b>FAX (A/C, No):</b>
<b>E-MAIL ADDRESS:</b> jerry.noyola@greyling.com		
<b>INSURED</b> KPFF, Inc. 1601 5th Ave Suite 1600 Seattle, WA 98101	<b>INSURER(S) AFFORDING COVERAGE</b>	
	<b>INSURER A:</b> National Union Fire Ins. Co.	<b>NAIC #</b> 19445
	<b>INSURER B:</b> The Continental Insurance Company	<b>35289</b>
	<b>INSURER C:</b> New Hampshire Ins. Co.	<b>23841</b>
	<b>INSURER D:</b> Allied World Surplus Lines Ins	<b>24319</b>
	<b>INSURER E:</b>	

**COVERAGES**                      **CERTIFICATE NUMBER: 22-23**                      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			GL5268336	04/01/2022	04/01/2023	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/>			CA9775930	04/01/2022	04/01/2023	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$0			6050399824	04/01/2022	04/01/2023	EACH OCCURRENCE \$10,000,000 AGGREGATE \$10,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WC022298245 (AOS) WC022298244 (CA)	04/01/2022 04/01/2022	04/01/2023 04/01/2023	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
D	Professional/ Pollution Liability			03120067	10/10/2022	04/01/2024	Per Claim \$10,000,000 Aggregate \$10,000,000 SIR: \$250,000

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

<b>CERTIFICATE HOLDER</b> KPFF Consulting Engineers, Inc. 1601 5th Avenue Suite 1600 Seattle, WA 98101-0000	<b>CANCELLATION</b> SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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# 7. Appendix- Sandow Engineering Example of Proof of Insurance



## CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

02/23/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).


PRODUCER <b>Choices Insurance Agency / Jordan Walt</b> 617 High St. Suite 205 Oregon City, OR 97045	CONTACT NAME: <b>Jordan Walt</b>	
	PHONE (A/C, No, Ext): <b>503-653-8287</b>	FAX (A/C, No): <b>503-653-7869</b>
	E-MAIL ADDRESS: <b>JWalt@ProfessionalLiability.Pro</b>	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: <b>Ohio Security Ins Co</b>	NAIC #: <b>24082</b>
	INSURER B: <b>The Ohio Casualty Ins Co</b>	<b>24074</b>
	INSURER C: <b>Hartford Accident &amp; Indemnity</b>	<b>27120</b>
	INSURER D: <b>Continental Casualty Insurance Co.</b>	
	INSURER E:	
	INSURER F:	

COVERAGES CERTIFICATE NUMBER: 00021972-649231 REVISION NUMBER: 49

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:		BZS59370526	01/22/2023	01/22/2024	EACH OCCURRENCE \$ <b>2,000,000</b> DAMAGE TO RENTED PREMISES (Ea occurrence) \$ <b>2,000,000</b> MED EXP (Any one person) \$ <b>15,000</b> PERSONAL & ADV INJURY \$ <b>2,000,000</b> GENERAL AGGREGATE \$ <b>4,000,000</b> PRODUCTS - COMPI/OP AGG \$ <b>4,000,000</b> \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY		BZS59370526	01/22/2023	01/22/2024	COMBINED SINGLE LIMIT (Ea accident) \$ <b>2,000,000</b> BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ <b>10000</b>		USO59370526	01/22/2023	01/22/2024	EACH OCCURRENCE \$ <b>2,000,000</b> AGGREGATE \$ <b>2,000,000</b> \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N/A	52WECEX2947	05/02/2022	05/02/2023	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ <b>500,000</b> E.L. DISEASE - EA EMPLOYEE \$ <b>500,000</b> E.L. DISEASE - POLICY LIMIT \$ <b>500,000</b>
D	Professional Liab.		MCH591856355	05/03/2022	05/03/2023	Per Claim/Agg \$ <b>\$2M/\$2M</b>

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

<b>CERTIFICATE HOLDER</b>  City of Bandon Urban Renewal Agency 555 Highway 101 Bandon, OR 97411	<b>CANCELLATION</b>  SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE  (JWW)

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