



SANDY RIVER ACCESS PLAN

A Metro Nature in Neighborhoods Grant Project
for Restoration and Enhancement

May 12, 2014

Presented by:

hsr | waterleaf

ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

- I. Executive Summary
- II. Introduction
- III. Process
- IV. Outcome
 - Public Access
 - Trail Use
 - Preserve and Restore Fish and Wildlife Habitat
 - Regulatory Agencies and Their Requirements
 - Next Steps
- V. Cost Summary
- VI. Conclusion

Appendix A

Plan Cost Estimate Summary

Appendix B

Charrette #1 Notes

Appendix C

Charrette #2 Notes

Appendix D

Technical Summary from Sandy River Basin
Watershed Council

Appendix E

Plant List

Appendix F

Metro Nature-In-Neighborhoods Grant
“Sandy River Access Plan”

I. EXECUTIVE SUMMARY

The Sandy River Access Plan (SRAP) directly addresses the purpose and multiple goals of the Nature in Neighborhoods (NiN) grant program.¹ The SRAP seeks to balance public uses in an urban context, including placement and design of a multi-use trail plan, with habitat enhancement priorities, including riparian restoration. The location of the trail was determined based on the City of Troutdale defined Vegetative Corridor (VECO) boundaries, maximizing riparian restoration areas, varying topography, fluctuating water levels, public access to the river, and connectivity to the north and south links of the 40 Mile Loop bicycle path system.

PARTNERS

The City of Troutdale, Eastwinds Development, LLC and the Sandy River Basin Watershed Council are the three partners sponsoring this Metro NiN Grant project.

FINDINGS

This multi-use trail will improve the ability of underserved communities to experience and access nature by connecting people to their watershed. The Sandy River riparian habitat provides rich and vital resources to the thousands of recreationists who boat, fish, swim, bird watch, picnic, and hike along its shoreline. The trail will also serve as a connection to the adjacent community amenities including Historic Downtown Troutdale, Columbia Gorge National Scenic Area, 40 Mile Loop trail system, Sandy River, and the proposed development to the east of the study area. Opportunities for users and connectivity beyond this site and community will be significantly enhanced by joining this missing link in the 40 Mile Loop.

By virtue of its high productivity, diversity, continuity, and critical contributions to both aquatic and upland ecosystems, the river is underused by the public as a result of a profusion of non-native blackberries, which serve as an effective barrier in both accessing and utilizing the Sandy River beaches. As has been shown at the adjacent Sandy River Delta property, blackberry removal allows for the restoration of native deciduous, conifer, and oak woodland forests. Riverbank restoration allows increased habitat for its populations of native fish and wildlife, as well as increased recreational use of formerly inaccessible sites.

The restoration of the riparian shoreline and the development of the multi-use trail will serve as a destination to recreationists, thereby enhancing development opportunities in the Urban Renewal Area. Development of the Eastwinds site will serve as a catalyst to create vibrant neighborhoods within the lower Sandy River that will also support historic downtown Troutdale and surrounding communities. Additionally, the multi-use trail will provide opportunities for large gatherings not found in other sections of the trail.

¹ Bolded content reflects language in grant application (see Appendix F).

COST

The estimated construction cost for the project is \$3,559,739. This cost does not include soft costs which are estimated at approximately 25-30% of the construction costs.

Please see the Cost Estimate Summary in Appendix A.

It may be possible for construction to occur in phases depending on funding sources.

It must be understood that the Trail Plan shown in this report is conceptual and will serve as a guideline for the actual detailed engineered design work. The masterplan will change and evolve during detailed design processes as more information becomes available such as:

- Further City Council / Community Feedback
- Detailed accurate topographical survey of riverbank area
- Establishment of, and agreement on actual Ordinary High Water Line
- Establishment of, and agreement on actual FEMA floodline
- Establishment of, and agreement on actual VECO line location based on Ordinary High Water Line

With an accurate topographical survey, actual grades can be determined for the trail, its location, and possible refinements required for accessibility.

At the completion of 30% Design Phase an actual Schematic Master Plan will be developed and the next level of cost estimating can be completed.

NEXT STEPS AND PROJECT CLOSURE

The next step in completing the project will be to provide a 30% Design Package for use in soliciting additional project funding. This work will be eligible for consideration under a future Metro NiN Restoration Grant.

Dedication of the property to a public or non-profit entity will be required to achieve actual construction grant funding.

With additional grant funding in place and the dedication of the property boundaries, the project will produce Construction Documents, secure permits, and select a contractor to begin construction on the trail/amenities and the riparian restoration. The project will be complete when construction and riparian restoration work is finished and provisions for ongoing maintenance are secured.

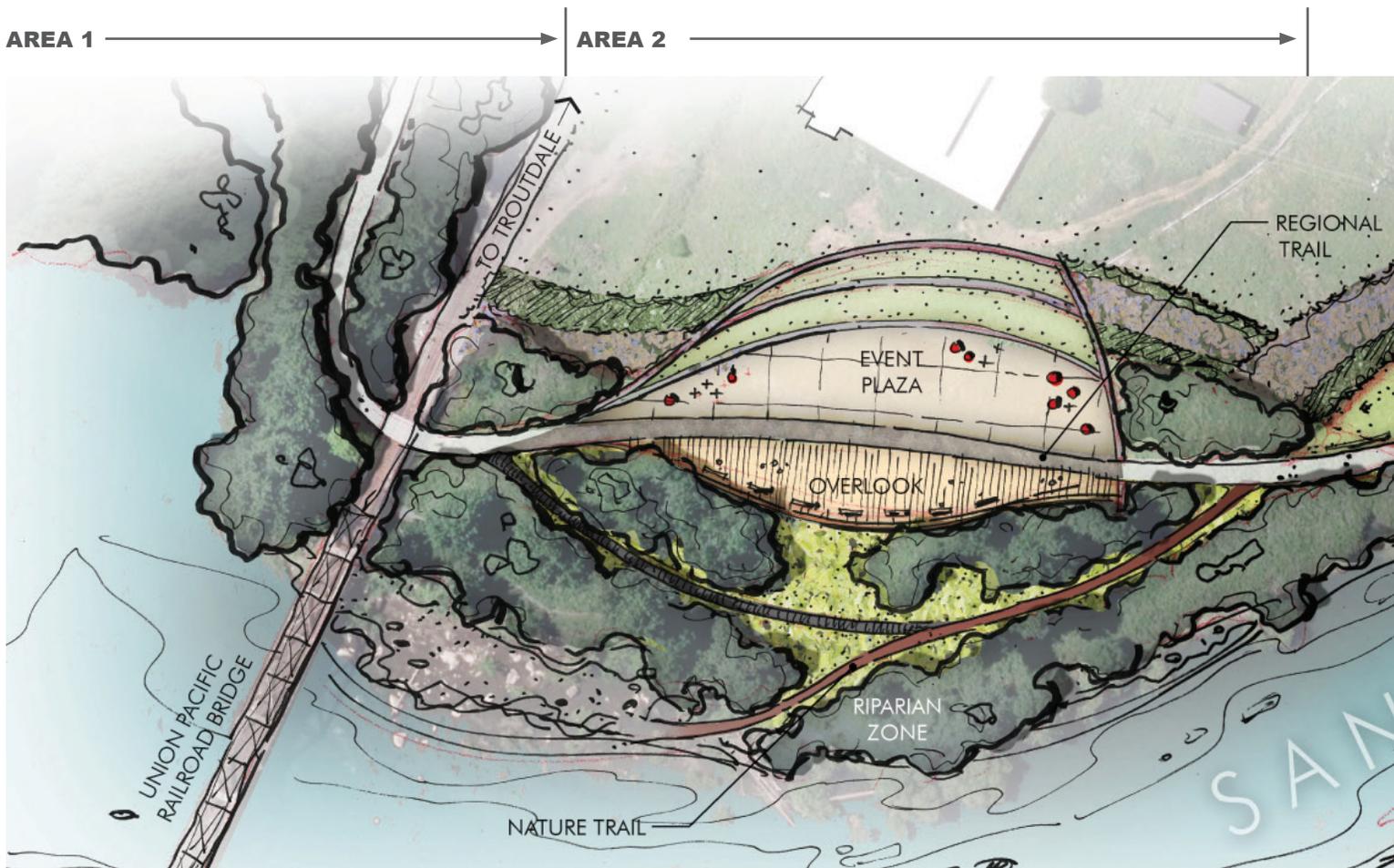
CONCLUSION

The project fits perfectly with other community visions and objectives.

The ultimate **measurement of success** for this project will be a restored segment of the Sandy River shoreline that simultaneously preserves view corridors that enhance the redevelopment potential of the adjacent property, provides pedestrian and bicycle amenities, and restores natural riparian habitat with community access along and to the river. This highly visible location will showcase the mutual benefits of overlapping the lines between riparian restoration, urban development, and trails for communities. This completed example will serve to grow and support similar efforts and give people an understanding of the missions of NiN and SRBWC while providing them with an enhanced connection to the Sandy River.

DRAWINGS

The attached master plan is preliminary. An accurate topographic/ALTA survey must be completed and actual location of the VECO and Ordinary High Water identified by the City of Troutdale and the Army Corps of Engineers before actual technical design can be completed.



II. INTRODUCTION

The Sandy River Access Plan addresses riparian restoration priorities of the riverfront as well as natural and recreational values of the river in the most effective way possible to benefit the riverbank environment and the public.

The City of Troutdale and Eastwinds Development, LLC were already cooperating on this project with their successfully established working relationship. Adding the Sandy River Basin Watershed Council as a partner gave the partnership the expertise to address the natural history of the Sandy River and riparian restoration. The combination of private, public, and nonprofit entities working together provided diverse talents and perspectives that built upon each other's strengths.

This partnership has designed a feasible master plan that includes input from stakeholders and regulatory agencies through a series of charrettes and interim work sessions with the partners and the consulting design team. Each partner was familiar with a different set of stakeholders and the process was able to cast a wide net, inviting a variety of stakeholders to provide input.



III. PROCESS

From the start, it was important that the partners had an understanding of each other's vision for the area and how these ideas would meld into a common vision. Preliminary meetings revealed a unified dedication to the design and restoration direction balanced by concerns for maintenance expense, construction costs, and timeline.

SRBWC provided the partners with a tour of its impressive work on the east bank of the Sandy River at the "Thousand Acres" site, downstream of the study area. The team was inspired by viewing the expansive restoration of native plantings on an area formerly covered by a blackberry maw very similar to SRAP's existing condition. Even more impressively, its work was accomplished with volunteers. Maintenance of the area will be protected by ongoing oversight of both forest restoration professionals and the volunteers who planted and mulched the sites.

Steve Wise, Executive Director of SRBWC, and Corinne Handelman, Community Stewardship Coordinator, also hosted a hike to view the results of the Sandy River Delta dam removal work. The restoration of the natural flow of the Sandy River along this reach of the river was an impressive example of habitat mitigation. The tour highlighted areas slated for future habitat restoration. Participants were left with a clear picture of the possibilities for a restored riparian habitat on the study area's blackberry-choked site which is currently devoid of significant wildlife and vegetation. SRBWC's successful completion of large restoration projects, its technical expertise, and partnerships with other organizations are keys to the implementation of this master plan.

The partners agreed upon a general vision for the study area and the next step solicited and gathered information from stakeholders and regulatory agencies. The decision was made to hold two charrettes to provide forums where information could be presented and discussed with the group. Charrette One focused on gathering information from representative interests other than regulatory agencies, while Charrette Two focused on understanding regulatory processes.

CHARRETTE #1

Charrette #1 invitees included stakeholders representing: fishing, biking, conservation, development/funding, transportation, and cultural interests.

At the Charrette, the partners described their involvement and roles for the project. Then, each attendee was asked to provide comments on (5) selected topics to help inform the master plan. The stakeholders provided specific information that expanded the understanding of the complexities of designing for multi-use paths and maintaining flexibility for future and unanticipated uses. The setting fostered conversations on opportunities for the study area. Comments and issues were posted on the walls for participants to review the recording process.

Comments from stakeholders were categorized by the following topics:

- Public access
- Public amenities
- Riverbank and river restoration
- Regulatory agencies and their requirements
- Next steps

Please see the summary of Charrette #1Notes in Appendix B



CHARRETTE #2

Charrette #2 invitees were from regulatory agencies. This Charrette was structured to gather information on the approval process for the restoration and enhancement of this reach in the lower Sandy River shoreline and recreational corridor. The goal was to achieve a complete understanding of the regulations affecting design, costs, and timeline and to facilitate seamless approvals.

The Design Team and Partners received valuable information from attending agencies on:

- which agency's application must be submitted first
- the order in which other agencies' applications are submitted
- Metro's ability to bring in state agencies for project review

Please see the summary of Charrette #2 Notes in Appendix C.



IV. OUTCOME

PUBLIC ACCESS

Goals:

- **Connect people to their watershed**
- **Improve the ability of underserved communities to experience and access nature**
- **Bike/pedestrian path and connections to 40 Mile Loop, Downtown Troutdale and access under the RR bridge**

TRAIL USE

The site is designed as a destination to accommodate a variety of users and multiple activities. Users are encouraged to linger at designed destinations which include pull-outs, benches, overlooks, large and small gathering places, and a seasonal sandy beach area.

Activities and users for the site might include: bird and wildlife watching, scenic river viewing, dogs, fishing, families, pedestrians, runners, paddling/boating, swimming, and every type of biking. Designated trails will provide access to the river while also limiting erosion on the slopes and preventing trampling of native vegetation. Interpretive signage could point out biological and recreational features while also emphasizing safety.

Main Trail Accessibility

Fluctuating water levels and woody debris on the lower bank elevations make year-round ADA access to the ever-changing beach area difficult and cost prohibitive to maintain. An accessible path branches from the main trail (north of the railroad bridge). This path is located to take advantage of lower slopes and leads to a small overlook. From the overlook, a natural path winds its way down to the beach to provide controlled off-trail use and water access. This path continues and rises up to meet the main trail, creating a loop.

Trail Connections/Access

Stakeholder comments expanded the vision of connectivity possibilities from this section of trail. The previous conversations centered on this trail section as a component of the 40 Mile Loop which would provide connections to historic downtown Troutdale and the Gorge via I-84. The Design Team learned that this section of trail was designed years ago as part of a larger 140 Mile Loop with connections from Portland to Troutdale. Connections outside of the trail might include: street routes to the Springwater Trail, Marine Drive, Gresham, Historic Columbia River Highway, the Sandy River, transit systems, camping and other recreation areas, bike tours, and hopefully bike connections to the Metro Regional Trails and Greenways System.

Trail access and vehicle parking is currently provided south of the railroad bridge at the City of Troutdale's Depot Park. Accommodation of adaptive recreational access is provided along a trail of gently sloping switchbacks down the bank and under the railroad bridge connecting to

the main trail. This southern access point is also the connection to historic downtown Troutdale. Access from the west will be provided by future development west of the VECO. Paddling access is provided on the east bank of the river directly across from the site at the Lewis and Clark State Park, or upstream at Troutdale's Glenn Otto Park.

Users of ODOT's I-84 Bridge path and future under-bridge trail to the north will seamlessly transition to the proposed new section of trail in the study area.

Access to the lower nature trail is provided at the north and south ends of the large gathering area. Depending on water levels of the Sandy River, this will provide seasonal beach access.

Trail Design Features

The partners agree that to ensure the ongoing success of this vital trail link the plan must be sustainable and maintainable. The goal of providing recreation opportunities while conserving shoreline habitat can be accomplished by:

1. Limiting beach use to specific daylight hours.
2. Providing information describing riparian restoration efforts
3. Planting natural hedges, trees, shrubs to provide riparian habitat and an area(s) where recreational use is to be controlled.

The main multi-modal trail is located at the top of the bank on the western edge of the Vegetative Corridor (VECO). View corridors up and across the river will be enhanced with native vegetation suited to various zones along the river. A top of bank trail location will alleviate concerns with bank steepness at access points and protect sensitive vegetated areas. Preserving the natural topography will keep the bulk of the trail out of the flood plain and minimize cut, fill, and retaining walls, which must be documented to avoid interference with river flow.

This section of trail will be designed with "Best Practices" and use AASHTO standards for path/trail design. The partners agree that to ensure the ongoing success of this vital trail link, the plan will make all efforts to be sustainable and maintainable.

After discussing the pros and cons of designing a split trail to separate pedestrians from faster bikers and groups of bikers riding 2 or 3 abreast, the proposal settled on a single trail that would cue bikers to slow down and blend into single file. A variety of trail pavement materials, pull outs, curving of the trail, overviews and gathering places will serve as cues for appropriate speed when approaching and traveling along this section of trail.

A split trail would still require users to cross over the trails to get to the river and overlooks. It was ultimately decided that it would be safer to slow bikers down instead of designing a bike trail to accommodate higher bike speeds.

Access to the river is by a smaller side trail that takes advantage of an existing gentler grade which helps with adaptive access. Varying river levels, seasonal debris, and maintenance costs resulted in a trail to the plateau, or “bench” area just north of the railroad bridge. An accessible path to the water is problematic because of varying river and bank conditions. A hard surface trail to the water would be unsustainable due to high maintenance costs of reconstruction, clearing debris, sand, and permanent impact to sensitive riparian areas.

Directing Behavior and Minimizing Unwanted Uses

To keep the site as natural as possible and direct users’ energies toward enjoyment of their activities, the use of signage to direct behavior will be minimized. The emphasis of signage will be directional to guide users to areas designed to accommodate users and interpretive features.

Another important design concept is to alleviate unwanted uses such as unplanned camping and unauthorized informal user-created trails. The riparian restoration, trails, built features, and users will set the tone for the type and location of appropriate activities. The presence of visitors using planned and maintained trails will discourage illegal camping.

PUBLIC AMENITIES

Goal: Provide Fishing Platforms.

Fishing Platforms vs Access to the River

An original plan of providing fishing platforms was eliminated due to Sandy River flooding concerns, permitting regulations, and high maintenance costs. Group consensus indicated that river access through a dedicated trail to the shoreline would allow for bank fishing while accommodating the natural river meandering. Fishing platforms currently exist in other locations on the lower Sandy River, including at Oxbow Park.

Goal: Develop Appropriate Native Planting Zones

Planting Zone A: Riparian Plant Community Restoration

This planting zone is defined by plantings for trees, shrubs, and grasses that thrive in the ability to be seasonally flooded. These plantings are characterized as “riverbank” in the riparian zone plant list (Appendix E).

Planting Zone B: Meadow Grasses Plant Community

Plantings in this zone are lower-height shrubs, grasses, and herbs with the intent to allow views and overlook. These plantings are characterized as “slope” and “riverbank” areas with 1-3 height in the plant list (Appendix E).

Planting Zone C: Upland Mixed Deciduous/Evergreen Plant Community

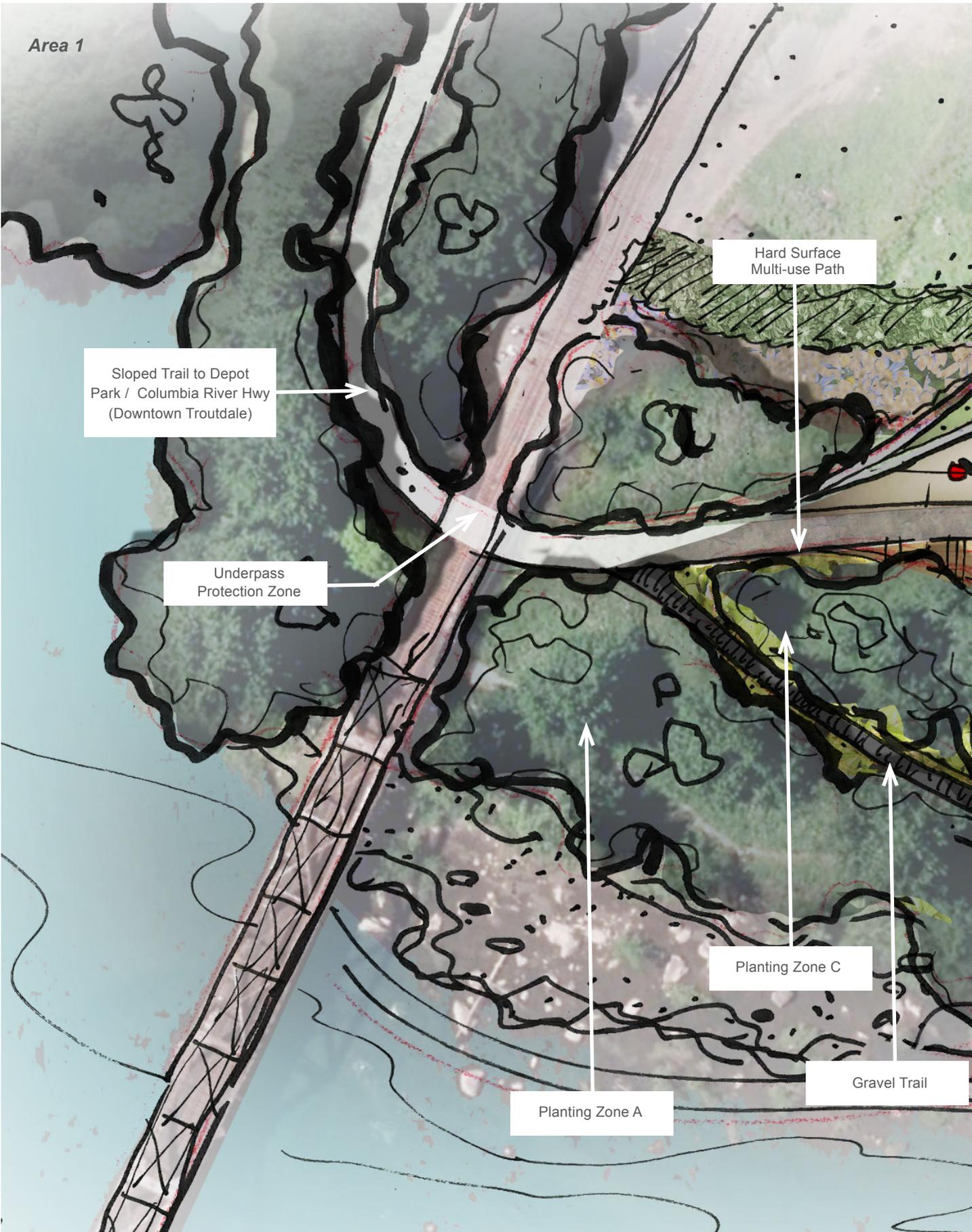
Trees, shrubs, and grasses in this zone are designated as “top of bank” in the Appendix E plant list. They are intended to buffer and screen to define the outdoor spaces adjacent to the multi-use path, overlooks, and plaza.

Area 1 - Railroad/Trail Underpass Protection

Initially public car parking will be provided at the City of Troutdale's Depot Park and future restrooms may be provided at the park. Restrooms are not planned along the trail between the bridges at this time. An accessible path from Depot Park's parking lot to the trail will be provided. As the trail moves from Depot Park under the railroad bridge, users will be sheltered from possible rail car debris by an overhead crib protection.



Area 1



Sloped Trail to Depot Park / Columbia River Hwy (Downtown Troutdale)

Underpass Protection Zone

Hard Surface Multi-use Path

Planting Zone A

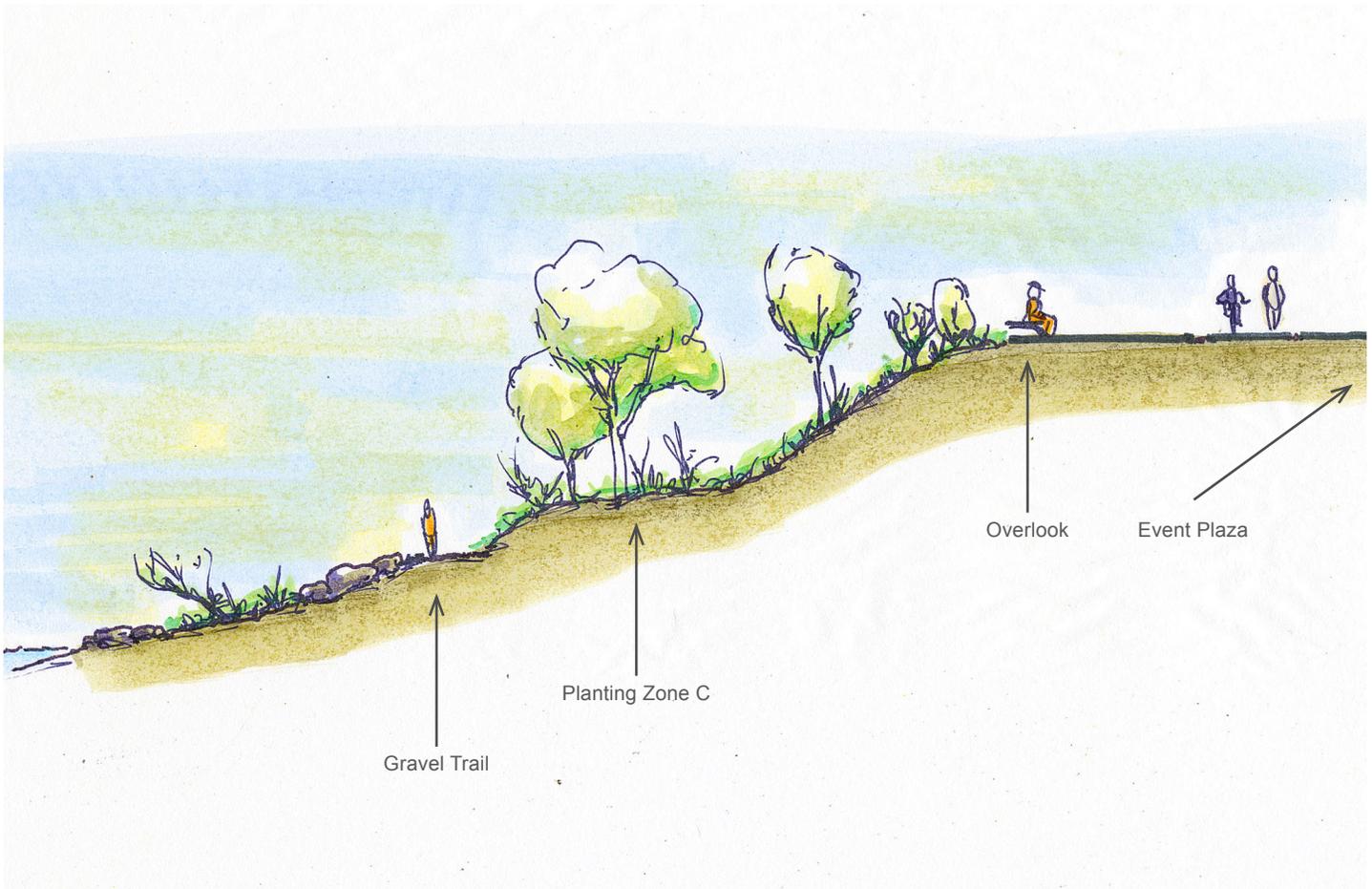
Planting Zone C

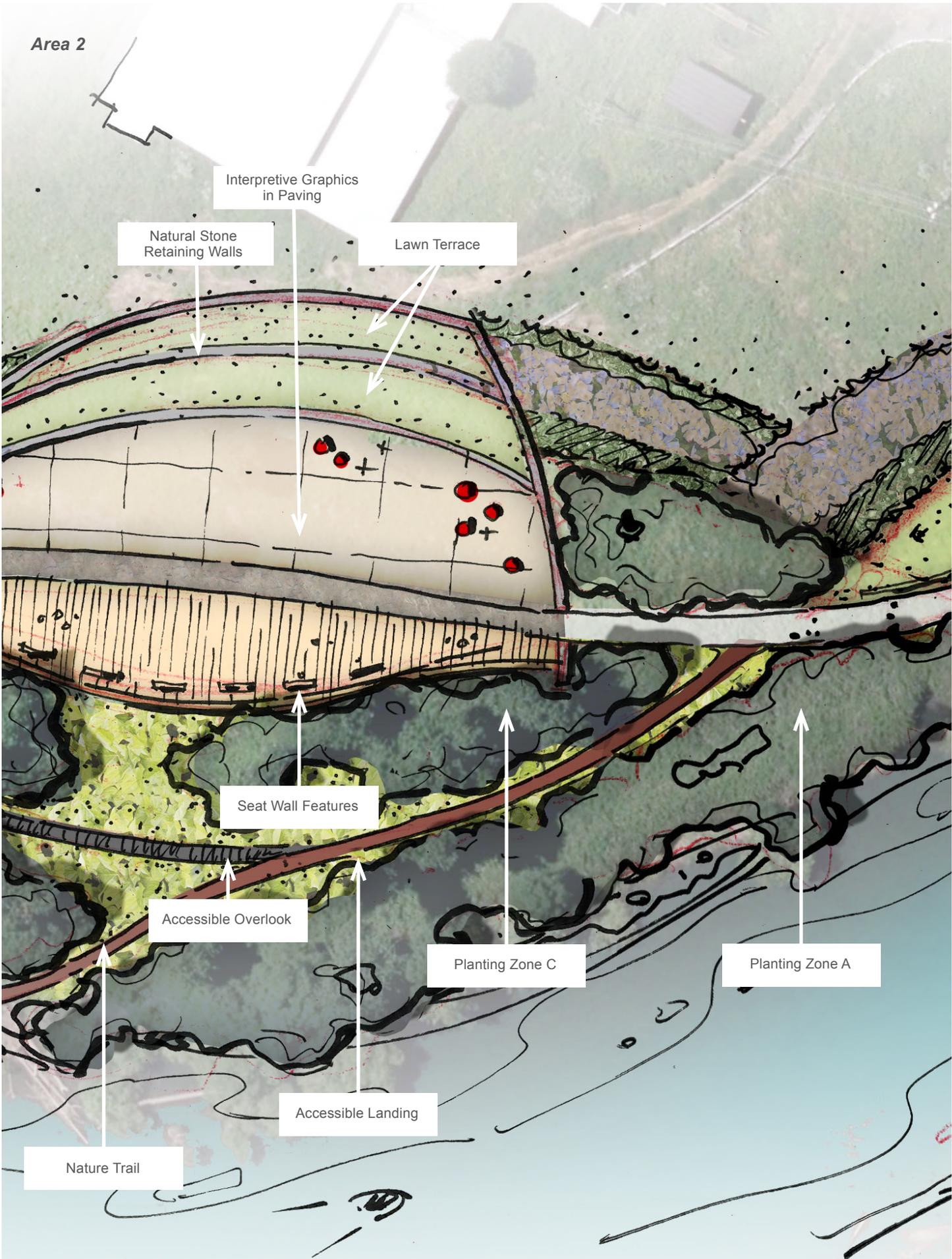
Gravel Trail

Area 2 - Event Plaza and Overlook

The large oval is the activity center and largest gathering place along the trail. The gently-curved stepped edges on the west edge will provide places to sit, relax, view events, and take in the Sandy River. This spacious open area will easily accommodate large gatherings. It will be a hub of activity for bikes, people, dogs, groups, events, and activities.

The eastern edge opens to the river views inviting people to enjoy the river setting, passing trains, and the riparian restoration.





Area 2

Interpretive Graphics
in Paving

Natural Stone
Retaining Walls

Lawn Terrace

Seat Wall Features

Accessible Overlook

Planting Zone C

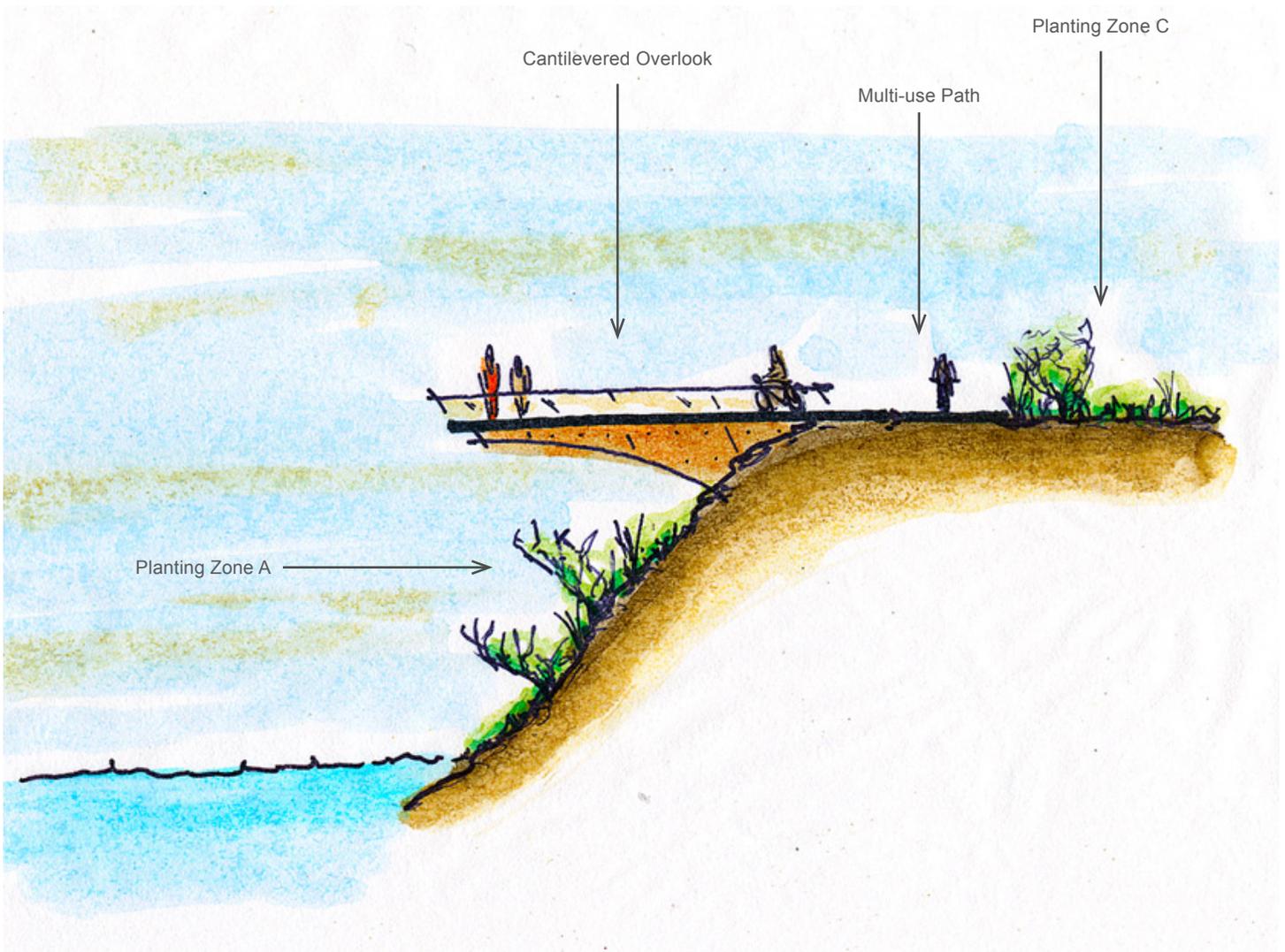
Planting Zone A

Accessible Landing

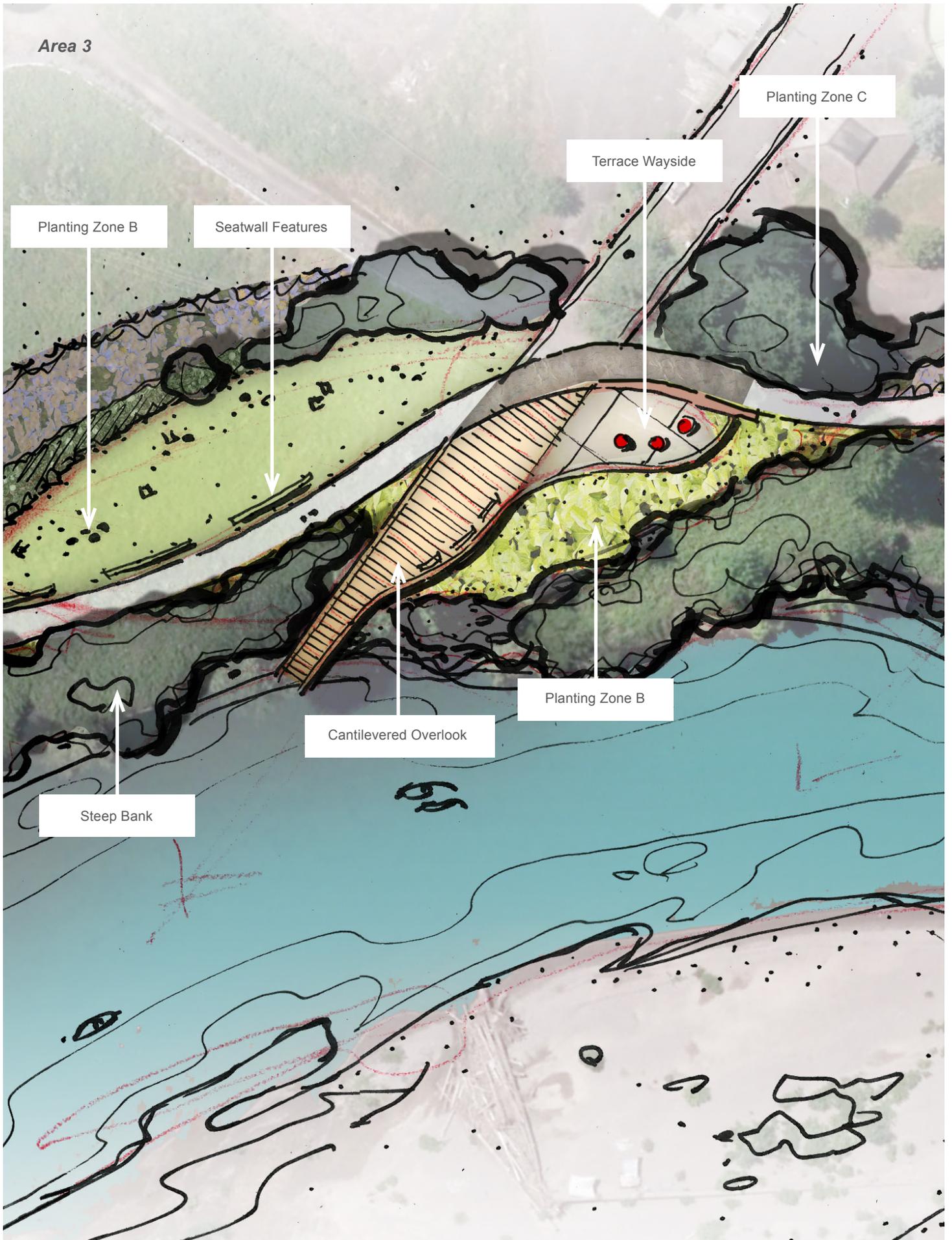
Nature Trail

Area 3 - Cantilevered Overlook

A focal point of the trail is the slender cantilevered overlook that overhangs the bank, opening views to the rocky outcropping of Broughton Bluff across the river, the Union Pacific Railroad bridge, and the Sandy River. The overlook is located at the steepest area of the bank, and aligned with the primary east to west site circulation path. As such, the overlook becomes a key extension of the main pedestrian connection and primary view corridor from the overall site to the multi-use path and riverbank.

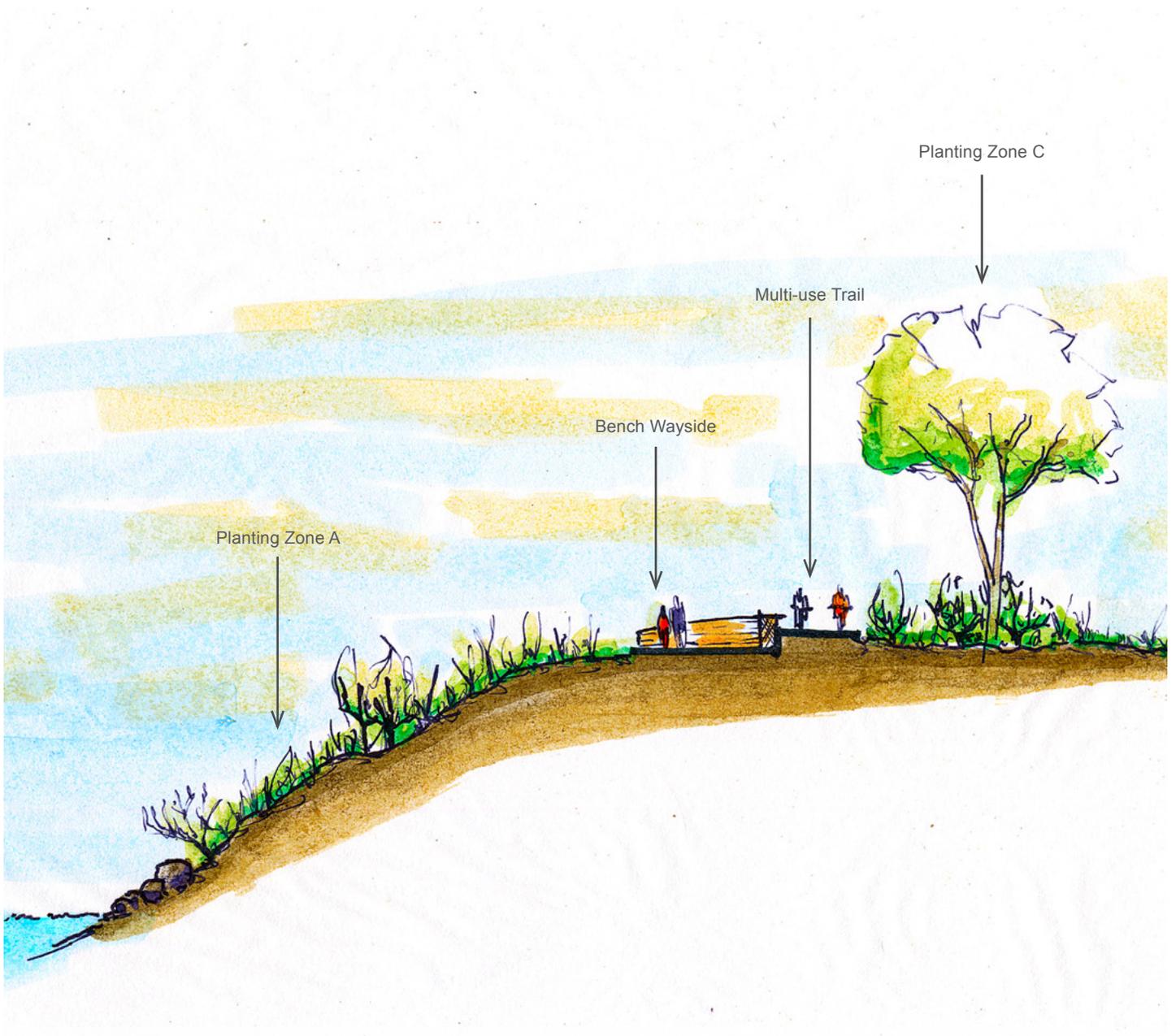


Area 3

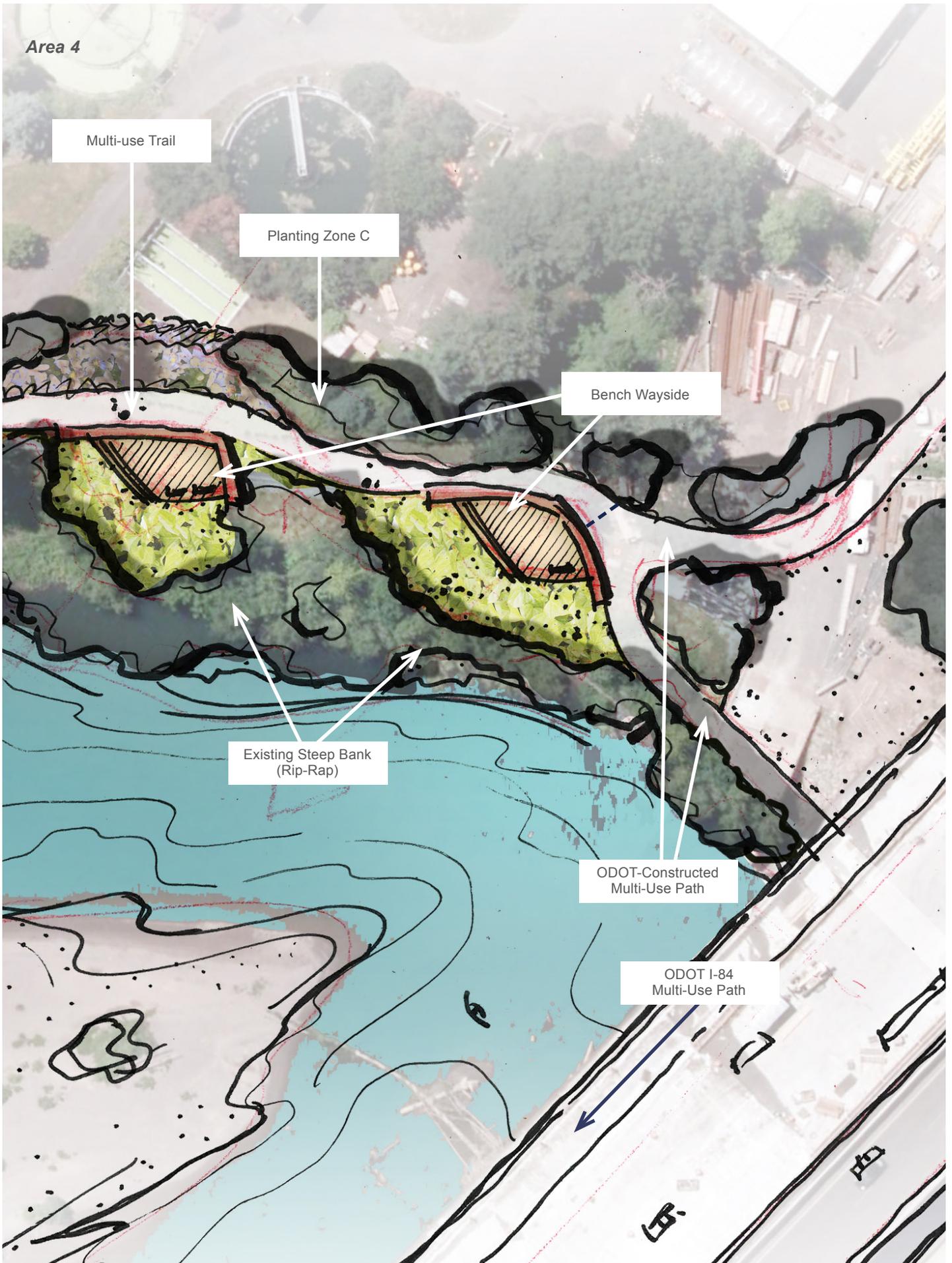


Area 4 - Bench Wayside

As one enters the site from the north, there will be a series of two small pull-outs separated from the trail with benches incorporated into the edge of the trail. These niches built of natural materials will be a great place to take a rest from biking or walking, take a look at the Sandy River and wildlife, and enjoy the shade and rustling leaves of the riparian restoration.



Area 4



Other Amenities

Other amenities that will be included along the trail will be bike parking and seating areas incorporated into the landscaping, trail edges, and overlooks. Future amenities will evolve as the adjacent site is developed, such as bike repair, cafes, lodging, and additional car and bike parking. Amenities will be located above ordinary high water to reduce maintenance and risk of damage from high water events.

Information and Education

The site is rich with history and educational examples to share with users. Information and education on the tribal cultural aspects, history of the site, river processes, and the riparian restoration are all options to be included in interpretive pieces throughout the project. In the spirit of minimizing obstructive or overbearing signage, trail, cultural, habitat and river information, and educational stories will be incorporated into some of the paving and built features, such as the retaining wall faces or benches.

The Sandy River was part of the extensive traditional Native American fishing grounds for the Confederated Tribes of the Grand Ronde and the Confederated Tribes of Warm Springs. Fishing is a cultural activity and conservation of fish species is a high priority for these communities. Describing the efforts that have already been made and need to be made to improve river habitat and increasing the return of significantly important species could be incorporated into built site amenities. Interpretive stories about the river, natural vegetation, and revegetation can be included in site features including the paving design of the large oval gathering place.



★ *Project Zone*
Sandy River watershed system. This study section of the river is located in the Lower Sandy.

RIVERBANK AND RIVER RESTORATION

Goal: Preserve and restore fish and wildlife habitat

The Sandy River and its tributaries in the lower Sandy River watershed support the bulk of fall Chinook salmon productivity in the Sandy River Basin. The lower Sandy River also functions as an important migration corridor for Endangered Species Act-listed Lower Columbia native runs of juvenile and adult spring and fall Chinook salmon, coho salmon, and winter steelhead. The basin's significant biological and ecological importance led to the formation of the Sandy River Basin Partners (SRBP), a unique coalition of government agencies, the local watershed council, private interests, and non-profit organizations in 1999. The SRBP's focus is to restore ESA-listed salmon and steelhead through collaborative, holistic, and innovative approaches.

Restoration Plan

Stand altering noxious weeds (blackberry) are present in all areas of the Eastwinds Project. These weeds, if left unattended, will prevent any recovery of target conditions and associated ecosystem function.

This restoration plan will support native plant establishment on the Eastwinds Project Sandy River riparian area. Because most of this site floods every year during winter floods and spring freshet, these acres function as important rearing and corridor habitat for migratory salmonids. Once established, these woody plants in turn will reduce weed presence and cover naturally through competition and shading.

Under this plan, weeds will be treated with hand-mowing and spot spray of low-toxicity herbicide by certified contractors. SRBWC will monitor results and document native planting survival and vigor and noxious weed presence and cover. Volunteer stewards will be involved in riparian planting once the noxious blackberries have been removed.

Please see the Sandy River Basin Watershed Council Technical review in Appendix D.

REGULATORY AGENCIES AND THEIR REQUIREMENTS

Goals:

- **Define limits of the VECO and riparian restoration**
- **Identify regulatory agencies**
- **Prepare schedule with an approval process**

The team coordinated with state and Federal agencies to clarify permit requirements and thresholds. Through this process, clarity of jurisdictional boundaries and need for additional agency involvement was obtained. A key issue will be reconciliation of the location of the regulatory Ordinary High Water Mark (OHWM) used by the Corps of Engineers (COE). The location of this line may or may not be the same as the vegetative corridor (VECO), and may or may not be the same as OHWM used by the Department of State Lands (DSL) for state removal fill requirements. In some locations multiple jurisdictional lines may exist, however, it

would be worth the extra effort initially to reconcile a single line/location.

The process will include development of a final preferred shoreline access and mitigation planting plan, then submittal of a COE/DSL Joint Permit Application with required support information, which may include a Biological Assessment. Additional archeological review may also be required depending on the final proposed work and risk of associated impacts. After the application is submitted, coordination with the COE and DSL will include responding to requests for additional information and addressing public comments. During the permit process, final mitigation and impact reduction will be coordinated and then final permits issued from both the COE and DSL for work within their jurisdiction.

To ensure a successful permit effort, development of a final plan that minimizes impacts is critical. This will include limiting hardscape improvements below OHWM, limiting filling activities and structures, and limiting the use of rip-rap. These impacts can be permitted, however sufficient mitigation would be required, which could include removal of blackberry, willow, and native plantings, and bioengineering where appropriate. If mitigation is deemed necessary, localized opportunities are available for off-site locations that meet the overall goals of the Sandy River Access Plan.

Permit timelines vary significantly based on the impacts of the proposed work and projects that are above OHWM may avoid a permit all together. A typical project will take approximately one year to permit, including required public notices and agency coordination time. Some permits take longer, and some projects can be permitted in less time. Restoration-only permits do have a more streamlined process and can be permitted quicker (this includes bank planting, large wood installation, and some forms of bioengineering).

NEXT STEPS

Current Project Development Status

The project development is moving forward on multiple fronts. The next step for the SRAP is to provide a 30% design package for use in soliciting additional project funding. Other preliminary steps are also being taken. The City of Troutdale is revising its transportation plan and has now included the bicycle/pedestrian path of the project in the proposed transportation plan. After Troutdale approves the transportation plan, the plan will be submitted to Metro for its approval and inclusion in Metro's Regional Transportation Plan. It is expected that including the proposed bicycle/pedestrian path will increase opportunities for grants to pay for various features of the SRAP. In addition, the City of Troutdale Development Commission recently approved zoning variances for the Oregon Department of Transportation (ODOT) for future construction of a bicycle/pedestrian path under the I-84 bridges. The 40-Mile Loop, which currently ends on the north side of the I-84 bridges, would be extended by ODOT under the I-84 bridges where it would meet the bicycle/pedestrian path on the project's north side.

The Sandy River Access Plan is part of an ambitious plan to reclaim and redevelop a brownfield

site, of which about 12 acres is owned by the City of Troutdale and 9 acres is owned by Eastwinds. For the project development as a whole, there are many steps in addition to the access plan, such as developing access to the project site, obtaining no further action decisions from Oregon Department of Environmental Quality (DEQ), obtaining cooperation and/or assistance from neighbors such as Union Pacific Railroad and the owners of the Columbia Gorge Premium Outlet Stores, completing commercial feasibility studies, negotiating development agreements, demolishing existing structures, and obtaining financing.

At this time, the project's focus is on obtaining a feasibility study to analyze a hotel, spa, and meeting space concept. A hotel feasibility consultant from Seattle has been hired and he has been in the Troutdale area gathering pertinent information. The project also continues to work through environmental issues. For the former water treatment site owned by the City of Troutdale, DEQ has determined that it will not require any cleanup. DEQ has now turned its attention to the Eastwinds property; soil and water samples are expected to be taken within the month and analyzed under a grant from the U.S. Environmental Protection Agency.

Community Engagement and Partnerships

City of Troutdale, SRBWC, and Eastwinds have developed a strong working partnership for the SRAP. Approximately 50 individuals representing various professionals, governmental entities, and stakeholders were invited to and/or participated in the charrettes as part of this Metro NIN grant. These people included members of tribes, bicyclists, fishing industry people, city and county officials, state and federal regulators, parks and wildlife officials, and environmentalists. Upcoming presentations will be made to the City of Troutdale City Council and to the Governor's Regional Solutions team, both of which have previously expressed encouragement for the project. Owners of businesses in Troutdale are engaged and provide feedback. Officials at all levels of government, from Troutdale to the State of Oregon to the EPA, recognize that the project has the potential to transform East Multnomah County and that the Sandy River Access Plan is a significant part of the project. Officials have expressed their unwavering support at various presentations and have offered various suggestions including grant or funding sources.

V. COST SUMMARY

A preliminary construction cost estimate that will be used to help make decisions in the refinement of the design and material selection is provided as part of this master plan. Cost estimates will continue to be updated as the design progresses in the next phases of the work. Total cost is estimated to be \$3,559,739.

Soft costs for development of the project are not included, such as permits, fees, studies, administrative costs, architectural/engineers' fees, etc. and will add approximately 25-30% of construction costs to comprise total project cost.

Please see the Cost Summary in Appendix A.

VI. CONCLUSION

The project fits in perfectly with other community visions and objectives.

The ultimate **measurement of success for this project** will be a restored segment of the Sandy River shoreline that:

1. Preserves view corridors that enhance the redevelopment potential of the adjacent property
2. Provides pedestrian and bicycle amenities
3. Restores natural riparian habitat
4. Provides the community access along and to the river

This highly visible location will showcase the mutual benefits of overlapping the lines between riparian restoration, urban development, and trails for communities. This completed example will serve to grow and support similar efforts and give people an understanding of NiN and SRBWC missions while providing them with an enhanced connection to the Sandy River.

APPENDIX A: Sandy River Access Plan Plan Cost Estimate Summary

Sandy River Access Plan Troutdale, Oregon HSR Architecture Bend, Oregon 30% Documents Cost Estimate - 1.2	Architectural Cost Consultants, LLC Stanley J. Pszczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone: (503) 718-0075 Fax: (503) 718-0077 www.ArchCost.com	Estimate Date: 29-Apr-14
		Document Date: 03-Feb-14
		Print Date: 29-Apr-14
		Print Time: 1:33 PM
		Constr. Start: 01-Jun-15

DIRECT CONSTRUCTION COST SUMMARY

Component	Area	\$ / SF	Total
Site Work Estimate	221,861 sf	\$16.04 /sf	\$3,559,739
TOTAL DIRECT CONSTRUCTION COST	221,861 sf	\$16.04 /sf	\$3,559,739
Budget			0
Indicated Surplus / (Deficit)			(3,559,739)

The above estimates are for direct construction cost only. They do not include furnishings & equipment, architect and engineer design fees, consultant fees, inspection and testing fees, plan check fees, state sales tax, hazardous material testing and removal, financing costs, nor any other normally associated development costs.

The above estimates assume a competitively bid project, with at least three qualified bidders in each of the major sub-trades as well as the general contractors.

The above estimates assume a construction start date of: June 2015. If the start of construction is delayed beyond the date above, the estimates must be indexed at a rate of 2 to 3% per year compounded.

This is a probable cost estimate based on in-progress documentation provided by the architect. The actual bid documents will vary from this estimate due to document completion, detailing, specification, addendum, etc. The estimator has no control over the cost or availability of labor, equipment, materials, over market conditions or contractor's method of pricing, contractor's construction logistics and scheduling. This estimate is formulated on the estimator's professional judgment and experience. The estimate makes no warranty, expressed or implied, that the quantities, bids or the negotiated cost of the work will not vary from the estimator's opinion of probable construction cost.

Sandy River Access Plan Troutdale, Oregon HSR Architecture Bend, Oregon 30% Documents Cost Estimate - 1.2	Architectural Cost Consultants, LLC Stanley J. Psczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone: (503) 718-0075 Fax: (503) 718-0077 www.ArchCost.com		Estimate Date: 29-Apr-14
			Document Date: 03-Feb-14
			Print Date: 29-Apr-14
			Print Time: 1:33 PM
			Constr. Start: 01-Jun-15

Site Work Estimate	Quantity	Unit	Cost / Unit	Cost	Sub-totals	Comments
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02 EXISTING CONDITIONS						
Site Demolition						
clearing & grubbing	176,034	lf	\$0.20	\$35,207		
blackberry clearing	4.9	acre	1,469.00	7,198		assumes more than 1 days work
miscellaneous	221,861	sf	0.05	11,093		
temp. fencing, barricades, etc.	1	sum	3,500.00	3,500		
haul & disposal	1	sum	5,700.00	5,700		
Sub-total	221,861	sf	0.28 /sf		\$62,698	
SUB-TOTAL 02 EXISTING CONDITIONS			0.28 /sf		\$62,698	

31 EARTHWORK						
Grading / Site Excavation & Fill						
mobilization	1	sum	20,000.00	20,000		assumes cut can be reused as fill
cut	1,600	cy	6.00	9,600		
fill	1,500	cy	8.00	12,000		
haul off excess	100	cy	10.00	1,000		
grading	221,861	sf	0.15	33,279		
Sub-total	221,861	sf	0.34 /sf		75,879	
Erosion & Sedimentation Controls						
allowance	221,861	sf	0.10	22,186		
Sub-total	221,861	sf	0.10 /sf		22,186	
SUB-TOTAL 31 EARTHWORK			0.44 /sf		\$98,065	

32 EXTERIOR IMPROVEMENTS						
Base Courses						
4" base course at 4" conc. pavement	390	ton	20.00	7,799		1,638 lf
6" base course at enhanced concrete	531	ton	20.00	10,620		
gravel shoulder at path	78	ton	25.00	1,962		
Sub-total	221,861	sf	0.09 /sf		20,381	
Concrete Pavement						
4" concrete pavement, broom finish	16,276	sf	4.50	73,242		
gravel shoulder	100	cy	35.00	3,516		
4" concrete pavement, enhanced	14,775	sf	8.50	125,588		
Sub-total	221,861	sf	0.91 /sf		202,346	
Unit Pavement						
overlook - decorative paver allowance	1	sum	5,000.00	5,000		
Sub-total	221,861	sf	0.02 /sf		5,000	
Curbs & Gutters						
curbs	1	sum	0.00	0		NIC
Sub-total	221,861	sf	0.00 /sf		0	
Overlook - Small (2)						
cip footing	259	lf	30.00	7,770		allowance allowance
cip retaining wall	225	sf	32.00	7,200		
basalt faced cmu seat wall, 24" high	184	lf	324.50	59,708		
overlook deck, wood 3x12, vertical	9,268	lf	11.25	104,265		
post & beam framing	2,317	sf	13.00	30,121		
guardrail	130	lf	100.00	13,000		
Sub-total	221,861	sf	1.00 /sf		222,064	

Sandy River Access Plan Troutdale, Oregon HSR Architecture Bend, Oregon 30% Documents Cost Estimate - 1.2	Architectural Cost Consultants, LLC Stanley J. Psczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone: (503) 718-0075 Fax: (503) 718-0077 www.ArchCost.com		Estimate Date: 29-Apr-14 Document Date: 03-Feb-14 Print Date: 29-Apr-14 Print Time: 1:33 PM Constr. Start: 01-Jun-15
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Site Work Estimate	Quantity	Unit	Cost / Unit	Cost	Sub-totals	Comments
32 EXTERIOR IMPROVEMENTS - Continued						
Overlook - Viewing Platform						
cip footing	132	lf	30.00	3,960		
cip retaining wall	660	sf	32.00	21,120		
basalt faced cmu seat wall, 24" high	66	lf	324.50	21,417		
overlook deck, wood 3x12, vertical	14,312	lf	11.25	161,010		
post & beam framing	2,602	sf	13.00	33,826		
cantilevered steel structure	4.9	ton	6,000.00	29,280		
miscellaneous bracing, baseplates, etc.	0.5	ton	6,000.00	2,928		
guardrail	340	lf	100.00	34,000		
Sub-total	221,861	sf	1.39	/sf	307,541	
Overlook - Event Plaza						
cip footing	313	lf	30.00	9,390		
cip retaining wall	626	sf	32.00	20,032		
overlook deck, wood 3x12, vertical	35,524	lf	11.25	399,645		
post & beam framing	8,881	sf	13.00	115,453		
guardrail	315	lf	150.00	47,250		
Sub-total	221,861	sf	2.67	/sf	591,770	
Retaining & Site Walls						
cip seat wall at event plaza - 18 to 24" high	788	lf	150.00	118,200		
boulder / basalt rock seat wall	113	lf	200.00	22,600		
Sub-total	221,861	sf	0.63	/sf	140,800	
Site Furnishings						
benches	13	ea	1,250.00	16,250		
trash receptacles, bike racks, tables, etc.	1	sum	5,000.00	5,000		allowance
signage	1	sum	1,000.00	1,000		allowance
information kiosks	2	ea	5,000.00	10,000		allowance
public art						
event plaza	1	sum	25,000.00	25,000		allowance
viewing platform	1	sum	15,000.00	15,000		allowance
Sub-total	221,861	sf	0.33	/sf	72,250	
Landscape & Irrigation						
gravel path	21	cy	50.00	1,075		
west side landscaping	74,411	sf	3.50	260,439		allowance
irrigation	74,411	sf	1.25	93,014		
east side landscaping, materials only	99,882	sf	1.00	99,882		assume volunteers to do planting
Sub-total	221,861	sf	2.05	/sf	454,410	
SUB-TOTAL 32 EXTERIOR IMPROVEMENTS			9.09	/sf	\$2,016,562	

Sandy River Access Plan Troutdale, Oregon HSR Architecture Bend, Oregon 30% Documents Cost Estimate - 1.2	Architectural Cost Consultants, LLC Stanley J. Psczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone: (503) 718-0075 Fax: (503) 718-0077 www.ArchCost.com		Estimate Date: 29-Apr-14 Document Date: 03-Feb-14 Print Date: 29-Apr-14 Print Time: 1:33 PM Constr. Start: 01-Jun-15

Site Work Estimate	Quantity	Unit	Cost / Unit	Cost	Sub-totals	Comments
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33 UTILITIES						
Water Utilities						
connect to existing at property boundary	1	sum	10,000.00	10,000		allowance
Sub-total	221,861	sf	0.05 /sf		10,000	
Sanitary Sewerage Utilities						
sanitary	1	sum	0.00	0		NIC
Sub-total	221,861	sf	0.00 /sf		0	
Storm Drainage Utilities						
retaining wall foundation drain pipe	1,308	lf	10.00	13,080		
trench grates at plaza areas	588	lf	125.00	73,500		
miscellaneous connections & piping	1	sum	15,000.00	15,000		allowance
Sub-total	221,861	sf	0.46 /sf		101,580	
Electrical Utilities						
service	1	sum	10,000.00	10,000		allowance, verify connection point
led lighting in cip walls	1	sum	50,000.00	50,000		allowance
Sub-total	221,861	sf	0.27 /sf		60,000	
Trail Under & South of RR Bridge to Depot Park & RR Bridge Crib						
(per city of troutdale report dated 10/28/10, city utilities & concrete portion omitted)						
general	1	sum	46,832.00	46,832		escalated to 2014 dollars
path	1	sum	25,624.00	25,624		escalated to 2014 dollars
landscape	1	sum	19,788.00	19,788		escalated to 2014 dollars
miscellaneous	1	sum	226,903.00	226,903		escalated to 2014 dollars
Sub-total	221,861	sf	1.44 /sf		319,147	
(note: conc. retaining wall amount quadrupled to additional needed to provided accessibility to / from depot park if possible, to be verified during design phase)						
Army Corp of Engineers Coordination / Approval						
coordination / approval	1	sum	25,000.00	25,000		
Sub-total	221,861	sf	0.11 /sf		25,000	
SUB-TOTAL 33 UTILITIES			2.32 /sf		\$515,727	

SUB-TOTAL			12.14	2,693,052	\$2,693,052	
Estimating Contingency			10.00%	269,305		
Index To Construction Start	01-Jun-15		5.04%	149,303		@ ± 4% per year
General Conditions / Insurance / Bond			10.00%	311,166		
General Contractor OH & Profit			4.00%	136,913	866,687	32.18%
TOTAL DIRECT CONSTRUCTION COST						
Site Work Estimate	221,861	sf	\$16.04 /sf		\$3,559,739	

APPENDIX B: Sandy River Access Plan Comments from November 19, 2013 Charette One: Stakeholders

1. PUBLIC ACCESS

Master Plan

- Create a master plan for increased use of site
- Design the area as a destination

Site Information

- The natural drainage pattern is off of Eastwinds property toward the river
- Identify pond outflow

Public safety concerns

- River safety-drownings and currents
- Dog issues

Unwanted uses

- Unauthorized user-created trails
- Unplanned camping

Trail General Information

- Highest used trails are located at water
- Provide river access
- Safety is a concern of all trail users
- Homeless issues
- Adaptive recreational access
 - o Families-consider easy routes
 - o Accommodate trailers, walkers and close parking
 - o Consider visual impairment access/needs

Trail Users and uses

- Design trails to accommodate multi-uses
- Birding and wildlife watching
- Scenic View
- Nature
- Flora-flowers, berries
- Dogs
- Fishing
- Families
- Pedestrian
- Runners
- Paddling

- o Canoe and kayak launch
- o There is paddling access on the east side of the river
- Biking
 - o Biking types-casual, road, mountain and urban biking. Have different needs and different speeds
 - o Provide bike parking
 - o Encourage lingering-slow down bikes to stop and hang out
 - o Provide transit connections for bicyclists
 - o Provide linkages to other camping opportunities

Trail Location

- Locate the trail on the western edge of VECO
- Locate the trail at the top of the bank -concern with steepness of bank at access points
Unless trail is at the top of the bank
- Locate the trail out of vegetated areas or outside of VECO
- Keep out of the flood plain

Trail Connections

- Provide 40 Mile Loop connection(s)
- 140 Mile Loop
 - o The 140 Mile Loop Has historic origins with Olmstead brothers' design
 - o Troutdale to Springwater portion of trail is to be completed
 - o Federal money and grants from Metro are helping to fund the work
- Visual connections-views at the north are up the river
- Provide connections outside of the trail to:
 - o Gorge/I-84
 - o Springwater
 - o Marine Drive
 - o ODOT has pedestrian access on I-84 Bridge in their long range plans and bike connections points are provided
 - o Lodging
 - o Downtown Troutdale
 - o Gresham
 - o HCRH
 - o Transit Connection
 - o Camping and other recreations areas
 - o Other bike tours
 - o Sandy River Connection
 - o Concept system plan, Robert of Metro has this plan
- Metro has identified bike connections to the north and west but not specifically to this site.

Trail Design

- Consider speeds of different modes and users
- Separate bikers and pedestrians

- No obstacles on trails
- Create destinations through the design of pull-outs, benches
- Design “Slow Down” sections
- Use approach friction to slow down users when coming upon this section of trail
 - o Serpentine trail to slow road bikes at provide ADA access
 - o Plaza/nodes can be used to slow traffic and create flow through zones
 - o Use a variety of materials as a cue for appropriate speed
 - o Constrained access for safety
- Trails designed with “ Best Practices”
- Use AASHTO standards for path/trail design
- Consider trail width-10-12’ asphalt trail with 2’ gravel shoulder
- Artery and capillary design concept

2. PUBLIC AMENITIES

Maintenance

- The City of Troutdale may own the VECO therefore the cost to maintain the restoration plan must be sustainable
- Cities usually maintain the trails

Sustainability

Information

- Kiosks with system and trail information

Cultural Aspects

- 1853 Treaty ceded lands
- Tribes interested in habitats
- Cultural signage by tribes for education
- Educate the public on cultural aspects through signage
- History of the site
- Interpretation
- Interface
- Understand process

Synergy

- Downtown/Eastwinds/Gorge/river

Chamber

- Economic Growth
- Higher end lodging
- Small conferences
- Tourism is important

Recreational

- Canoe/kayak launch

Public Restrooms

Destination

- Destination Troutdale/Eastwinds
- Slow down bikes to stop and hang out
- Pathways
- Views
- Restoration opportunities
- Overlooks
- Features

Resources

- accessrecreation.org

Site Amenities

- Building of natural materials, i.e. basalt pillar used as a fish cleaning sink
- Water feature-a big swale at bench
- Nature play

Vision-how will this area evolve?

- Amenities
- Bike repair
- Bike parking/racks

3. RIVERBANK AND RIVER RESTORATION

Do not give up if you really want it.

Remove confinements

Natural Area re-establishment

Allow natural processes to occur

Consider a Conservation Easement

Vegetation

- Native vegetation
- Design Plantings to direct people
- Native plantings along trails

- Replace invasive with native vegetation w/trail
- Look at Sandy Delta and Ash Creek Forestry
- Allow native forests to thrive
- What are the historical plantings for the area
- Currently no rare plants are on site
- Concern-invasive species list and continuing maintenance
- Corps has strong ideas on plantings
- Large scale removal of invasive species-remove blackberries

Views

- Maintain views

Quantify flood plain/habitat reconnections in the “Sandy-1” reach.

Riparian

- Improve riparian conditions and other habitat

Habitat Restoration

- Sediments
- Back channels
- Flood Pain Reconnections
- Open historic waterways
- Quantify restoration
- No other habitat in this area
- Identify best location(s) for habitat restoration

Locate an overlook at riprap under I-84

Cultural perspective

- Provide habitat improvement for culturally significant fish-lamprey, etc. whose numbers have been dwindling
- Dynamic system
- The health and condition of the river is important to bring back fish
- Shifting gravels
- Sediments are important
- Back channels are important

Fish

- There are fish in the small channel behind the beach by the bench of woody debris
- Fishing

- o Honest
- o Urban
- o Bank walkers

Friends of Trees

- Use volunteers for their projects
- Partnerships and working relationships with ODOT, SRBWC and others
- Opportunities for funding
- Species
- Setback
- Access
- Connectivity
- Timeline
- Revisit site for up to 7 years for maintenance
- There is a possibility of their involvement for this project

Metro

- Funder-see next steps
- No regulatory requirements
- Provide technical expertise
- Suggest revegetation in June

4. REGULATORY AGENCIES AND REQUIREMENTS

City of Troutdale

- City of Troutdale has regulatory authority for VECO and Flood Plan
- The trail can be located in the VECO
- City owner project
- Fits in Troutdale's definition of "Master Plan"
- "Master Plan" criteria can be used for this area
- 2 acre Urban Park is required in URA

In water work period-within the stream bed

- Stream work must be performed mid-July to the end of August
- This is a critical planning element

Access requirements in State Lands

- Identify boundaries for state lands
- The lower part of the VECO might in in state land
- State and Army Corp regulations may both apply

Drainage district/Corps

- These agencies have different guidelines
- Permit issues?

ADAAG vs. ADA

- Use ADAAG for design of exterior features

Regulatory Agencies

- Multnomah County-Adam Barber, Planner
- DSL
- Army Corp of Engineers
- DOGAMI
- ODFW
- ODOT
- BLM
- OSP
- SHPO
- UPRR
- NIMFS

Where are the Flood Limits?

- 20 year flow-what happens

Gateway Green

- Closer to home

5. NEXT STEPS

Look at 20 year flows

Studies

- BLM-Boater Use Study up the river
- Flood Insurance base line information

Stakeholders

- Invite OPRD to be a part of the process
- Troutdale Parks for river and trail project
- Tribes to provide cultural history

Resources

- accessrecreation.org - good ADA resource
- EMSWCD
 - o Technical assistance
 - o Staff Time

Bike Trail

- Future maps
- Provide long range hubs

Funding

- Metro helps with grant money and technical assistance

APPENDIX C: Sandy River Access Plan Comments from December 10, 2013 Charette Two: Regulatory Agencies

1. DEQ

Review and Process and Timeline

- Submit application and meeting will be within a month
- Removal fill/permit
- DSL remove/fill
- Scope determines agency's "National Permit"
- Total max load Pollution problems
- Construction Storm Water
- Soil contamination- the goal is to get "No further Action"

Comments/Hurdles/Funders

- Grants must be "Construction Ready"
- DEQ 319-Forest Grants, December Solicitation on an annual cycle

2. ODOT-Kristen Stallman

Review Process and Timeline

- No Jurisdictional Approvals

Comments/Hurdles

- Ped/Bike Path 16'
- Coordinate signage
- Opportunities for user connectivity Troutdale to The Dalles
- Protect Bridge and abutments
- Maintain rip rap
- Columbia River Guidelines for Trail
- Send Christine map of VECO to determine if DEQ is concerned
- Sandy River Connections
- Limits of right of way –south near bottom of the bank
- Staging area to be replanted
- Trails revegetation plan to be with native vegetation

Funders/Grants

- STIP Cycle Enhancements
- Parks or Transportation Grants
- Connect Oregon Funds-just closed see ODOT Web site

3. METRO

Review process and timeline

- Regional Significance-pull together agencies (state)
- Works with NOA/Army Corps of Engineers to help coordinate
- Can bring in any state agency
- Christine will map. Coordinate approvals of Solutions members and of state agencies

4. DSL

Prior Approvals

- Joint Permit Application
 - o Removal/fill
 - o Waterway
- DEQ approval prior to DSL and Corps

Review Process and Timeline

- DSL oversees process
- CORPS/DSL determines agencies involved
- Individual 401 Water Quality Permit process
- 6 weeks for in water work permits-Mid July to Mid Sept is the work period
- 1 month or less to get on the Agenda
- Need to complete forms

5. CORPS

Prior Approvals

- DEQ Approval prior to DSL and Corps

Review process and Timeline

- Jurisdiction-low water line to 2 year level of the ordinary high water
- 3 tiers of permits
 - o Individual permits take longer-12 month for individual permits
 - o 3-4 months for joint permits

APPENDIX D: Sandy River Access Plan Riparian Zone Plant Option List by Sandy River Basin Watershed Council

Area	Tree	Height	Characteristics
Riverbank	Oregon Ash	30-75 ft	Grows densely in wet soil, seed production in 3-5 year intervals, grows in full/partial sun
Riverbank	Black Cottonwood	50-175ft	Fast growth, moist to wet soil, cotton-like seeds in late summer, thick trunk with branches only at top, full/partial sunlight
Riverbank	Quaking Aspen		
Riverbank	Pacific Willow	30-40ft	Dark glossy leaves on top with white underside, fast growth, springtime yellow catkins
Riverbank	Western Red Cedar	30-100ft	Moist low-elevation conifer, stringy redish bark, small 1/2" cones
Slope	Western Crabapple	15-30ft	Small pink flowers in spring, sour 3/4" fruits in summer, orange/red leaves in fall
Slope	Sitka Willow	25ft	Adaptive to areas with disturbance, silky leaf-hairs, fast growth
Slope	Cascara	15-30ft	Understory tree, moist soil, small black berries
Slope	Vine Maple	15-25ft	Variable shape depending on light avail, moist soil, yellow-red fall colors
Bank Top	Big-leaf Maple	35-90ft	Largest maple leaves, broad spreading canopy, small yellow flower clusters
Bank Top	Western Flowering Dogwood	20-40ft	Partial sun-full shade, big white flowers, fall color orange-purple
Bank Top	Black Hawthorn	25-45ft	Multi-stemmed, small seed-filled fruit, upland and wetland varieties, both have small white flowers
Bank Top	Common Chokecherry	15-20ft	Snowy white flowers, dark purple fruit, full-partial sun, dry-moist soil
Bank Top	Garry Oak	10-65ft	Full sun, large acorns, open hillsides, slow growth
Area	Shrub	Height	Characteristics
Riverbank	Red-osier Dogwood	6-18ft	Dense riverbank growth, red bark, white flower clusters spring-summer, inedible berries
Riverbank	Black Twinberry	8-12ft	Black berries, yellow flowers during summer, works in partial/ful sun
Riverbank	Red/Blue Elderberry	10-20ft	Important for wildlife, small white flowers, different berry colors
Slope	Salmonberry	4-10ft	Yellow-red berries, varied flowers, grow in partial sun, moist soil
Slope	Indian Plum	8-15ft	Greenish white flowers early spring, small fruit for birds, grows in variable light conditions, moist-dry soil
Slope	Pacific Ninebark	6-12ft	Red bark peels in strips, small clusters of white flowers, partial sunlight, moist soil
Bank Top	Common Snowberry	1-3ft	White berries winter food to birds, gray-green leaves, small flowers in April-June
Bank Top	Thimbleberry	3-6ft	Large velvety leaves, large white flowers, red berries, variable sun conditions
Bank Top	Swamp Rose	4-10ft	Clustered pink flowers, small thorns, full to partial sun
Bank Top	Red Currant	3-9ft	Pink-red clustered flowers in spring, blue-black berries, grows full-partial sun
Bank Top	Tall Oregongrape	5-6ft	Stiff, prickly evergreen leaves, fragrant yellow flowers, dusty blue berries, grows in variable conditions
Bank Top	Western Serviceberry	4-12ft	Compact clustered flowers in spring, sweet red-blue fruit, yellow leaves in fall, grows in full-partial sun
Area	Grass/Herbs		
Riverbank	Juncus spp.		
Riverbank	Carex spp.		
Slope	Fern spp.		

APPENDIX E: Sandy River Access Plan Technical Summary by Sandy River Basin Watershed Council

LOWER SANDY RIVER FISHERIES RESOURCES

From a preservation perspective, the lower Sandy River watershed ranks highest among the six watersheds in the Sandy River Basin for abundance and productivity for:

- First for fall Chinook salmon
- Second and fourth highest for spring Chinook salmon
- Third highest for coho salmon
- Relatively low for winter steelhead

The restoration potential of the lower Sandy River watershed is also quite high. Equilibrium abundance could be increased by the following percentages if habitat conditions in all reaches in the watershed were restored to historical conditions.

- 25% fall Chinook salmon
- 53% spring Chinook salmon
- 114% coho salmon
- 29% winter steelhead

LOWER SANDY RIVER RESTORATION PRIORITIES

Beginning with an assessment of anchor habitat for salmon and steelhead conservation at the basin-scale, members of the Sandy River Basin Working Group first identified geographic priority areas to focus aquatic habitat restoration activities. A total of eight anchor habitat watersheds are identified within the basin. These areas are the primary focus of aquatic habitat restoration. The number one ranked anchor habitat watershed is the Sandy River corridor (mouth of Sandy River to Zigzag River). Though Tier 1 restoration actions, “Reconnect isolated habitats – ensure that restoration activities focus first on restoring connectivity to historically accessible salmon and steelhead habitat.” Tier 2 restoration actions, “Restore long term processes (roads, water quality, marine-derived nutrients, to ensure that restoration activities focus on addressing physical and biological processes important for sustained watershed function.” Tier 1 and Tier 2 restoration actions do not directly apply to potential habitat restoration activities associated with the Eastwinds project. Tier 3 and Tier 4 restoration practices could be considered for the project.

- Tier 3 actions: Restore Long Term Processes (Riparian Vegetation) – focus on restoring the primary ecological function of riparian areas for sustained riparian and aquatic habitat function. Examples of Tier 3 actions include riparian land acquisitions and easements; riparian planting; eradication of invasive weeds; and riparian thinning and conifer release.
- Tier 4 actions: Restore Short Term Processes (In-stream Habitat) – ensure that in-stream aquatic habitat conditions improve productivity in the short term while longer

term restoration benefits from Tier 1, 2, and 3 actions accrue. An example of a Tier 4 action is the addition of large woody material to stream channels to restore structural habitat complexity and stream channel processes such as regulating the transport of sediment, gravels, and organic matter through the stream ecosystem.

This strategy identifies a total of 120 “known” actions and 105 “new” actions for all of the prioritized anchor habitat and non-anchor habitat watersheds in the basin. The strategy is intended to guide investments over the long term in a manner that works towards completing high priority restoration actions in the highest priority watersheds.

Thirteen of the 16 limiting factors have an effect on spring Chinook salmon survival in the watershed. Of these, channel stability, flow, habitat diversity, sediment load, and key habitat quality have a high effect in depressing productivity in the lower main-stem Sandy River. Habitat diversity, sediment load, and temperature have an extreme effect in the lower Sandy River.

Thirteen of the 16 limiting factors have an effect on steelhead survival in the watershed. Sediment load has a high to extreme effect in the lower Sandy River .

Ten of the 16 limiting factors have an effect on coho salmon survival in the watershed. Of these, habitat diversity has a high or extreme effect and flow, food and sediment load have a predominantly moderate effect in depressing productivity in most of the main-stem and tributary reaches in the watershed.

Eastwinds Habitat Restoration Possibilities:

Tier 3: Remove invasive blackberry in the VECO. Blackberry removal could be accomplished through the use of mechanized equipment and spraying, followed by the planting of native vegetation.

Tier 4: Placement of large logs as “jams” in the Sandy River floodplain.

While native vegetation planting can be done through the assistance of volunteers, blackberry removal should be contracted to qualified professionals. A number of restoration contractors have both the equipment and expertise to safely place log jams in the main-stem Sandy River, but in-stream actions would require detailed engineering design to ensure intended habitat benefits and avoid adverse impacts to bridges or other infrastructure.

RESTORATION OF FISH SPECIES IMPORTANT TO TRIBES

Lower Columbia River salmon, steelhead, Pacific lamprey and a variety of other native aquatic and other wildlife are culturally important species to Confederated Tribes of Warm Springs and Confederated Tribes of Grand Ronde. Their protection, restoration, and maintenance are key elements of Tribal culture. The Tribes maintain and exercise the sovereign right to harvest fish within the Columbia and tributary basins at traditional fishing locations. Restoration

and protection of the Sandy and other watersheds is essential to the recovery of threatened populations.

EXHIBIT "A"

destination for the community and visitors. Recognizing the imperative of protecting and restoring the watershed habitat and VECO, they engaged the SRBWC. The City of Troutdale has substantial project involvement as a co-owner of the parcel, which is located in the city's own designated downtown URA. The city's role will predominantly be one of administration – hiring the contractors, supervising the process, ensuring the Nature in Neighborhood funds are wisely allocated, and providing Metro with all contract reports. Eastwinds Development LLC is intricately involved in the project as a co-owner of the land. Its role in the planning process is to facilitate involvement and glean input from municipal and interested parties with the goal of redeveloping its brownfield using a balanced approach that benefits both the community and nature along this critical piece of downtown waterfront. The city and Eastwinds' desire to ensure the riverfront received particular attention throughout the process spawned SRBWC's specific involvement. With a mission to improve the health of the watershed for fish, wildlife and people, the non-profit SRBWC brings clear voices on the value and capacity for habitat protection in this area. The council will provide expertise in planning and design for restoration and access measures that help protect and restore the riverfront and manage recreational impacts. The council will also draw upon its expertise to help integrate this project into the basin-wide restoration taking place on the Sandy River. During the schematic master site planning process, our team will engage community groups as the Bicycle Transportation Alliance and Oregon Wildlife (Oregon Wildlife Heritage Foundation) with presentations. SRBWC will stage a tour for a stakeholder field walk of the shoreline prior to/in conjunction with the charrettes to examine historical and desired conditions and ecological goals for the reach. Properly designed river access will improve the ability of underserved communities to experience and access nature. In addition, SRBWC has partnerships with a number of area schools and educational programs for direct project involvement in future project activities such as planting activities and invasive species removal as well as long-term monitoring and scientific student involvements.

The long-term benefits of this project are significant. Restoring the riparian and VECO area with well-planned access will help protect habitat, provide a safe route for public enjoyment, and enhance the community's understanding and appreciation of nature. This prime downtown riverfront property has been used for heavy industrial and wastewater treatment purposes in the past. Careless ad-hoc pathways for fishing currently trample vegetation and a steep slope has no erosion control measures in place. Devising a way for the neighborhood to experience nature in a more sensitive way will benefit both parties. The details of how the project will be maintained long-term are still in the planning phases and this conceptual planning grant will help move that process forward. The project is indeed catalytic as it will become a new model for respecting riparian habitat in future developments along the Sandy River and be the first step in a major brownfield redevelopment that will be the flagship project of urban transformation within Troutdale's URA. The city's goal is to work toward creation of a District Plan under Metro Title 13 standards as provided for in Troutdale Development Code Chapter 4.300 VECO. The District Plan will pertain to those portions of the site within the VECO of the Sandy River and Beaver Creek, the Habitat Conservation Areas (HCA) as mapped by Metro under Title 13 and the one percent annual chance flood and floodway (regulated floodplain) as mapped by FEMA. The District Plan will be prepared in compliance with Metro Title 13: Nature in Neighborhoods Section 3.07.1330 Implementation Alternatives for Cities and Counties parts 3.07.1330.B.3 and 3.07.1330.B.4(a). The District Plan shall establish conservation, protection and restoration methods for the VECO, HCA and regulated floodplain in conjunction with upland wildlife habitat and future urban landscape.

The benefits extend far beyond the plan itself as the project: enhances neighborhood livability for all Troutdale residents and visitors with the only downtown area offering responsible recreational access to the river through public and private lands; helps reclaim a blighted and underutilized brownfield property within the UGB as a public and natural amenity; and provides a missing link in the 40-Mile Loop trail to serve the region. In addition, the riparian and VECO area's protection will dovetail with other restoration efforts along the lower Sandy River to extend reach scale and basin-wide efforts to improve the watershed's health.

SECTION A | APPLICANT INFORMATION

Project name Sandy River Access Plan

Project address NW 257th Way (site is along the Sandy River bounded by Interstate 84, the Union Pacific railroad right-of-way, City of Troutdale's former water treatment plant and Eastwinds Development LLC property).

Organization City of Troutdale

Mailing address 219 E. Historic Columbia River Highway, Troutdale, OR 97060

Contact name Craig Ward

Contact Phone 503.674.7233

E-mail craig.ward@troutdaleoregon.gov

Fiscal sponsor Eastwinds Development, LLC

Address 8440 NE Alderwood Rd., Suite A, Portland, OR 97220

Phone 503-731-3701

E-mail glenn.leier@yoshida.com

Contact name Glenn Leier, Yoshida General Council

Funding request

Nature in Neighborhoods \$ 15,000 Match funds \$ 15,000 In-kind \$ 12,020

Project total \$ 42,020

Project partners 3 4 5+

1. City of Troutdale

2. Eastwinds Development, LLC

3. Sandy River Basin Watershed Council

I certify that the information submitted in this grant application is correct and that I am authorized by the governing board of this organization to submit this grant application to Metro's Nature in Neighborhoods program.

Signature of responsible party 

Printed name Craig Ward

Title City Manager, City of Troutdale

Phone 503.674.7233

E-mail craig.ward@troutdaleoregon.gov

Date 3/18/13

SECTION B | PLANNING PROPOSAL QUESTIONS

Scope and Roles

Project scope: The Sandy River Access Plan strikes the balance of bringing nature and neighborhoods together by restoring a major link in the lower Sandy River streambank and recreational corridor. The story of this land is a metamorphosis of place. Once a healthy part of the watershed, the land near the river was turned into a century's worth of industrial use and eventually became a brownfield. A former wastewater treatment plant on adjacent land operated until 1996. Now, the landowners of the combined 20-acre property that includes 1,700 lineal feet of riverfront want to transform the site into a vibrant, engaging destination for the community and region-wide visitors. The project received \$200,000 for site remediation plans and clean-up to move the project forward. An essential feature of this effort for the partners is the protection and restoration of the riparian and VECO area to connect people with nature through responsible redevelopment. Fishing is a heritage use on the lower reaches of the Sandy River, which is home to many native species of fish. People wishing to fish in this area currently forge their own informal paths to the river, damaging habitat. A primary objective of the plan is to carefully craft public access and trail design to allow people to enjoy the Sandy River for angling and other recreational activities while safeguarding riparian conditions at the watershed. Restoring the riverbank will heighten its identity, preserve and enhance a sense of place, and serve as a good model for the rest of the development and surrounding areas. We request \$15,000 in planning development funds to conduct a process that involves federal, state, county, and local municipalities and Metro as well as seek input from Union Pacific and other stakeholders in the community. The result will be a preliminary plan that helps ensure the highest benefits for both watershed health and community objectives.

Partner's roles, responsibilities and contributions to success: One of the most significant aspects of this project is the diversity of its partners. The plan is guided by a true public/private partnership that capitalizes on the strengths of local governance, private enterprise and a non-profit mission. The City of Troutdale carries the responsibility of proper stewardship for publicly owned lands and, because this site is in Troutdale's URA, it has a responsibility to use the voter-approved funds wisely. A number of parcels comprise the URA: the City of Troutdale owns two parcels and Eastwinds Development LLC owns two parcels. The city and Eastwinds Development LLC mutually enlisted the Sandy River Basin Watershed Council (SRBWC) as a partner to help meet environmental objectives. Providing a community recreational amenity while protecting habitat requires a balanced approach and this team provides that perspective. The city wants to support the community's desire for fishing activities – particularly for handicapped users - in a habitat-friendly manner. Public safety is another city priority and the plan site is a fast-moving stretch of river with a steep slope. The city's role in this plan is critical to the success of the project as it will guide the trail siting and development under Metro Title 13 standards for a District Plan as provided for in Troutdale Development Code Chapter 4.300 VECO to reach consensus on solutions for strategic public use of the riverfront in concert with habitat protection. The city also has the responsibility to manage the grant and it will convene meetings, manage subconsultants, and submit reporting to demonstrate that Metro grant funds were used to perform the work. Eastwinds Development LLC is a driving force behind providing sensitive community access to the river on public and private properties despite the lack of requirements to do so. Its role will continue long after the planning effort as Eastwinds will redevelop the brownfield. Understanding the importance of this location and the neighbors' desire to experience the natural surroundings, Eastwinds' civic-minded leader is personally committed to restoring and improving the property. In addition to collaboratively working for agreeable solutions, Eastwinds is providing financial support for the effort and its participation is integral to the project's success. Restoration and conservation is the core of SRBWC's mission and it has a vested interest in improving the health of the watershed for fish, wildlife and people. The council will shepherd riparian and VECO protection and work to integrate this rehabilitation effort with the other river-wide restoration projects along the Sandy River. Recognizing that this industrially hardened shorebank constrained by regional transportation infrastructure poses a challenge, SRBWC will draw upon its expertise to assist review of access plans that restore swaths of the shore undisturbed to support and benefit habitat. The SRBWC's insights, advice and access to technical experts of the Sandy River Basin partners will greatly contribute to the plan's ecological focus.

Relation to Program Goals

The planning effort **created new relationships** by bringing together a municipal government, private developer and non-profit organization to collaborate on a unique opportunity to offer Troutdale residents and regional visitors an ecologically respectful way to enjoy the Sandy River. The diverse perspectives and insights of each entity will help ensure a balanced approach to the project.

Connects people to their watershed: A primary objective of the plan is to carefully craft public access and trail design to connect people to the Sandy River for angling and other recreational activities. An ADA-accessible platform is included in preliminary designs to assure access for all users. The SRBWC has experience in organizing tours and workshops to educate and raise public awareness of the river. The council also can assist to balance restoration goals with the bank capacity for access engage community in advancing the larger story of river restoration.

Preserve and restore fish and wildlife habitat: The lower Sandy River is home to Chinook salmon, Coho salmon, rainbow trout, steelhead, smelt and other native fish with all anadromous species currently listed "threatened" under the endangered species act. For this reason, the Sandy is considered anchor habitat for Lower Columbia River salmon recovery. Currently, people wishing to fish create their own haphazard access to this portion of the river, damaging habitat. To determine the best locations for paths and fishing platforms a plan is needed to evaluate river bank's varying topography, dramatically fluctuating water level and its relationship to the rest of the property. As partners seek to rehabilitate the VECO area, they will use the plan to examine options to restore and stabilize the slope, and minimize erosion and sedimentation, configure the buffer to protect the riparian zone and remove nuisance or invasive plant species. SRBWC and Sandy River Partners have completed extensive basin-wide restoration assessments and plans as well as upstream projects that will inform this plan. The removal of invasive plants and restoration of native vegetation where possible is an important component of the project. East Multnomah Soil and Water Conservation District has offered to assist in developing stormwater management options that would achieve the greatest ecological balance. If the partners do not provide access, the public will continue to make their own trails and destroy vegetation in the riparian area. The details of how natural resource protection can be ensured as proper trail and development is designed will arise out of this planning effort.

Supports nature education and hands-on learning for school-age children: Having SRBWC as a partner opens doors to for the project to ultimately provide nature education as the council has partnerships with a number of areas schools and educational programs. These include a service corps that provides field work in restoration through Mt. Hood Community College's Project Youth Employment Support Services (YESS), a GED completion program that assists at-risk youth forge a new way of life and Alpha High School, an alternative school that helps at-risk youth learn about service learning. Engaging school-age youth could take many forms: tours, direct project involvement such as help with evasive species removal, or scientific monitoring.

Improve the ability of underserved communities to experience and access nature: In addition to engaging at-risk youth in educational activities, construction of both ADA and non-ADA fishing platforms will provide significant fishing and recreational opportunities for all metropolitan area residents. The site's proximity to public transit will help those who cannot afford vehicles experience this revived portion of the river. In addition, research shows that fishing in Oregon is a recreational sport for diverse and low-income populations and this project will serve them well.

EXHIBIT "A"

Timeline

This timeline covers the first phase of the planning process, the schematic master site plan. Once complete, we will undertake a more detailed analysis of targeted site improvements that will include engineering and construction documentation before moving into project construction.

For the schematic master site plan, we envision a process that will take 25 weeks.

Info gathering and schematic master site plan design	6 weeks
Stage and complete charrette No. 1	1 week
Revise master plan	3 weeks
Review revised master plan with consultants/technical experts	1 week
Revise master plan	3 weeks
Stage and complete charrette No. 2	1 week
Prepare final report	6 weeks
Organize and deliver presentation to Troutdale City Council	4 weeks
Total	25 weeks

The process will include two charrettes. During charrette No. 1, the team will review the architects' initial concept with professional consultants who will provide input to guide feasibility of the master plan and address cost impacts. A design review of the plan will follow. Charrette No. 2 will be a review of the preliminary master plan with agencies, partners and stakeholders to receive comments and suggestions. After charrette No. 2, the schematic master site plan and report will be prepared and presented to Troutdale City Council.

Community Involvement and Ultimate Public Benefits of the Improvements

Community involvement: During the planning process, the team will provide presentations to actively engage community groups such as the Bicycle Transportation Alliance, Oregon Wildlife (Oregon Wildlife Heritage Foundation) and the 15-member coalition Sandy River Basin Partners to glean their input on concepts. A site tour with key stakeholders will be conducted to impart an experiential understanding of the site and issues at stake. SRBWC may draw upon its relationships with local schools to provide additional educational opportunities. The team will present a full report to City Council and Watershed Council after the master plan is complete. Community feedback during an early public presentation highlighted the community's interest in having the partners intentionally plan for and provide public access to the river. Absent the provision of designated access paths and facilities, the river bank and habitat will continue to be damaged by people making their own pathway to the river.

Public benefits: The Sandy River Access Plan site improvements will help forge a thriving, sustainable region for all by improving ecological functions and enhancing people's experience of nature. This project fits in perfectly with other community visions and objectives. Combining ecologically responsible public uses of the river and shoreline restoration achieves the goals and values of the community. Reclaiming blighted and underutilized brownfield property within the UGB as a vibrant community site ideally aligns with Metro's goals. Adjacent to commercial development and Troutdale's historic downtown, the site is in Troutdale's URA, and the partners desire to develop this parcel in a way that integrates nature into regional and local planning efforts. The plan will help move forward the city's efforts to create a District Plan in compliance with Metro Title 13: Nature in Neighborhoods Section 3.07.1330 Implementation Alternatives for Cities and Counties parts 3.07.1330.B.3 and 3.07.1330.B.4(a).

Taking critical next steps to establish a collaborative working relationship between the city and Metro will provide public benefit for citizens and the greater region. It's clear that access for the use and enjoyment of the river for fishermen, boating, swimmers, photography, and other uses will occur whether planned or not. In addition, without properly planned improvements, access for those with physical challenges cannot occur. The goal of Nature in Neighborhoods to connect people with nature inherently implies a balanced approach that serves natural, educational and recreational values. Defining strategic, thoughtful and formal access points to this section of the river helps achieve this balance by resolving conflicts among anglers, recreational river uses and preservation interests. In addition, the steep slope presents safety hazards for recreationalists and erosion concerns place the ecological character of the river at risk. Mitigating these issues through the plan will provide benefits to the public, fish, wildlife and vegetation. The public will also benefit by a living example of riverfront rehabilitation as the removal of invasive plants and restoration of native vegetation will occur throughout the area.

The prime location of this site cannot be overstated. In addition to its adjacency to Troutdale's historic downtown and commercial outlet mall, ODOT is building a pedestrian path crossing the Sandy River along I-84 near the site. The riverfront property has been identified as the location for the easternmost segment of the 40-Mile Loop Regional Trail and the western terminus of the Columbia River Gorge trail. As a result, this site is next to hundreds of miles of bicycle routes and hiking, kayaking and rafting in the scenic gorge. The proposed upland bicycle trail will offer views of the river for cyclists and its proximity to the freeway and public bus service provide easy access from the Portland metropolitan area. Safe, designated access points for all potential users while protecting the river water quality and the VECO shoreline and capitalizing on alternative modes of arrival to this destination will provide clear environmental and public benefits.

Outcomes and Measurements of Success

Outcomes of the plan are as follows:

- A schematic master site plan to restore the eastern portion of the City of Troutdale/Eastwinds property along the Sandy River including the VECO, which will be acceptable to the variety of governing regulatory agencies. The graphic site plan will serve as a communication tool to describe the issues to the public and prospective supporters and will identify and evaluate the following:
 - a. Defined limits of the VECO and riparian restoration.
 - b. A bike/pedestrian path. This path at the top of the bank will connect the planned 40-Mile Loop trail (north) with historic downtown Troutdale (south) including the access under the railroad bridge.
 - c. Between one to three Sandy River access fishing platforms; one designated as an ADA accessible platform with pedestrian access.
- A rough cost estimate for the project.
- Expansion of the list of identified stakeholders / supporters and identification of regulatory agencies and stakeholder requirements.
- Understanding of the paths for leveraged financing for the project, including tools to recruit and attain funding from public and private and non-profit sources.
- A planning document that will be used as the basis for attaining the support of capital grant funding.
- An overall schedule with an approval process flow chart.
- A greater sense of community support for access and preservation of the natural habitat along the river and the Sandy River Watershed.
- A report to Troutdale City Council.

Measurements of success: At the end of the planning process, the schematic site master plan will:

- Attract at least three new stakeholders/partners in which to team with for the capital improvements.
- Achieve letters of support from stakeholders and public agencies responsible for various aspects of the Sandy River's diverse issues.
- A clear roadmap of the next steps for implementation, including entitlements, easements, land transfer and approvals from all required agencies and bodies.
- Support from the Troutdale City Council.

EXHIBIT "A"

SECTION C | PROJECT BUDGET

ACTIVITY	NIN FUNDS REQUESTED	MATCHING FUNDS	IN-KIND	Contributors (List name and amount)	TOTAL
Personal services City of Troutdale: Community Dev. Dir. City Manager <u>City Staff</u> Eastwinds Development: <u>Project Manager</u> Sandy River Basin Watershed Council Executive Director <u>Staff</u> Additional SRBWC services of Executive Director, Partners, Staff, and Board Preparation and Participation at Charrettes	\$900 \$1600		\$1,200 \$600 \$300 \$ 4,800 94 hours @ an average of \$34/hour (see budget narrative for details)	City of Troutdale \$2,100 Eastwinds Dev. \$4,800 Sandy River Basin Watershed Council \$3,190	\$12,590
Volunteer labor					
Professional services <u>Master planning / Facilitation</u> <u>Civil Engineering</u> <u>Landscape</u> <u>Architecture</u> <u>Riparian Consultant</u> <u>Cost Estimator</u>	\$3,000 \$3,000 \$3,000 \$2,000	\$15,000		Eastwinds \$15,000	\$26,000
Materials & supplies Printing- Reprographics Charrette Supplies	\$1,500		\$50 \$500 \$150	City of Troutdale \$50 Eastwinds \$650	\$2,200
Transportation/ travel costs					
Indirect costs¹ Grant Administration			\$480	City of Troutdale	\$480
Other Room Rental - Two Charrette Sessions			\$750	City of Troutdale	\$750
TOTALS	\$15,000	\$15,000	\$12,020		\$42,020

1 Costs are reimbursable up to 10% of total award; match up to 10 % of total project costs.

SECTION C | BUDGET NARRATIVE

Personal Services (salaries/administration):

1. **The City of Troutdale** will provide the following in-kind services. Community Development Director will participate in charrettes and general project review, working 20 hours at \$60/hour = \$1,200. City Manager will participate in charrettes, working 10 hours at \$60/hour = \$600. City Staff will provide 10 hours of support throughout the planning process; 10 hours at \$30/hour = \$300.
2. **Eastwinds Development** Project Manager will participate in all phases of the planning process, working 80 hours at \$60/hour = \$4,800. These services will be provided in-kind by Eastwinds.
3. **Sandy River Basin Watershed Council (SRBWC)** Executive Director will participate in charrette preparation, research and review working 20 hours at \$45/hour = \$900. SRBW Coordinator will provide charrette preparation, research and review working 64 hours at \$25/ hour = \$1,600. **In addition, SRBWC Partners** will provide 40 hours of volunteer participation in two charrettes - 40 hours at \$40/hour = \$1,600. SRBWC Executive Director will provide in-kind services by participating in two charrettes working 12 hours at \$45/hour = \$540; and SRBWC staff and board will provide in-kind charrette services working 42 hours at \$25/hour = \$1,050.

Professional Services (activity/amount):

1. **Master Planning/Facilitation.** Architects will provide master planning design, project coordination, and participation at all charrettes and meetings and final deliverables. Eastwinds will provide matching funds for 100 hours at \$150/hour = \$15,000.
2. **Civil Engineering** will participate in Charrette #1 and review and provide feedback of the revised master plan working 20 hours at \$150/hour = \$3,000. ***This preliminary engineering time is intended to have relevant engineering personnel participate to clearly identify next steps, such as hydrologic and other analyses, and help define the future costs of the project's subsequent complex river engineering work related to permit-level design related to the streambank and river corridor.***
3. **Landscape Architecture** will participate in Charrette #1 and review and provide feedback of the revised master plan for 20 hours at \$150/hour = \$3,000.
4. **Riparian Consultant** will participate in Charrette #1 and review and provide feedback of the revised master plan for an estimated 20 hours at \$150/hour = \$3,000.
5. **Cost Estimator** will provide Rough Order of Magnitude Cost Estimate for the proposed master plan for an estimated 16 hours at \$125/hour = \$2,000.

Materials and Supplies:

1. **Printing and Reprographics** for handouts, display materials and final report. City of Troutdale is requesting \$1,500 Nature in Neighborhood grant funds and will provide \$50 of in-kind printing. Eastwinds will provide \$500 of in-kind services for printing and reprographics.
2. **Charrette Supplies:** Eastwinds will provide \$50/per meeting for a total of \$150 for supplies, snacks and refreshments.

Transportation/Travel

1. There will be no transportation or travel costs.

Indirect/Overhead:

1. **Grant Administration:** City of Troutdale staff will provide 16 hours at \$30/hour = \$480 of in-kind grant administration.

Other:

1. **Room Rental:** City of Troutdale will provide \$750 of in-kind charrette meeting room space (Charrette #1 will be 3.5 hours at \$100/hour and Charrette #2 will be 4 hours \$100/hour. 7.5 hours total @ \$100/hour = \$750.



EXHIBIT "A"
CITY OF TROUTDALE

"Gateway to the Columbia River Gorge"

March 14, 2013

Metro
Attn: Kristin Blyler
600 NE Grand Ave.
Portland, OR 97232

Dear Nature in Neighborhood Selection Committee Members:

The City of Troutdale is submitting the attached application for Metro's Nature in Neighborhood (NIN) grant funds for the project we call the "Sandy River Access Plan." The City owns 13 of the 20 acres within its Riverfront Redevelopment Site in the heart of Troutdale's town center. The property is located within an urban renewal district that was created in 2006 to assist in making this site ready and available for redevelopment. This grant application has been prepared in collaboration with the Troutdale Urban Renewal Agency, the Sandy River Basin Watershed Council and Eastwind Development (owners of the site's remaining seven acres) in preparation for redevelopment within the next five years. It is crucial that the development of Troutdale's Urban Renewal Area, which fronts on the Sandy River, be developed in collaborative and sustainable manner, that this grant will facilitate.

The Troutdale City Council and Urban Renewal Agency fully support this application for NIN funding and urge your favorable consideration of our request.

Sincerely yours,

A handwritten signature in blue ink that reads "Doug Daoust". The signature is stylized and written in cursive.

Doug Daoust, Mayor
City of Troutdale



March 14, 2013

Metro
Attn: Kristin Blyler
600 NE Grand Ave.
Portland, OR 97232

Dear Nature in Neighborhoods Selection Committee Members:

Eastwinds Development, LLC ("Eastwinds") is pleased to provide this letter of support for the Sandy River Access Plan as detailed in the Nature in Neighborhoods grant application submitted by the City of Troutdale. Eastwinds, previously Eastwind Development, LLC, is a limited liability company formed in Oregon in 1998 to purchase, own, and develop this property. In the grant application, Eastwinds has the roles of major partner, fiscal sponsor, and landowner. This letter serves as a letter of support for each of these three roles.

Eastwinds owns, in Troutdale's Riverfront Redevelopment Site, about seven acres of property including a portion of the property along the Sandy River. The City of Troutdale owns the other portion of the property along the Sandy River. As a landowner of part of the riverbank, Eastwinds collaborates with the City of Troutdale and Eastwinds is committed to developing this riverbank site. Because of this public/private collaboration between landowners, Eastwinds is a major sponsor in the grant application to gather information, plan and address riparian and vegetated corridor restoration. This Plan will assist the major sponsors in seeking input from various governmental agencies and stakeholders for creative and innovative ways to blend nature and river access into a development site.

Matching funds will be provided by Eastwinds as a fiscal sponsor of the grant. In addition, Eastwinds will also provide, on an in-kind basis, project management, printing and supplies. Eastwinds is committed enthusiastically to providing these matching funds and resources in support of the grant application.

We respectfully request your consideration of this grant application, which Eastwinds fully supports as major sponsor, fiscal sponsor, and landowner. Please let us know if you have any questions or would like any additional information.

Sincerely,
Eastwinds Development, LLC

A handwritten signature in blue ink that reads "Junki Yoshida".

Junki Yoshida
Manager

Sandy River Basin Watershed Council

Working together to restore the Sandy River



P.O. Box 868 Sandy, OR. 97055

March 14, 2013

Metro
Attn: Kristin Blyler
600 NE Grand Ave.
Portland, OR 97232

Dear Nature in Neighborhood Selection Committee Members:

The Sandy River Basin Watershed Council is pleased to communicate our commitment to participating in development of the Sandy River Access Plan as proposed by the City of Troutdale and Eastwinds Corp. The Council is committed to participating in planned charrettes and stakeholder dialog to consider restoration and design of the vegetated corridor in the City's proposed redevelopment zone along the Sandy River.

The Council is a 501(c)3 non-profit whose mission is to restore and protect the natural, cultural and historic resources of the Sandy River Basin, including the Sandy and its tributaries the Salmon, Zigzag, and Bull Run Rivers. The Sandy serves as anchor habitat for ESA listed wild salmon and steelhead, as well as a cherished recreational corridor and source of water supply much of the community in Metro's territory.

The Council is engaged in projects to improve conditions for recovery of threatened Lower Columbia salmon, including in-river, riparian and educational activities at Oxbow Park in partnership with Metro and the US Bureau of Land Management, and in Beaver Creek and the Sandy River Delta, areas adjacent to the proposed project reach. The Council coordinates restoration activities with a broad range of organizations through the 15-member Sandy River Basin Partners, aligning those restoration efforts with basin-wide priorities and plans.

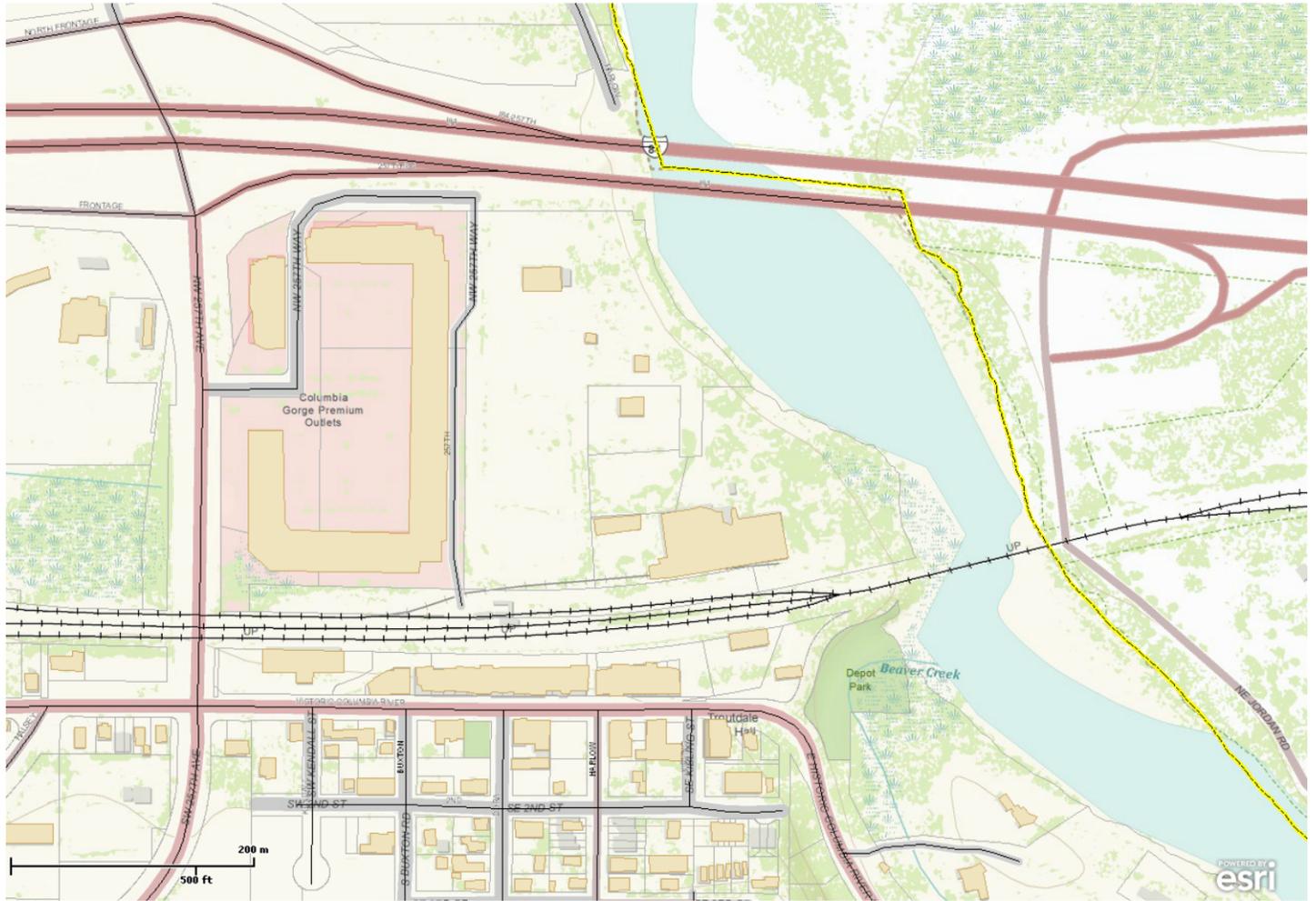
The Council will help engage Sandy River Basin Partners restoration and technical experts in proposed project activities reviewing the potential for restoring the Troutdale streambank, as well as ways to integrate on-site restoration with other restoration efforts in the Lower Sandy. We will assist with recruiting stakeholders and organize a field tour or tours of the site as part of the project, and will contribute to the project's assessment of restoration potential and strategies to maximize the ecosystem function in the project area plans.

The restoration of the Sandy River shoreline in the proposed project area would reconnect a key piece of the Lower river's ecology, along with recreational corridor that has regional significance. We would be pleased to answer any questions you may have about the restoration potential and ecosystem values of the area, and would appreciate Metro's support for the planning phase of this project.

Sincerely,

Steve Wise
Executive Director

EXHIBIT "A"



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