



May 16, 2024

Regular Meeting | 7:00 p.m.

Troutdale Police Community Center – Kellogg Room
234 SW Kendall Ct, Troutdale, OR 97060

Agenda

1. Call to Order, Roll Call, & Pledge of Allegiance
2. Public Comment on Non-Agenda Items
3. Review & Approval of Minutes
 - a. March 14, 2024 Meeting Minutes
4. Discussion
 - a. Wood Partners proposal for The Confluence.
5. Staff Communications
6. Board Member Comments
7. Adjournment

Participation

The public may attend the meeting in person or via Zoom using the link below. Full Zoom details, including call-in information is available [online here](#).

Zoom Log In:

<https://us02web.zoom.us/j/89027400508?pwd=dUZUTEgzMWNzdzBVWWRyWlpsMk5HQQT09>

Meeting ID: 890 2740 0508

Passcode: 97060

For additional information: [Town Center Committee | Troutdale Oregon](#)

This meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting to the City of Troutdale (comdev@troutdaleoregon.gov or 503-665-5175).



TOWN CENTER ADVISORY BOARD

Meeting Minutes

March 14, 2024, Regular Meeting

Troutdale Police Community Center – Kellogg Room 234 SW Kendall Ct, Troutdale, OR 97060
and Held Virtually via Zoom

1. Call to Order, Roll Call, & Pledge of Allegiance

Chair John Leamy called the meeting to order at 7:00 p.m.

TCAB Members Present: Chair John Leamy, Vice Chair Tanney Staffenson, John Leamy, Diane Castillo, Zach Andrews, Victoria Rizzo, Adrian Koester, Jeff Hutchinson, Shirley Prickett, and Carol Allen

TCAB Members Absent: Will Knight

City Staff Present: Marlee Boxler, Economic Development Coordinator; Erika Palmer, Community Development Director

2. Public Comment on Non-Agenda Items

None

3. Discussion Items

a. Confluence Site

Economic Development Coordinator Boxler gave an update on the Confluence project, stating that at this time, Capstone Partners have stepped away, citing several factors, including failed negotiations with Time Equities and the rising costs of development interest rates, etc. Wood Partners has reached out to the city and said they are still interested and would like to present and discuss potential modifications to their proposal to align it with the community vision.

TCAB Member Koester: I remember City Manager Ray Young saying that regardless of what happens now, the city is looking at developing 257th Way.

TCAB Member Staffenson: Did the City Council take action to not move forward with option A?

Ms. Boxler explained that the City Council didn't take any action because Capstone didn't move

forward with a Deposition and Development Agreement (DDA) which would have led to an Exclusive Negotiation Agreement (ENA) with the City.

TCAB Member Staffenson: The city should check in with the Time Equities' tenants so they can approach and influence their landlord about the roadway improvements.

Chair Leamy: Did Time Equities want to work with Ethos?

Ms. Boxler explained that Time Equities and Ethos submitted a proposal together during the RFP process.

TCAB Member Andrews: If I remember correctly, Ethos didn't propose a through road, they proposed a walking pathway to the new development area. I would be willing to hear from Wood Partners about our options.

TCAB Member Staffenson: The Woods proposal didn't completely agree with the Town Center Plan.

TCAB Member Castillo: How many apartments did Woods propose?

Vice Chair Allen provided the exact number of units and parking proposed in the Woods proposal.

TCAB Member Castillo: Was the Woods group working with Time Equities?

Ms. Boxler explained that Woodstone Partners was the firm that TCAB ranked 3rd but, after the interview process, ranked 2nd.

TCAB Member Prickett: How long will we sit on a property and wait for it to develop? It's already been 20 years.

TCAB Member Hutchinson: Wood Partners should come in to speak with us. Their presentation was top-notch, and they seemed willing to work with us. Why not use an alternate route to get back to the Confluence site? In the future, maybe we will get the grand entrance we want. We wouldn't want to preclude it from happening in a new plan.

Vice Chair Allen: I think it would be good to have Wood Partners return and discuss the Confluence Site with this group.

Ms. Boxler stated that City Manager Ray Young said it would be okay for Wood Partners to come and talk with TCAB, and based on this meeting, the city could evaluate the next steps. If you want to review their initial plan, all the interviews are still on the website. The new manager of the outlet mall is interested in working with the city to improve the mall. We can also invite the new manager to a future TCAB meeting.

Chair Leamy: Has Wood Partners seen the Capstone proposal?

Ms. Boxler: Yes, all interviews are on the city's website.

TCAB Member Castillo: This is our one shot to be unique. I'm concerned about the entrance's lack of functionality and art. It needs visionaries to create something special.

Ms. Boxler: If I remember correctly, one of the things we liked about the Capstone proposal was the maker spaces for smaller business incubation, and I don't think that kind of use was made clear in the RFP proposal, but it became clear through the process that this kind of use we would like to see.

TCAB Member: Woods Partners didn't have a lot of mixed-use

Ms. Boxler: I think Wood Partners was open to a different architect.

TCAB Member Andrews moved to invite Wood Partners back to TCAB to discuss Confluence options. Prickett seconded the motion. The motion passed with Commissioner Staffenson opposing.

Chair Leamy asked Staffenson what he would like to see. Staffenson responded that the path we are taking now is not consistent with the Town Center Plan.

TCAB Member Hutchinson responded that we are not on a path. We are not moving forward with any proposal.

TCAB Member Staffenson: But we are speaking to a group that has a different vision. They had a five-story building against a park.

TCAB Member Andrews: I agree with you, but at this point, we are just having another conversation about how they may be able to make it more aligned with our vision.

TCAB Member Staffenson: The community has told us what they want to see, and we are obligated to that vision.

TCAB Member Hutchinson had questions about the debt service and the 5-million-dollar loan.

TCAB Member Staffenson stated that the city is not financially up against a timeframe for completing this project.

Ms. Boxler stated that none of the roads in the URA were designated as corridors in the Town Plan. This board looks at opportunity sites and infrastructure along with opportunity corridors. She named off the site and corridor areas. The plan didn't designate 257th Way as an opportunity corridor.

TCAB Member Andrews: At the meeting before last, the committee discussed changing some

of the wording in the plan to allow for more TCAB review. TCAB should explore this item on a future agenda.

Chair Leamy: I think we should hear from Wood Partners about whether they would be willing to make changes to their proposal.

TCAB Member Hutchinson: I think I heard from Wood Partners during their interview that they would be willing to make changes based on the community's vision for the area. He asked Staffenson if the road was a major sticking point to a proposal.

TCAB Member Staffenson responded that a road through the site would make the outlet mall successful. The Woods proposal was focused on apartments and didn't necessarily need access from 257th. I think there needs to be a conversation with the tenants of the outlet mall, and maybe Time Equities will listen to their tenants. People invest in that mall for two reasons: 1) real estate value appreciation and 2) rental income stream – people are getting checks. If there are no tenants, it will become a problem for investors.

Ms. Boxler stated that the outlet mall has a new manager, and again, we can invite them to a future meeting.

TCAB Member Koester: There are interesting places and successful sites that don't have direct access.

TCAB Member Prickett: How long will we wait to develop the site?

TCAB Member Hutchinson: We can plan to have a road in the future, and in the future, we could get the grand entrance.

TCAB Member Castillo: I think the community vision for the site is really important. Architects are visionaries, and then there is functionality this site needs to serve both.

Chair Leamy said they voted and can move on to the next agenda item.

b. Sandy River Trail Update

Director Palmer shared that the Sandy Riverfront Trail 100% plan design is complete. Union Pacific RR is anticipated to approve the plan in the next couple of weeks. Once approved, it will go through the land use process. During the land use process, we will also go out to bid to save time.

Economic Development Coordinator Boxler: Does TCAB want to meet to review the land use plan? Secondly, the plan in front of you integrates the Sandy River Trail design with a depot park design that includes improved parking and a bike hub. This plan shows a continuation of the trail to the sidewalk downtown, a bike hub, landscaping, and better access to the site. Multnomah County has expressed concerns about the current driveway, and this design would improve pedestrian safety.

Chair Allen asked about the decking in the back of the visitor's center and ADA access.

Ms. Boxler explained that ADA access is through the back of the building utilizing the deck.

TCAB Member Andrews asked about funding for the trail, and Ms. Boxler stated that funding had been approved and that operations and maintenance would fall to the City's Parks Department.

Ms. Boxler asked TCAB if there were strong feelings about the relocation of the caboose.

TCAB Member Prickett: The caboose draws people to the visitor center

TCAB Member Koestler: It will still be visible from the road.

TCAB Member Andrews: Moving the caboose won't be as detrimental as we think. He stated that the Parks Plan has higher priorities than this project.

Ms. Boxler stated that there are grant opportunities for this project, especially with the opportunity for a bike hub.

Chair Allen stated she was concerned that the caboose would be too hidden as it draws in visitors.

Ms. Boxler shared a rendering of the design with the moved caboose.

TCAB consensus that they would like to meet and review the Sandy River land use application when it comes in.

Ms. Boxler said she would invite Wood Partners to the May meeting but is out of the office on the regular TCAB meeting date. She will follow up with TCAB members on a new meeting date and then contact Wood Partners.

4. Staff Communications

The 100% draft design project will be on the website next week. LU applications will be posted online as well. First Friday, Summer Street Fair, Arts Festival, and Cruise-In will happen soon. Most events coincide with First Friday now. Economic Development Coordinator Boxler will send a couple of options for a meeting with Wood Partners.

5. Committee Comments

Board Member Andrews: Recommends reviewing the land use plan once it's submitted.

Board Member Castillo: I am Concerned about the homeless on the Sandy River. The connections with the scenic trails may be impacted, especially with a public bathroom accessible. We need to be more visionary with the plan.

Board Member Koester: Watching for when Home Forward will break ground. Director Palmer responded that it could happen by June. What are we doing to about event parking now that the lot won't be available? Staff responded that we would continue to utilize the shuttle system. There will be signage directing the public.

Board Member Andrews: Continue productive conversations. Committed to being on the same page with the rest of the town. Appreciate Staff's work.

Board Member Allen: Concerned and nervous about how the Home Forward building could change our city. Concerned about the people that are going to live there. Not sure she likes the change.

Board Member Prickett: Agreed with Commissioner Castillo regarding the houseless concerns. I will feel bad if a fire goes through the area and people die. That's on us. We haven't taken care of the issue. We appreciate the Staff.

Board Member Rizzo: Agreed with Board Member Hutchinson. Can we have the road ready to go?

Chair Leamy: Is the proposal for the RV park for 4-row houses? I heard it get reduced to 3. Staff responded that, at this time, no building permits had been submitted.

6. Adjournment

Vice Chair Allen moved to adjourn, and Board Member Hutchinson seconded the motion. The vote was unanimous, and the meeting was adjourned at 8:50 p.m.



Request for Qualifications

THE CONFLUENCE AT TROUTDALE

UNIQUE RIVERFRONT
DEVELOPMENT OPPORTUNITY



**Deadline for submittal:
November 9, 2022, 5:00PM PST**



Quick Facts

- Nearly 16 developable acres plus 3.4 acres dedicated for public riverfront park & trail
- Average Daily Trips
 - NW 257th: 22,065
 - Historic Columbia River Hwy: 10,230
 - I-84: 35,500
- Flexible zoning permits broad range of uses

Unique Riverfront Development Opportunity in Troutdale - near Downtown with high visibility from I-84

- Close proximity to Sandy River, Columbia River Gorge, I-84, Downtown Troutdale, and Portland
- Strong partnership opportunities with City
- Utilities on site include public water and sewer and high speed optic connections

For more information on the City or this Request for Qualifications, please contact:

Email:

theconfluence@troutdaleoregon.gov

Visit the RFQ website:

www.theconfluence.info



“We are so excited that you have expressed an interest in partnering with us to create an iconic development at the gateway to one of the world’s most amazing natural wonders. The City is looking for a creative and innovative partner to create an inspiring and desirable location for all!”

- Mayor Randy Lauer, City of Troutdale

CONTENTS

01 PROJECT OVERVIEW, GOALS & OFFERING	2
02 DEAL STRUCTURE & FINANCIAL PARTNERSHIP.....	9
03 THE SITE & THE CITY	12
04 SUBMISSION REQUIREMENTS	23
05 SELECTION PROCESS & SCHEDULE	27
06 GENERAL CONDITIONS	29
07 ADDITIONAL RESOURCES	31

01

OVERVIEW

AT THE CONFLUENCE OF NATURE AND HISTORY

Unique Riverfront Site Near Downtown Troutdale

The Confluence at Troutdale (The Confluence) represents a unique opportunity to build an entirely new riverfront district from the ground up at the gateway to the Columbia River Gorge.

Owned by the City of Troutdale's Urban Renewal Agency, The Confluence site is a 15.89-acre parcel strategically situated next to historic Downtown Troutdale (Downtown). The site is uniquely positioned at the nexus of natural and urban - perched on the banks of the Sandy River looking out toward the Columbia Gorge and Broughton Bluff within easy walking distance of Downtown.

The site is highly visible from I-84, and its iconic 125-foot water tower rises above Downtown, set against the backdrop of the Cascade foothills. The Confluence is a prime opportunity to link urban and rural amenities.

At the gateway to the Columbia River Gorge Scenic Area, the site offers quick and easy access to hiking and bike trails, Mount Hood, and state and regional parks including the Sandy River Delta Natural Area, Lewis and Clark State Park, Dabney State Park, and Oxbow Regional Park. It is within walking distance to destinations such as the Sugarpine Drive-In and McMenamins Edgefield.

The entire eastern side of the site fronts the Sandy River, and a high-quality pedestrian/bicycle bridge across the I-84 bridge links the site to the most popular points of access at Lewis and Clark State Park. On a hot summer day, hundreds of people swim, float, and paddle right below the site. The City is in the process of finalizing the

Troutdale is the connection between the Portland Metro area and world-class outdoor recreation areas like the Columbia River Gorge and Mount Hood. It is the gateway to key regional tourist destinations.



design of a riverfront park and trail to connect to Downtown south of the railroad tracks and the larger regional trail network, including the

40-Mile Loop - a network of regional trails around the Portland metro area (See Section 03: The Site & The City for more details).

The Vision for The Confluence at Troutdale

The City of Troutdale (the City) is seeking a master developer to create a vibrant riverfront project with housing, hospitality, food, drink, community gathering places, and lodging - all with direct access to a new riverfront park and trail system. A dynamic development program and exceptional design will define the region's next new waterfront district and Troutdale's newest neighborhood.

With a street grid aligned to Downtown and future pedestrian connections over the railroad and under I-84, The Confluence will be a new center of activity that also bolsters Downtown. There is currently access to Downtown under the

railroad bridge on the east end of The Confluence. It is the City's priority to identify a development partner with a shared vision that strengthens the sense of place and responds to the river. The Sandy River is an integral part of the site. Development teams are encouraged to explore ways to reflect the riverfront location including connections to the planned park and trail system. The design of the development and street layout should respond to the river as focal point.

Through previous planning and feasibility analyses, the City has identified several possible priority uses including a boutique hotel, light commercial (namely food and beverage), and



Site plan for The Confluence showing potential mix of uses including hospitality, higher-end residential, and commercial uses

residential. The City’s Housing Needs Analysis and market analysis supports these use types, and proposals are encouraged to consider these in their development program.

Access to the site is critical to the success of the project. Currently, the site is accessible from NW 257th Way to the west through the Columbia Gorge Outlets on an existing public right of way. The City recognizes the importance of enhancing access and encourages creative partnerships with the adjacent landowner that maximize the potential of both properties.

The City is finalizing the details of a multimodal path from Downtown under the railroad bridge, connecting the riverfront trail to Downtown. In

addition, the City is in the process of exploring a pedestrian bridge over the railroad tracks to Downtown and a possible parking structure that would supply district parking as well as support regional tourism (Gorge transit and park-and-ride). The City seeks a partner who will continue to advance these initiatives and seek creative ways to better connect this site to Downtown and beyond.

Check out a promotional video about The Confluence *here*.

PROJECT GOALS

ACTIVE + VIBRANT + CONNECTED + LOCAL + SUSTAINABLE



ACTIVE + VIBRANT

- A mixed-use district with active uses, gathering places, and housing opportunities
- Food, beverage, and “experiences” with strong, active relationships to the river and to Downtown
- Unique hospitality concepts that capitalize on strong tourism and recreation demand
- Flexible, market spaces for small business experimentation and growth
- Additive and complementary uses that strengthen existing Downtown businesses
- High valued uses that generate robust property tax increment for the TIF District to support continued infrastructure and placemaking investments (*See Section 02: Deal Structure for more details*)

ACCESSIBLE + CONNECTED

- Strong connections to the Sandy River, riverfront park, regional trail systems (40-Mile Loop and Columbia River Gorge Trail), regional tourist destinations, Dabney State Park, Lewis and Clark State Recreation Site, Sandy River Delta natural area, and nearby employment districts.
- Additional convenient connections and clear wayfinding linking site to Downtown and other regional amenities
- Improved and more direct access from Graham Road to the west
- Supportive public parking structure serving Gorge transit providers park-and-ride facility, other transit uses, and Confluence uses (district parking)



STRONG SENSE OF PLACE + HISTORY

- Preserve, restore, and integrate the landmark water tower
- Activate the edge of the new riverfront park with vibrant uses and programming
- Consider placement of roads and buildings to capitalize on iconic views of the river, water tower, Oregon and Washington Cascade foothills, Broughton Bluff, and Columbia River Gorge
- Consider the local and regional history in material choices and placemaking elements

HOMEOWNERSHIP

- Broaden attainable housing options in Troutdale
- Specifically prioritize homeownership opportunities such as townhomes and stacked flats

SUSTAINABLE + GREEN DESIGN

- Take a holistic approach to site and building design (district- and systems-level approach)
- Minimize resource usage, waste, and other environmental impacts
- Maximize on-site energy production and stormwater treatment, taking advantage of the site's strategic location

Development Offering Overview

The City’s vision for the site is a mixed-use riverfront district that includes retail, commercial, hospitality/tourism, light industrial, a mix of housing types, and live/work spaces. The role and design of open spaces should be responsive to the surrounding natural areas and capitalize on the picturesque river setting. Any street-grid system should promote future connections to Downtown.

The City recognizes that the site can’t accommodate every possible need/desire of the community, and that some uses, or amenities will likely require supplemental funding, but the City seeks a development partner who is open to examining the possibilities.

The City is a proactive partner and is seeking a private developer who has a vision for the site and the experience and financial capacity to capitalize on the site’s unique assets and address its challenges.

This offering is intended to be flexible. The City is not seeking detailed proposals or architectural plans for the site, although it would like to see any specific proposals that developers or others may put forward. The City seeks responses from qualified developer teams who have a compelling vision which supports the City’s intentions for the site; who can articulate that vision; and who can demonstrate the capacity and experience to deliver on that vision.

The complete criteria on which the City will base its developer selection is found in *Section 05: Selection Process and Schedule*. Simply put, the City seeks a team that can demonstrate the vision and the capacity to deliver a project that best fulfills the goals as expressed in the Evaluation Criteria.

VISION
A mixed-use riverfront district with open spaces that are responsive to and capitalize on the natural setting that is connected to Downtown Troutdale

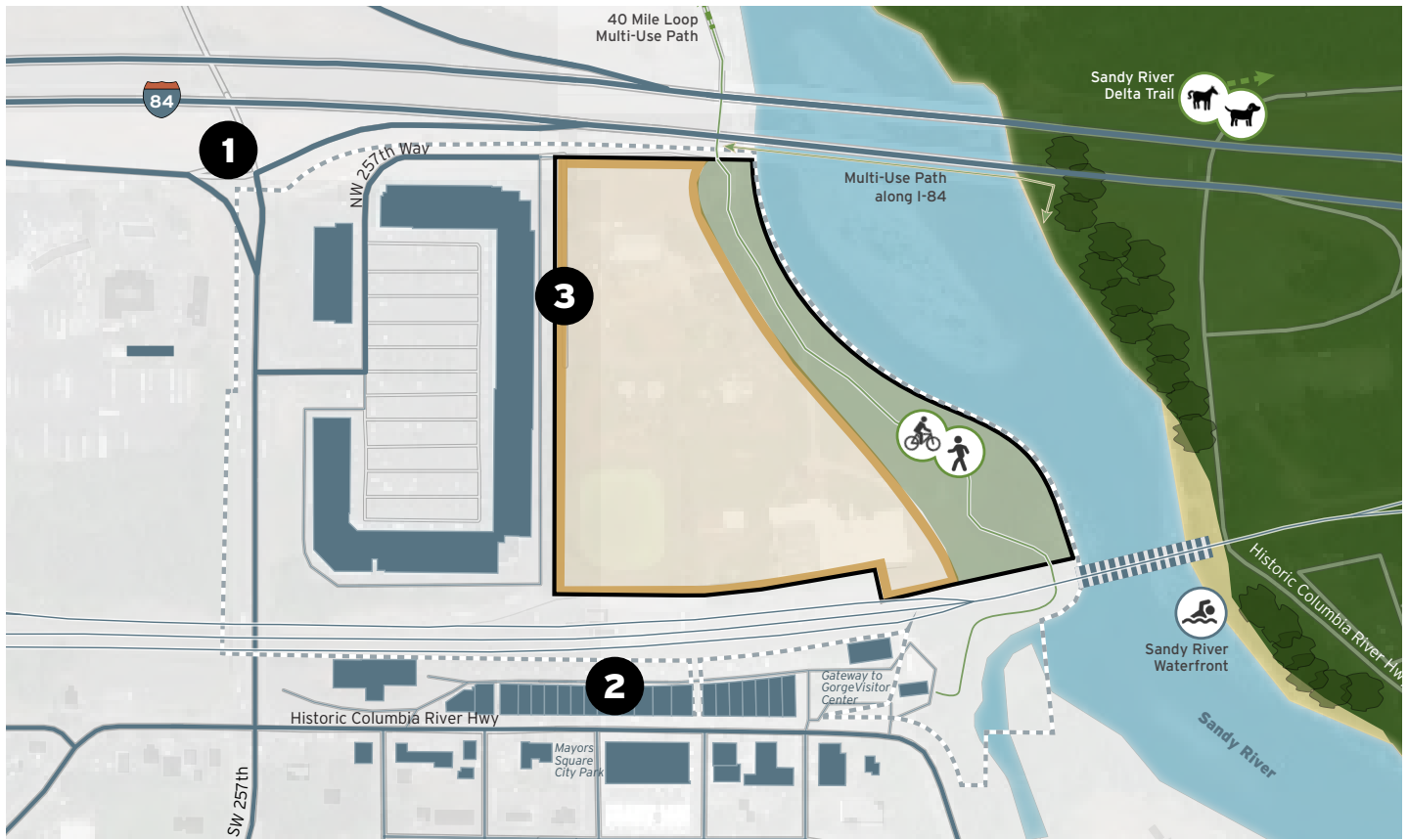






Hood River Waterfront, Hood River, OR

Hundreds of people access the Sandy River on a sunny day



Sandy River at Glenn Otto Park, Troutdale, OR adjacent to The Confluence



- Key**
-  Site
 -  City Owned Property
 -  Urban Renewal Boundary
 -  Existing
- 1** **Direct Highway Access** - The site is located off an I-84 exit, westbound to the Portland Metro Region and eastbound to the Columbia River Gorge
 - 2** **Downtown Troutdale** - The site is in close proximity to downtown Troutdale, well known for its charming small town aesthetic, shops, and restaurants
 - 3** **Owned by the City** - The site is owned by the City of Troutdale and falls within an Urban Renewal Area, which also includes the adjacent Columbia Gorge Outlets

02

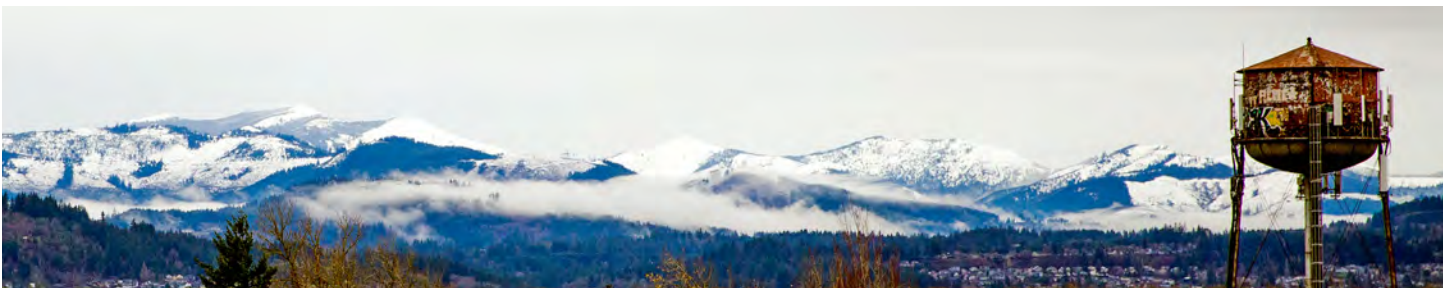
DEAL STRUCTURE

THE CITY IS LOOKING FOR A COMMITTED PARTNER

Potential Deal Structure and Financial Partnerships

While an outright purchase is the preferred deal structure, the City is willing to consider other scenarios including land sale contract, ground lease, or lease with an option to purchase. To advance its goals for the site, the City has identified a variety of measures that it will consider to support the financial feasibility of the project, depending on the responsiveness of the proposal. These measures are addressed on page 11 of this section.

This Request for Qualifications (RFQ) sets forth the City's intentions for this project, including the selection criteria, selection process, and other information and requirements. Once it has selected a preferred team, the City intends to enter into exclusive negotiations with that team, with further discussions on a binding agreement and development timeline at a future date. *See Section 05: Selection Process and Schedule* for additional information on the schedule and selection process.



Riverfront site with
easy access to
Sandy River



The Troutdale Urban Renewal Agency (the Agency) was established in 2006. Following a lengthy public planning and community engagement process, the Troutdale Riverfront Renewal Plan was adopted (*see Section 07: Additional Resources*). The key elements of this plan include commercial development, a park and trail along the Sandy River, and a pedestrian underpass of the Union Pacific Railroad tracks to connect historic Downtown and the 40-Mile Loop.

FINANCIAL OBLIGATIONS

Since 2006, the City has invested more than \$8 million acquiring, performing demolition and site clearing, and extensive environmental remediation of this former brownfields site. The City received a \$1.5 million loan from the Business Oregon Brownfields Redevelopment fund to cover a portion of the costs. The City loaned the Agency \$6.5 million to cover the remainder. The Agency's outstanding debt of \$6.5 million, not

including interest, must be paid twice-annually beginning on June 01, 2024. The City expects to repay its debt from the private development of The Confluence.

The City is open to a variety of possible deal structures for the project, including those listed below.

STANDARD PURCHASE AND SALE

A standard purchase and sale is the City's preferred deal structure. Under this scenario, the City would sell the property to the development team for cash. Note that, under state law, the City may use its discretion to dispose of land for what it determines to be its fair re-use value. This value may be set to assure that the property is developed or otherwise used to best carry out the purposes and goals specified in the Agency's Urban Renewal Plan. If the full 15.89-acres are sold to a private party, proceeds from the sale must be immediately applied in one lump sum to pay off the City's financial obligations.

INCENTIVES AND ASSISTANCE

The City is committed to a successful development project. As such, the City has determined a defined set of incentives and subsidies that developers could utilize, including whatever public incentives and/or subsidies deemed reasonable from the list, to make the project a success. The selected development team is expected to work with the City to identify and flesh out in detail the exact incentives and/or subsidies desired, their amounts, and other terms of agreement. Note that projects that use more than \$750,000 of “funds of a public agency” are subject to prevailing wage rates.

The current menu of public incentives and subsidies available for this project include:

- TIF funding for infrastructure
- SDC credit for bike/pedestrian bridge crossing over train
- SDC credit for structured parking with state involvement
- SDC waiver for restaurant until June 30, 2023, and could be extended
- Potential SDC credits for needed infrastructure



High visibility from I-84 bridge and Lewis and Clark State Recreation Site

03

THE CITY & THE SITE

The Confluence site is a great example of the partnership between the State of Oregon and the City. I, and the State, have continually worked to improve transportation around the site, preparation of the site and marketing of the site. The State and the region are excited about this amazing opportunity!

- Sen. Chris Gorsek

TROUTDALE

The City is located on the eastern edge of the Portland metropolitan area near the confluence of the Sandy and Columbia rivers. It is positioned between thriving and emerging cities of the Portland metro region and the world-class outdoor recreation areas of the Columbia River Gorge and Mount Hood. There is significant recent development near the site with roughly 350 additional dwelling unit developments currently in construction in the Town Center Overlay.

According to the City's recent Housing Needs Analysis, there is a substantial need for higher-amenity housing types (including detached and attached housing types) for households earning more than \$100,000. An increase in incomes in Troutdale supports this need for higher amenity

housing. A higher-end boutique hotel has also been identified as a potential use.

The City is making substantial investments in economic development and placemaking. A joint effort by the Cities of Fairview, Wood Village, and Troutdale has sought to improve NE Halsey Street from Fairview Parkway on the west to the Sandy River on the east. In 2021 The Main Streets on Halsey project completed changes to zoning codes and design standards in all three cities to build a unified vision for a more walkable, pedestrian-friendly Halsey. The new zoning and design standards are reflected in the zoning at The Confluence.

The City is finishing up design and engineering work on a future 3.4 acre riverfront park and trail along the Sandy River running adjacent to the

one park project
two trail networks
infinite impact

future multi-use path to
 Wood Village & Fairview
 (potential 40-Mile Loop)

McMENAMINS
 EDGEFIELD

HALSEY STREET

future connection with
 Wabun Trail (Levee Trail)
 and 40-Mile Loop system

84

existing connections along
 I-84 bridge to Sandy River Delta
 & Lewis & Clark State Park

Sandy River

The
 Confluence
 Site

UNION PACIFIC RR

COLUMBIA RIVER GORGE
 NATIONAL SCENIC AREA

DOWNTOWN
 TROUTDALE

regional visitor center &
 future Gorge bike hub

Broughton
 Bluff

HISTORIC
 ROUTE
 30

future connections to
 Mt. Hood Community College
 and Gresham (40-Mile Loop)

existing connection
 to Glenn Otto Park and
 Historic Columbia River Hwy

Strong connections to Downtown and the
 Sandy River exist already, and enhanced access
 is already planned and funded

site. Once complete, the trail will close a gap and connect Downtown with the regional 40-Mile Loop (a regional trail system) and the existing trail along the I-84 bridge. This missing link will connect the City to the Sandy River Delta natural area, and future and existing trails into the Columbia River Gorge.

A feasibility analysis of The Confluence was conducted in 2021 to understand the market potential of the properties within the current Urban Renewal Area (URA) boundary. The study engaged with a key property owner, tested the financial feasibility of different site development program options, and established a clear set of actions the City should take in order to realize a catalytic project at this site. Two concepts were evaluated to visualize the goals of the City and

understand investments and incentives needed for a potential developer. An overview of the two concepts is featured in The Confluence Action Plan on page 18 (see *Section 07: Additional Resources*).

The Confluence has a proactive, relationship-driven partner in City leadership and staff. It is a large, shovel-ready unique riverfront site. There have been significant surrounding investments in housing, economic development, and community investment. This includes new, updated zoning on the site for a flexible set of uses including mixed-use, light industrial, and commercial. The City is currently pursuing public funding opportunities from other agencies, and anticipates receiving funds for trail construction from multiple of those agencies.

THE SITE

The Confluence consists of three tax lots composing an aggregate area of 19.3 acres. The primary development parcel is 15.89 acres. The two adjacent parcels slated for park and trail development are a total of 3.4-acres. The Agency, who owns the entire site, has taken active steps to prime the site for development.

In late 2018, the City contracted to clear all previous development from The Confluence to prepare it for commercial and residential redevelopment. The work was completed in 2020 with DEQ certification and a No Further Action letter following in 2021(See *Section 07: Additional Resources for document*). Approval was given for

full residential uses. See the Contaminated Media Management Plan in *Section 07: Additional Resources*.

Urban services available to the site include public water and sewer, electricity, and high speed fiber optic connections. There are no floodplain or wetland constraints on the site.

The City is in the process of completing an infrastructure analysis to assess what utilities are currently available and identify opportunities to serve development in combination with capacity assessment. This should be completed by September 1st, 2022.



The Confluence is 16 acres of developable land adjacent to a future park

SANDY RIVER

The Sandy River is a rich and vital natural resource and recreation amenity; it is a major asset for the City and the larger region. Particularly in the summer, people access the Sandy River daily for various activities including fishing, kayaking, paddle boarding, and floating. The ability to capture this activity and channel it to The Confluence would be catalytic. The Confluence at Troutdale has approximately 1,400 feet of riverfrontage.

Currently the two closest access points are Lewis and Clark State Recreation Site, directly across the Sandy River to the east, and Glenn Otto Community Park, half-a-mile south of the site. The City expects to have a 90% design for a half-mile linear multi-use trail by October 2022 that

will run along the eastern edge of the site. The park will be funded by the City through grants and other funds.

The twelve-foot wide trail will be punctuated by larger areas that invite users to stop and linger along the river. These will include large and small gathering places, picnic tables, play structures, natural play features, interpretive signage, water play installations, and overlooks. Opportunities exist to widen the trail and provide amenity areas along the western edge adjacent to the site. At the southern edge of the site, on a City-owned parcel near Depot Park, an open meadow area is planned that can be used for picnics, pop-up concerts, and events. Riverfront access will be by designated trails only.



View of the site from the I-84 pedestrian/bike bridge

A

Current access to the site under I-84 to the north, connecting to the 40-Mile Loop regional bike/pedestrian trail

A

Current access to the site over I-84 via a bike/pedestrian bridge to the north, connecting to the Sandy River Delta natural area and Lewis and Clark State Park (Image credit: BikePortland)

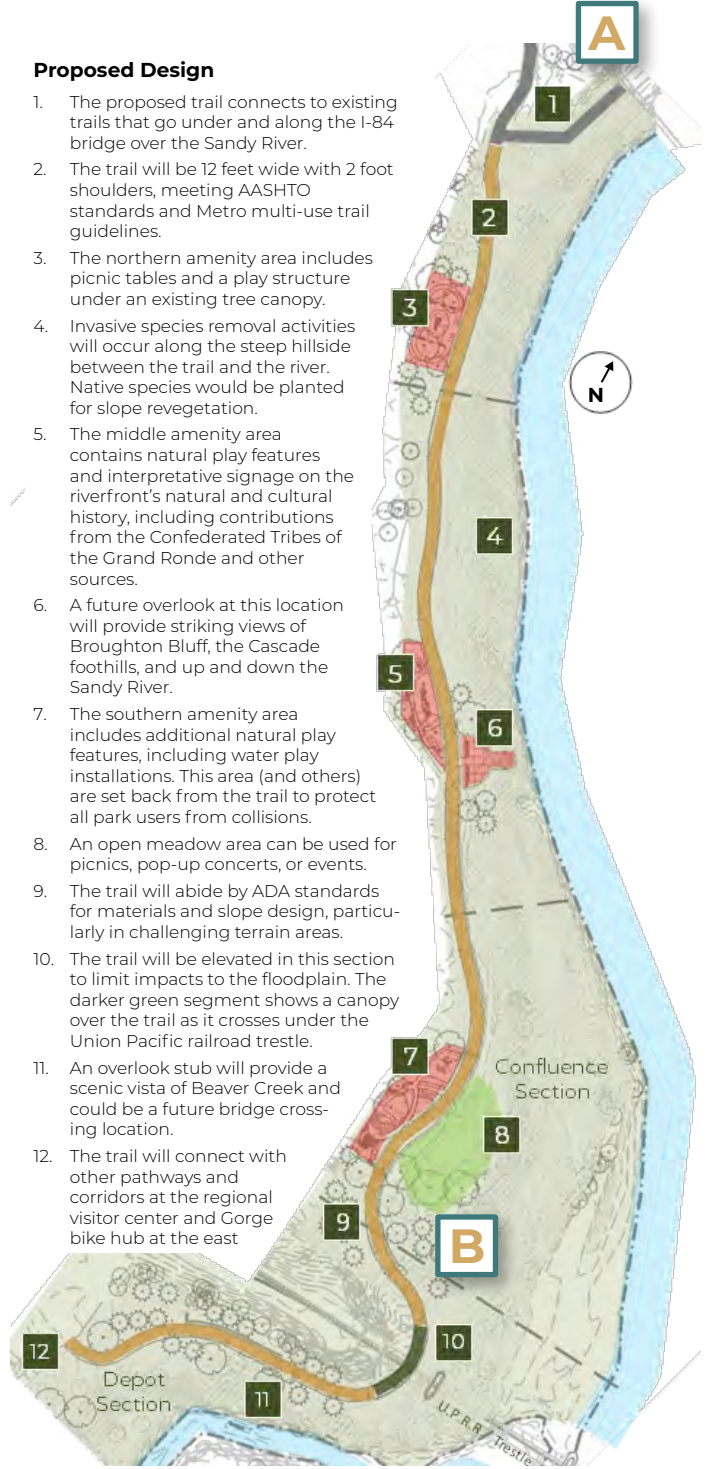
B

Current access to the site under the railroad trestle to the site, connecting to the future bike hub, visitor's center and Downtown

90% park design connecting site to regional trail network and to Downtown Troutdale under railroad

Proposed Design

1. The proposed trail connects to existing trails that go under and along the I-84 bridge over the Sandy River.
2. The trail will be 12 feet wide with 2 foot shoulders, meeting AASHTO standards and Metro multi-use trail guidelines.
3. The northern amenity area includes picnic tables and a play structure under an existing tree canopy.
4. Invasive species removal activities will occur along the steep hillside between the trail and the river. Native species would be planted for slope revegetation.
5. The middle amenity area contains natural play features and interpretative signage on the riverfront's natural and cultural history, including contributions from the Confederated Tribes of the Grand Ronde and other sources.
6. A future overlook at this location will provide striking views of Broughton Bluff, the Cascade foothills, and up and down the Sandy River.
7. The southern amenity area includes additional natural play features, including water play installations. This area (and others) are set back from the trail to protect all park users from collisions.
8. An open meadow area can be used for picnics, pop-up concerts, or events.
9. The trail will abide by ADA standards for materials and slope design, particularly in challenging terrain areas.
10. The trail will be elevated in this section to limit impacts to the floodplain. The darker green segment shows a canopy over the trail as it crosses under the Union Pacific railroad trestle.
11. An overlook stub will provide a scenic vista of Beaver Creek and could be a future bridge crossing location.
12. The trail will connect with other pathways and corridors at the regional visitor center and Gorge bike hub at the east

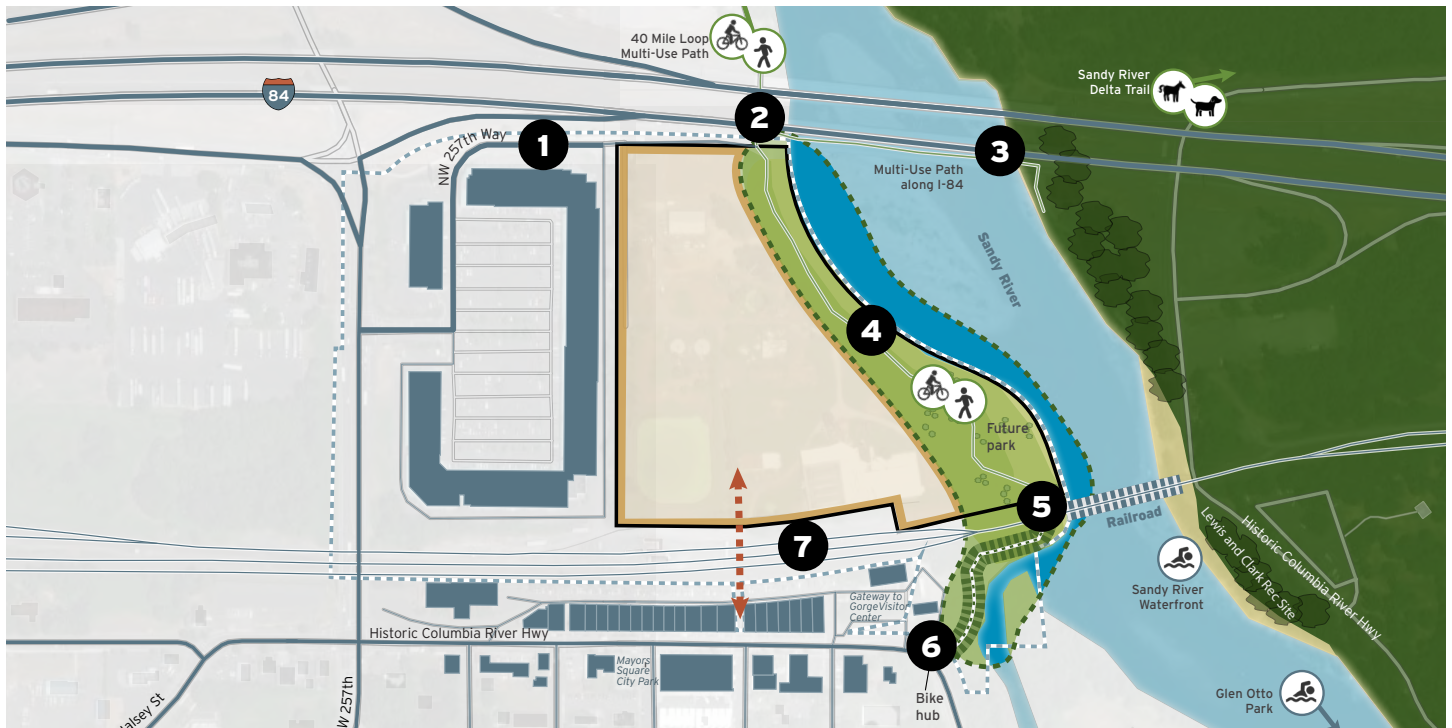


CONNECTIVITY

A public right of way (257th Way) provides vehicle access to the site from the intersection at 257th Avenue/Graham Road and runs through and around the north side of the outlet mall. If more direct site access is desired from 257th Avenue/Graham Road, it will require participation from Time Equities, who are the owners of the Columbia Gorge Outlet. Time Equities has expressed a desire to discuss development and access issues with the selected developer for the mutual benefit of the development and the outlet mall. The City has regular communication and an established relationship with Time Equities, but no alternative access plan has been agreed upon at this time.

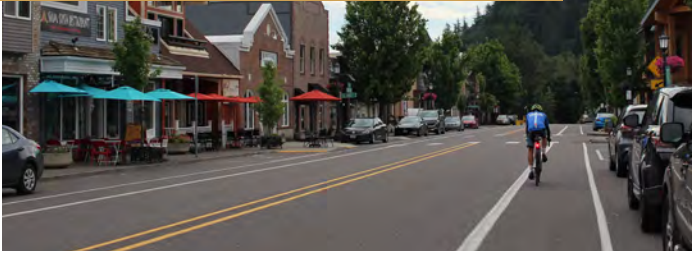
The City, having identified improved connectivity as a key goal, has taken steps to plan for additional linkages to the site. The City's design for the riverfront park has a bike/pedestrian trail connection under the rail bridge to Downtown. The 40-Mile Loop, which currently ends on the north side of 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 City has also identified the location for a bike/pedestrian bridge over the railroad. This bridge project is included in the City's Capital Improvement Plan, thus would be eligible for SDC credits if funded. In addition, the City has initiated

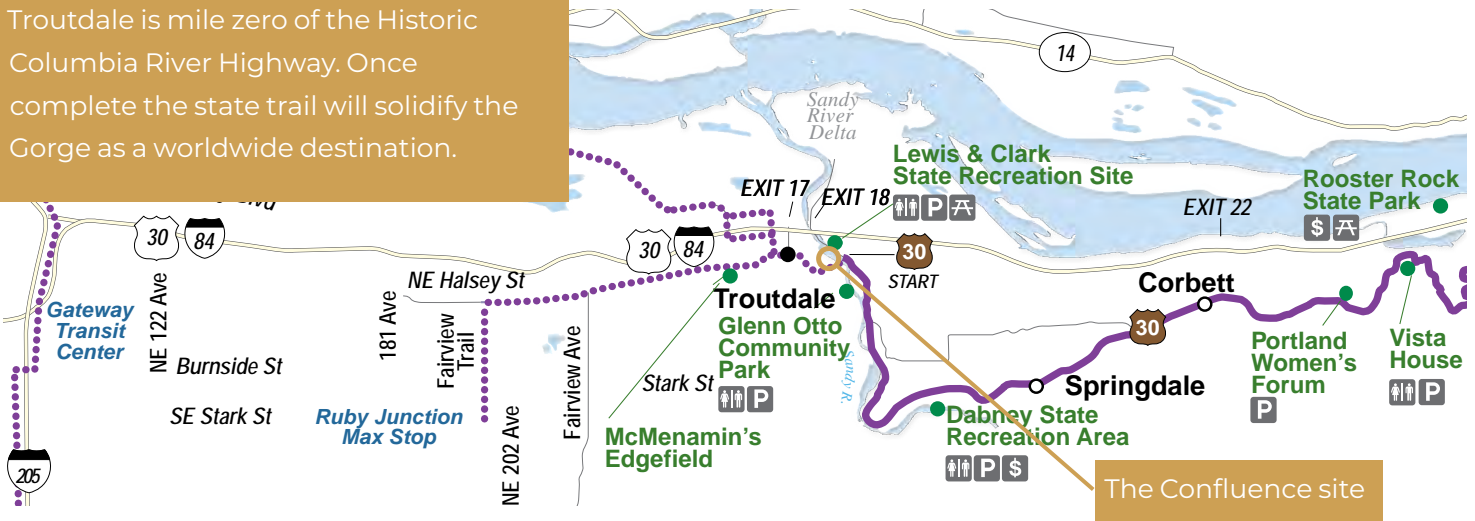


- | | | |
|--|---|--|
| <p>Key</p> <ul style="list-style-type: none"> Site City Owned Property Urban Renewal Boundary Existing Future | <ul style="list-style-type: none"> 1 Vehicular access to site - Existing access is on a public street through the outlet mall and along access road that runs along the western edge of site 2 Connection under I-84 - Paved bicycle/pedestrian trail connecting site to 40-mile loop 3 Connection from site to waterfront access - Paved path over bridge with access to Sandy River ~0.25 miles easy walk | <ul style="list-style-type: none"> 4 Future pedestrian/bike trail - The City has almost finished design work on a 4-acre park with a trail along the site's riverfront 5 Pedestrian connection to Downtown - Future park to include trail crossing under railroad trestle connecting the site to downtown 6 Bike hub - Future launch point for recreational cyclists 7 Potential future pedestrian access - The Town Center Plan identified a future bridge crossing to improve connection to downtown |
|--|---|--|

Troutdale is seeking funds to construct a bike hub at the Gateway to the Gorge Visitor Center as part of the the Gorge Hub bike program



Troutdale is mile zero of the Historic Columbia River Highway. Once complete the state trail will solidify the Gorge as a worldwide destination.



Historic Columbia River Highway State Trail map

conversations with ODOT on the potential for a Gorge shuttle/transit parking structure at the north end of the pedestrian bridge - on The Confluence site. This parking structure would also provide public parking for Downtown and The Confluence uses.

BIKE HUB

The City has worked with the Oregon Department of Transportation (ODOT) and other communities in the Gorge to design a network of bike hubs, with one just south of the property. The centerpiece of the hub is the Gateway to the Gorge Visitor Center, which is located in a historic, and fully

remodeled, train depot. Given its key location in the region, the site is a natural launch point for recreational distance cyclists as they head out on expeditions along the 40-Mile Loop trail network or into the Columbia River Gorge. The bike hub will be located adjacent to The Confluence to the southeast and would include parking areas, facilities, and locker storage. Bicyclists would provide a ready market for any food and beverage development on the site. The City has completed the 90% Engineering Design for the hub.

ODOT is in the final stages of completing the Historic Columbia River Highway Trail that would connect the City to The Dalles as part of making it a major pedestrian and cycling destination.

HOUSING

The City has a steady growth forecast with a population increase of 9% from 2020 to 2045. Since 2015, the City has approved approximately 500 multi-unit developments. The housing market has remained strong. According to RMLS, the median home sales price in 2022 was \$465,000.

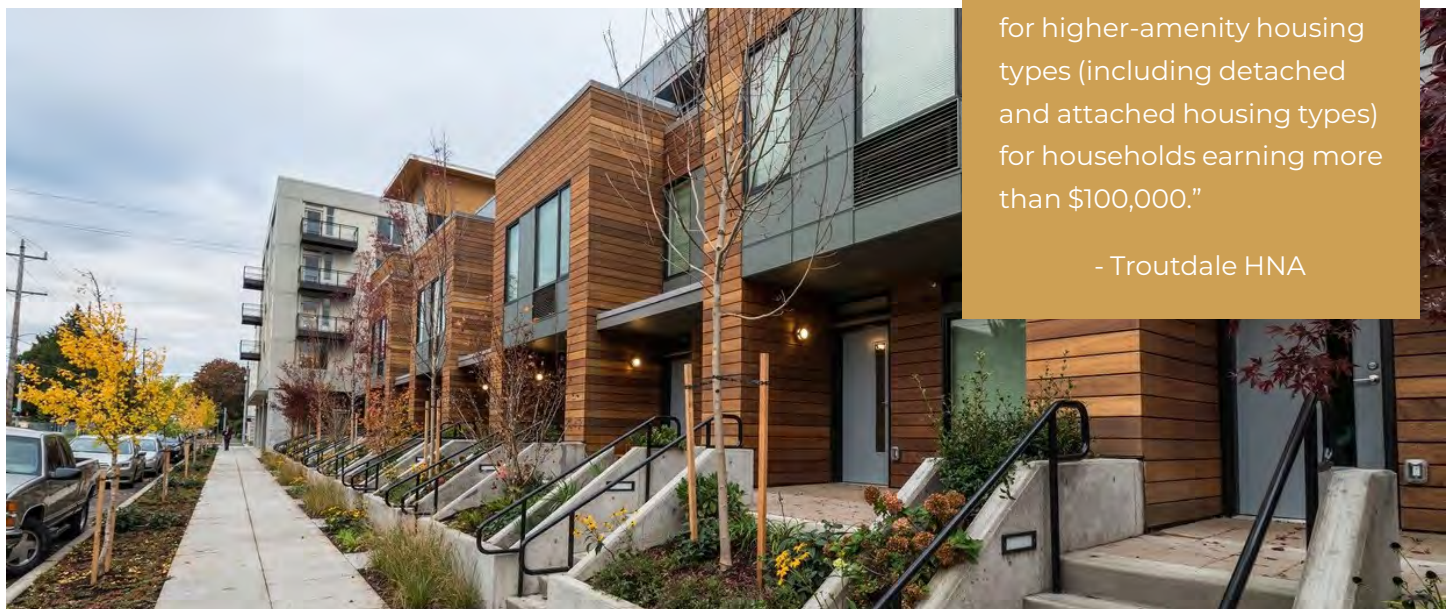
Given the current growth forecast, the Troutdale Housing Needs Analysis (HNA) anticipated a need for 720 new units of housing and 360 units of various forms of middle housing and multi-unit apartment buildings. Roughly 280 multi-unit developments are currently in construction, with ~100 of these being income-restricted units. All these new developments will be located in the Town Center Overlay. Both the Town Center Plan and the HNA identified the need for more housing products offering medium density options and mid- to higher-end level of amenities.



Discovery Block Townhomes in Downtown Troutdale (2019)



Lancaster Park is a townhouse development with ADUs (2021) (Image credit: Arbor Homes)



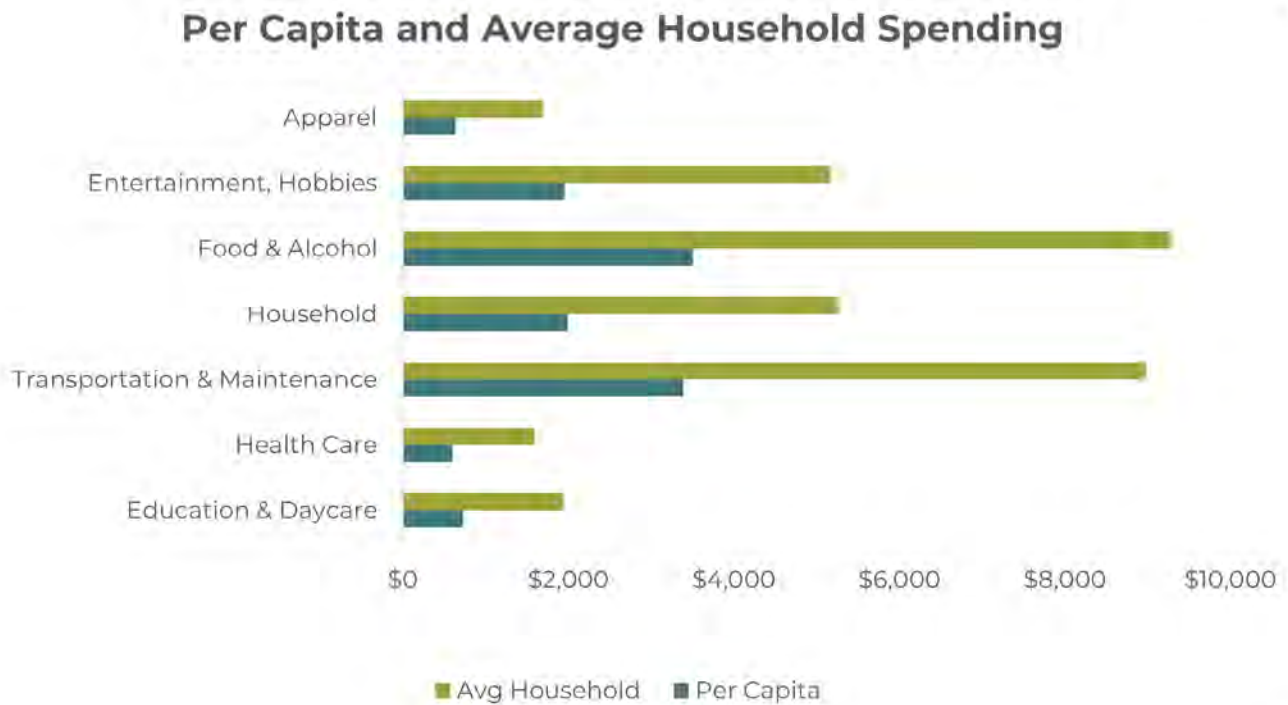
Peloton Apartments and Townhomes, Portland, OR

“There is a substantial need for higher-amenity housing types (including detached and attached housing types) for households earning more than \$100,000.”

- Troutdale HNA

GENERAL DEMAND FOR FOOD/BEVERAGE

Within a one-mile radius of the site, food and alcohol spending is the single largest consumer spending category in 2022, with an estimated \$19 million dollars spent (source: Costar). This equates to over \$9,000 per household spent on food and alcohol purchases in 2022.



Source: CoStar

MAJOR EMPLOYERS

The City is a dense employment area in the region with Troutdale Reynolds Industrial Park (TRIP) located less than a five-minute drive to the north of The Confluence. TRIP created over 5,000 jobs, which equates to 49% of the total city employment. Major employers, such as Amazon and FedEx, are located here. Other employers near the site include Columbia Gorge Outlets, Swift Transportation, McMenamins Edgefield, Gresham Business Park, and two additional major industrial areas with businesses and distribution centers such as Boeing, Honda, Frito-Lay, and Grocery Outlet.

Zoning

The site is zoned Urban Mixed-Use (MU-3) and also subject to the Town Center Overlay. The intent of the MU-3 zone is to encourage a compatible mix of medium and high-density residential and commercial uses. Commercial development must be integrated either on the ground floor of residential projects or immediately adjacent to promote a compact and walkable environment.

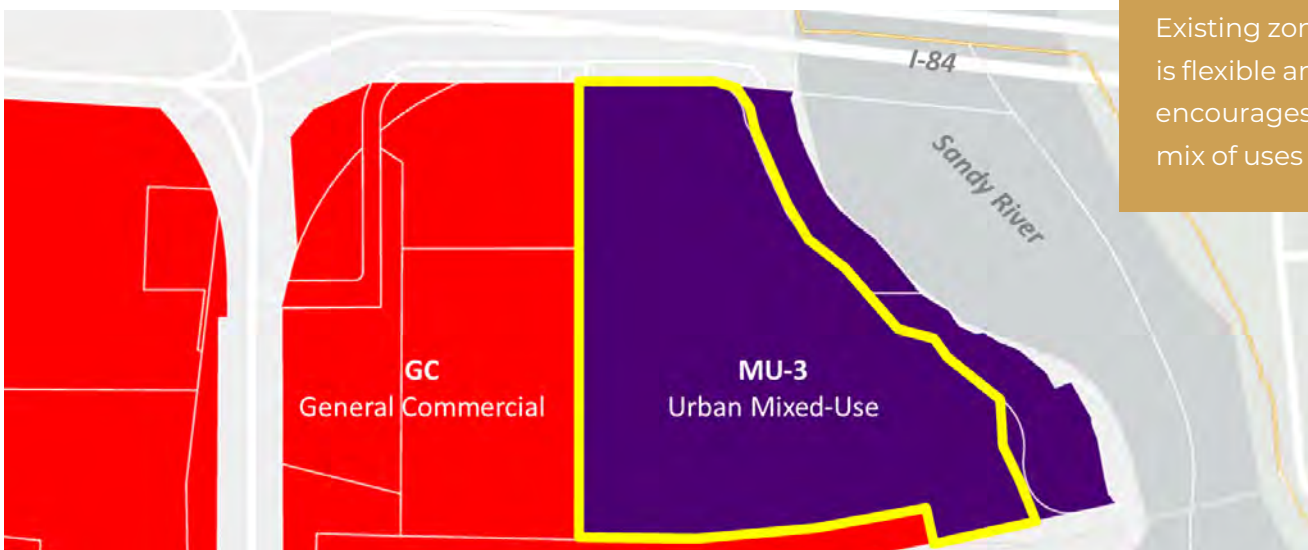
Uses permitted outright include townhouses, vertical mixed-use, retail up to 15,000 square feet, restaurants and bars, mobile food vendors, lodging, and minor entertainment facilities. Other uses, including residential uses, live-work units, and retail and office uses, are permitted if they meet specific standards. For example, general retail uses, office uses, and personal service uses above 15,000 square feet are subject to a Type III site development review. Conditional uses include food cart pod, micro-retail pod, outdoor market, commercial/industrial flex units, bed and breakfasts, and major entertainment facilities.

A Type II site and design review is required for all commercial uses. General retail uses above 15,000

square feet of gross floor area are subject to a Type III site development review. The CBD Design standards will be applied through the review process. (See *Section 07: Additional Resources*).

Additional requirements include:

- The drive or street through the outlet mall to the site must remain a public street.
- Sidewalks of at least 5 feet in width must be provided on both sides of the street.
- Local residential streets must have a pavement width of twenty-eight feet with a planting strip buffering the sidewalk and on-street parking on both sides of the street.
- The perimeter of blocks is not to exceed 1,500 feet.
- Unless impractical, new street sections must not be longer than 1,200 feet without providing a jog, a deflected view, traffic island, or point of termination such as a “T” intersection.



Existing zoning is flexible and encourages a mix of uses

Zoning

Development Standard	MU-3/Town Center Overlay
MINIMUM LOT SIZE	None for non-residential and mixed-use
MINIMUM LOT WIDTH/DEPTH (FEET)	Residential uses: Minimum lot width - 16 Minimum lot depth - 70 with a driveway from public street or access from an alley within a separate tract from the lot; 90 for residential units with access from an alley within an easement that is part of the lot
MINIMUM STREET FRONTAGE (FEET)	20, except 16 for lots specifically created for duplex, triplex, or attached dwelling units
SETBACKS (FEET)	0 for buildings up to 35 tall 15 for buildings > 35 tall
MAXIMUM HEIGHT (FEET)	< 55 allowed through Type II review (staff level) > 55 up to 75 require Type IV review (City Council-level)
MAX. BUILDING FOOTPRINT	60,000 square foot ground footprint
MINIMUM/MAXIMUM DENSITY	Residential development must be 80% or > of the maximum number of dwelling units per acre. The maximum density in the MU-3 zone is 1 dwelling unit per 1,500 square feet of net land area Residential developments in a vertically mixed-use project are not subject to maximum and minimum density standards
RESIDENTIAL PARKING MINIMUM (SPACES/UNIT)	2/residential unit 1/residential unit that is part of a mixed-use project
RESIDENTIAL PARKING MAXIMUM	0 for non-residential uses No use, except residential uses, may exceed the minimum # of spaces by more than 10%, however each use must be allowed at least 1 space in excess of minimum required
MINIMUM % LANDSCAPING	5%

The City is open to consider variances or flexibilities, including Director's authorization to adjust standards.

04

SUBMISSION REQUIREMENTS

“Metro serves more than 1.5 million people, working with communities to chart a wise course for the future, while protecting the things we love. Our parks and nature programs connect people with nature close to home. The Confluence at Troutdale is an amazing opportunity to directly connect the regional trail system with the Historic Columbia River Highway State Trail and the Columbia River Gorge. Metro is excited to support the City of Troutdale’s project. It will not only create new recreation opportunities but enhance tourism in east Multnomah County and the Columbia Gorge.”

- Metro Councilor Shirley Craddick

Please limit your submission to 15 pages

Submissions must include the following information, submitted to the City no later than 5:00 pm (PST) on November 9, 2022, in an 8.5” by 11” PDF format, electronic submission to theconfluence@troutdaleoregon.gov.

COVER LETTER

Describe the development team and interest in the project. Identify the primary point of contact for the team. Include a statement indicating that the proposal is valid for six months after submission.

TEAM MAKEUP AND DEVELOPMENT EXPERIENCE

The City has several goals it would like to achieve as part of this project and in collaboration with a development partner. However, this process is designed to be flexible enough to allow for the experience and creativity of a development partner to shape the approach and the outcomes. The City is open to new ideas, innovative approaches, and does not presume to have all the answers!

Agenda Item #4

- Describe your relevant experience working on projects that share similar goals to those described in this RFQ (pages 5 - 6). Include project summaries and images to demonstrate your qualifications. Highlight multiple uses within the project and different phases and how you sequenced development.
- Provide examples where you have achieved a vibrant and thoughtful use mix in your past projects and/or examples of solutions from projects that you think are most relevant. Highlight any unique site features, like waterfronts or views, and how you incorporated and capitalized on these features.
- Describe previous experience in working with multiple public agencies on capital projects or other infrastructural needs through public/private partnerships.
- Describe a past project that required creative problem solving and your approach to overcoming site challenge(s). How would you approach engaging with the outlet owner to achieve more direct site access? What tactics do you think would be most effective at reaching a win-win outcome?
- What experience do you have developing hotel/hospitality uses?
- The City is seeking a development partner willing and able to lean in together to maximize homeownership and other innovative housing opportunities on this site. What is your experience developing

ownership housing types? What types of housing have you developed? Provide examples.

- Identify development team members and roles and describe qualifications. Provide resumes for key team members.

THE VISION AND PLAN FOR THE SITE

The Confluence provides a once-in-a-lifetime chance to transform roughly 20 acres (15.89 developable acres) adjacent to Downtown and along the banks of the Sandy River. The site has iconic features, like the Water Tower and views of Broughton Bluff, and presents a unique riverfront development opportunity. The redevelopment of the site presents many opportunities for creative design and placemaking to create a vibrant, active, and feasible riverfront district. (See Project Goals on pages 5 and 6).

- Provide a preliminary development concept, including an approximate mix and composition of uses. How does your development program further the project goals? What kinds of uses or tenants do you believe are best suited for this site? What is your approach to determine the right mix and scale of uses when contemplating mixed-use sites?
- What additional opportunities do you see at this location that may not be captured in the Town Center Plan or Confluence Action Plan? New ideas welcomed!
- What are the most appealing features of this site, and how would you capitalize on them in your site design and programming? What are the most

important placemaking ingredients to achieve a vibrant district? Which are the most critical to get right?

- Describe your approach to maximizing the sustainable and green features of this project at the site and building levels.
- What types of housing do you think are most feasible at this location? If possible, provide a sense for the number of ownership housing units you think could be feasible considering the other uses desired?
- Describe how you might incorporate mobility solutions or other transportation ideas into a design proposal that might lessen car dependency within the site and its immediate surroundings. If more direct site access is not possible in the near term, what enhancements to the existing right of way do you think are most important in order to maximize the site's potential? What alternative connections would you prioritize?

FINANCIAL CAPACITY

Please explain your financial capacity to deliver this project including preliminary thoughts on financing approaches for your project ideas.

- Please discuss your likely or possible equity and debt sources.
- Provide as much information as you wish, such as certified financial statements, credit availability letters, or bank references, to demonstrate that you have the financial capacity to carry out

your proposed project, but please do not submit information you do not wish to be made public; see also the statement about "Proprietary Information" in *Section 06: General Conditions*.

- Detailed financial information is not required for the RFQ; however, the submittal should include information that demonstrates the developer's capacity to bring the capital resources necessary to successfully develop the site as well as the approach to financing the project. A thorough financial and background review will take place after developer selection.

DEAL TERMS

- What are your preliminary thoughts about deal terms? Is there a preference for a deal structure?
- Discuss your preliminary project development approach, including preliminary timelines, milestones, and collaboration with public entities. Please provide a preliminary estimated time frame to carry out the project.
- What are your preliminary expectations regarding the City and/or other public partners? Are there specific incentives and/or subsidies that are expected to be utilized? The response should include general statements relating to financial participation, assistance with permits, and other potential public funding sources.

CONFLICT OF INTEREST

Does the Development Entity currently have or plan to have as an officer, member, employee, shareholder, investor or financing partner of the Entity any person who is currently an officer, agent, or employee of the City, its departments, boards or commissions (including the Agency)? If Yes, identify and explain.

SUPPLEMENTAL MATERIALS

Teams are encouraged to submit letters of reference and samples of other relevant projects above and beyond the specified page limit.

The City does not expect architectural drawings as part of team submittals but would welcome such drawings. If drawings are submitted, they should be incorporated into the 8 ½ by 11" format. No more than 4 drawings (site plans, floor plans, elevations) will be accepted as part of the submittal, above the specified page limit.

This RFQ is not a solicitation of competitive bids. The City, by this RFQ, specifically reserves the right in its sole discretion to determine which responses are in the best interests of the City. This may include:

- Investigation and verification of any of the information provided in the response.

- Acceptance of irregularities in the statement received in response to this solicitation.
- Revisions to the solicitation, evaluation, or selection process including extending the deadline or canceling the solicitation without selecting a developer.
- Disqualification without recourse or appeal of any or all responses.
- Rejection of any or all responses with or without cause.
- The right to terminate negotiations with the selected developer team.
- The City may then opt to work with another developer team or decide to not pursue the project further.

Responders will be notified if any of these actions occur.

PROTESTS

A developer may not protest the selection of a development entity.

All inquiries, questions, requests for tours, and your submission shall be sent via email at theconfluence@troutdaleoregon.gov.

05

SELECTION

EVALUATION PROCESS AND SCHEDULE

The criteria the City will use to review responses and determine which developer team is best suited for this project are listed below. The criteria are further described in *Section 04: Submission Requirements*.

Evaluation Criteria	Points
Team Makeup + Development Experience	25
The Vision and Plan for the Site	45
Financial Capacity	15
Deal Terms	15

Submittals will be reviewed to determine if they are responsive to the requirements of the solicitation. Responders may be asked to provide clarifying or additional information during the review period. The City seeks the development team with the most verifiable and relevant development experience with the financial

capabilities and established business practices to deliver the vision outlined in the Confluence Framework Plan and Troutdale Riverfront Renewal Plan.

Selection Process

The City will make the decision regarding which team to select for the project using the scoring outlined above. All responses to this RFQ are public records and may be reviewed by any member of the public (see further information about confidentiality in *Section 06: General Conditions*).

Following the preliminary review of the proposals, the City will discuss the proposals at a public meeting. Agency meetings are open to the public and public comment may be accepted at these meetings.

After its review, the City may interview one or more of the developers. The City in its sole discretion may:

- Invite a list of developers deemed most qualified to participate in a Request for Proposals (RFP) process; or
- Choose to enter into an Exclusive Negotiating Agreement (ENA) period with one selected developer; or
- Terminate the ENA with one developer and begin an ENA period with another developer; or
- Terminate the selection process.

Following the review process, it is the intent of the City to enter into an agreement with a firm to develop the project, however, the City reserves the right to reject any and/or all proposals received; waive any informality in proposals; and to accept, reject, and/or add any items when such actions are in the best interest of the City.

The ENA period would serve as the basis for the negotiation and execution of a subsequent binding Disposition and Development Agreement, which would govern the final disposition of the Property, setting forth the terms of the transaction including the project development requirements.

The City may further invite a firm or firms to meet with City staff prior to making a final determination to address additional inquiries and to discuss and/or negotiate terms and conditions for a final contract.

Post Selection Process

Upon selection of a team, the City intends to enter into an Exclusive Negotiating Agreement with the team, providing for a defined time period during which the parties will attempt to negotiate the deal terms for the transaction. During this period, the City will work with the selected developer team to refine its approach, including development program, phasing, site planning, and building design. The City anticipates that during this period the program, deal structure, financing, composition of the team, or other components may be modified as a more solid proposal is developed.

Anticipated Schedule

August 18, 2022	Issuance of RFQ
September 19, 2022	Deadline to Submit Questions and Schedule a Site Visit
November 9, 2022	Deadline for Submissions
November 14, 2022 - December 16, 2022	Interviews with Finalists
January 17, 2023	Developer Selection

All inquiries, questions, requests for tours, and your submission shall be sent via email at theconfluence@troutdaleoregon.gov.

06

GENERAL CONDITIONS

City Terms

The City retains the right to reject any and all proposals or to waive any irregularities in the proposal process in the received submissions where such rejection or waiver is in the best interest of the City as determined by the City. The City will be the sole judge of the suitability of the proposal offered.

NO CONFIDENTIALITY

This RFQ is a public process. The information that is received by the City will become the property of the City and shall not be returned. All responses to this RFQ are public records and may be reviewed by any member of the public and will be posted on the City's website. Development teams shall not copyright or cause to be copyrighted, any portion of their submission.

ALL proposal submission information provided shall immediately upon submission to the City be deemed to be public information, NO materials will be maintained as confidential. ALL materials will be available to any member of the public, posted on the City's website and included in public meeting packets. DO NOT provide any information you do not wish to be public.

COSTS

Responses to this RFQ do not commit the City to pay any costs incurred by any proposer in the submission of a proposal. The proposer assumes the sole risk and responsibility for all expenses connected with the preparation of its proposal, any subsequent request for information for participation throughout the evaluation and selection process.

COMMUNICATIONS

All questions about any of the information or requirements contained in this solicitation should be directed in writing to:

RAY YOUNG

Troutdale City Manager

office: 503-674-7233

theconfluence@troutdaleoregon.gov

CITY OF TROUTDALE

219 E. Historic Columbia River Highway

Troutdale, OR 97060

All questions and answers will be posted to The Confluence website and an email sent to all potential proposers registered as an RFQ recipient. A similar process will be followed for any formal addenda to this solicitation.

CAUTIONS, LIMITATIONS AND CHALLENGES

The City recognizes that developer's time is valuable and that there are many project opportunities to choose from. Prior to investing your valuable time and resources in pursuing

this project opportunity, please be aware of the following considerations:

- Due to Oregon constitutional limitations prohibiting the lending of the City's credit, seller financing of the real property acquisition will not be an option.
- The special warranty deed conveying the real property contains a "right-of-reverter" triggered at 36 months for failure to complete the terms of the disposition and development agreement (DDA).
- The project construction may be subject to statutory prevailing wage rates
- In exchange for liability protection provided by the State of Oregon DEQ (which runs with the land) there are a few very minor restrictions on the property. Please review *Section 07 Additional Resources* which contains the Contaminated Media Management Plan (CMMP), the No Further Action letter, and the Consent Decree
- Development on the site is subject to the adopted Troutdale Riverfront Renewal Plan. See *Section 07 Additional Resources* for list of documents for details.

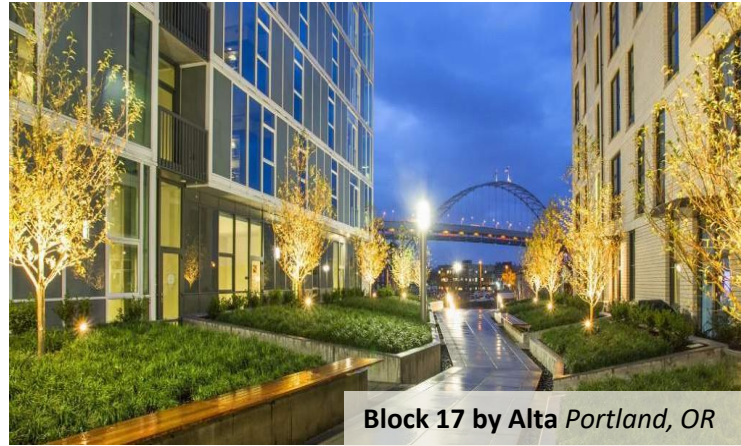
07

ADDITIONAL RESOURCES

The City encourages you to review the below listed documents in the preparation of your proposal. All additional resources can be found in the “Resources” section of the City’s project website at www.theconfluence.info

- ALTA Survey
- DEQ Easement and Equitable Servitudes Agreement
- DEQ No Further Action Letter
- Contaminated Media Management Plan (CMMP)
- Final Plat and Lot Line Adjustment (updated survey)
- Sandy River Greenway Project Description / 60% design
- Stantec Utility Serviceability Assessment Report
- The Confluence Action Plan
- The Confluence Framework Plan
- The Confluence Market at a Glance
- Title Report
- Troutdale Housing Needs Analysis (HNA)
- Troutdale Riverfront Renewal Plan
- Town Center Urban Renewal Plan
- Zoning and Design Standards
- Costar Market Reports for East Columbia Corridor, August 2022 - Retail, Multifamily, Office, Industrial, Hotel





Block 17 by Alta Portland, OR



Alta Peak Portland, OR



Alta ART Tower Portland, OR



Alta Civic Station Gresham, OR



Troutdale Confluence RFQ Proposal

Date: 11/9/22

Troutdale Selection Committee:

We are pleased to be submitting this response to the Request for Qualifications on the Troutdale Confluence site, a 16-acre, mixed-use development opportunity on the frontage of the Sandy River in Troutdale, Oregon. We are passionate about creating great development projects and this opportunity to create a major destination mixed-use property in such an outstanding location has gotten our full attention.

We believe that we uniquely qualified and experienced to partner with you on developing this exciting site. Wood Partners has developed over \$15+ billion of mixed-use and multifamily projects across the United States over the last twenty plus years, including several exciting projects in the Pacific Northwest such as: Alta Civic Station, a public-private partnership with Oregon Metro and the City of Gresham with 318 units and 8,000 SF of retail space that completed construction in 2022; Block 17 Apartments in the Pearl District, a 281-unit high-rise project which won the prestigious national Multifamily Executive Grand High-Rise Award and the Editor's Choice Award; and ART Tower, the largest post Inclusionary Housing multifamily project to complete construction in the City of Portland since implementation in 2017, which includes an innovative arts program and relationship with the non-profit theatre company the Artists Repertory Theatre.

Furthermore, while employed at a previous firm, I served as Senior Development Manager for the Platform District at Orenco Station. That project comprised 609 apartment units and 25,000 square feet of retail around a public plaza adjacent to the light-rail station in Hillsboro, OR. It required partnerships with several public institutions and brought a renowned high-density, mixed-use development to the metro area.

We look forward to creating a distinctive mixed-use development project with lasting value for the stakeholders in Troutdale. We continue to learn from our public-private development experiences and look forward to sharing those with you. We agree to the conditions set forth in the RFQ documents. This proposal is valid for six months. We have no conflicts.

Sincerely,
Michael Nagy
Managing Director, Pacific Northwest
503-457-8790 / michael.nagy@woodpartners.com



Improving People's Lives by Creating Better Communities

Wood Partners develops, constructs and manages high-rise, high-density and garden style residential and mixed-use communities, striving to embody its mission of “Improving People’s Lives by Creating Better Communities”. The company has a localized “cradle-to-grave” approach with 800+ professionals in 22 offices operating in 20 states. The company is majority owned by its 30 Directors, with an average tenure of over 18 years in the industry and 10 years with Wood Partners. Wood Partners has a senior in-house construction team organized at local and regional levels with ability to operate as general contractor or construction manager. We also have property and asset management teams focused on providing best-in-class property management services and execution.

75,000+

Total market rate multifamily units developed since 1998

30+

Senior investment professionals

22

Offices across the U.S.

24

Year track record of multifamily investing and developing

800+

Employees

Development

- 75,000+ units and \$14.9Bn in total development
- National footprint spanning 22 offices with “cradle to grave” localized development responsibility
- 50+ development team members including 5 senior regional development directors supported by local partners with 15+ years average industry experience

Investment Management

- Dedicated asset management team maximizes results of on-site management teams
- In-house legal counsel and asset management team provide efficient best-in-class execution of dispositions
- Institutional quality accounting with approximately 20 CPAs and Big 4 audited financial statements annually since 2008 (with public company quality audit results)



- Formed in 2010, Wood Residential (“WR”) and its team of 400+ dedicated professionals now manages 60+ properties and 15,000+ units across the country
- Strong alignment and performance relative to third party options and extensive lease-up experience

- Dedicated in-house general contractor and 3rd party construction management capabilities with flexibility to develop garden, high-density and high-rise product types
- Senior in-house team organized at local and regional levels managing 290 construction professionals

Property Management

Construction



ALTA CIVIC STATION (Complete)

1699 NW Civic Drive Gresham, Oregon 97030

Public-private partnership with Oregon Metro and the City of Gresham

Notable Project Features

Catalytic urban regeneration project featuring a richly programmed urban design with an emphasis on community gathering, pedestrian access, safety, local entrepreneurship and inclusion. Apartments feature extensive private outdoor spaces and a large amenity terrace. Project includes a public plaza adjacent to the TriMet Max station, surrounded by 8,000 SF of ground floor commercial space and a children's play area. Project features a range of living units including studios, 1BRs, 2BRs, 3BRs and live-work townhome-style units.

Total Development Cost

\$75m

Completion Date

Summer 2022

Project Size

8 buildings plus a public plaza 215,000 total buildings sf

318 residential units

8,000 sf retail

~40,000 sf Public Plaza

Development Team

Owner: Wood Partners Development

Development Partner: Oregon Metro / City of Gresham

Architect: YBA Architects

Contractor: Wood Partners Construction

Alta Civic Station Development Timeline

Wood Partners completed the design, entitlements, permitting and acquisition just fifteen months from verbal RFQ award by Oregon Metro, and commenced construction the following week



Key themes to successful public-private partnership:

- ✓ Clearly define key stakeholder priorities from the very beginning
- ✓ Hold each other accountable for staying true to those priorities
- ✓ Create a “road map”
- ✓ Provide timely feedback
- ✓ Commit to honesty and transparency
- ✓ Adapt when necessary

Wood Partners experience in developing the Alta Civic Station project provides a great precedent for developing the Troutdale Confluence site. We shared our themes here with Oregon Metro and the City of Gresham and are proud to say that all parties exemplified these throughout. Importantly, all parties must have their goals aligned from the beginning and stay accountable to those goals. Undoubtedly, an unexpected challenge (or two, or three) will occur, and adaption will be necessary, but these themes will keep all stakeholders on track.

An example of this at Alta Civic Station occurred when the methodology for calculating property taxes in the City of Gresham changed with a new approach to the Changed Property Ratio calculation. Previously, all of Multnomah County was grouped together, but a change occurred in 2018/19 timeframe that separately out the various municipalities within Multnomah County, resulting in a much higher ratio for Gresham and effectively increasing our expected tax liability by 40-50%. Oregon Metro recognized this challenge and was able to adjust the final acquisition price to account for this midstream change.

Wood Partners believes its national reputation and brand name will be beneficial in approaching the neighboring property owner regarding redevelopment of its property to achieve better access to the Confluence site. Creating a destination residential, retail and hospitality environment will strongly benefit their shopping center, so we believe they would be incentivized to help in finding a solution to the access issues. That said, we believe they will want compensation or further incentive to act. TIF funds could be a potential tool to use to incentivize Time Equities to act.



ALTA ART TOWER (Completed)

1515 SW Alder, Portland, OR 97209

Private partnership with the Artists Repertory Theatre

Notable Project Features

Innovative land structure that involved redeveloping a non-profit theater company building (Artists' Repertory Theatre). By demolishing an underutilized wing of the theatre, splitting the block, and selling the undeveloped half; the theatre was able to generate enough capital to avoid bankruptcy and relocation. This meant that ART Tower's half-block site retained future expansion area, the theatre was able to financially recover, and the neighborhood kept its artistic hub. A win for all.

The building includes unique programming geared towards the art community including a ground floor stage built within lobby for cultural performances, a music room, and extensive local artwork and murals. It also features a "backstage bar" retail concept to complement theatre. Alta ART Tower was the first multifamily development project over 150 units to break ground in the City of Portland since the Inclusionary Housing Ordinance passed in February 2017.

Total Development Cost

\$135m

Project Size

314 residential units

4,500 sf retail including a "Backstage Bar" designed suite for pre/post theatre show entertainment

Development Team

Owner: Wood Partners Development

Architect: Ankrom Moisan Architects

Contractor: Andersen Construction



Wood Partners local Portland team has deep experience in developing, constructing and operating mixed-use and residential projects across the region

Michael Nagy

Managing Director, Pacific Northwest
(503) 457-8790
Michael.Nagy@woodpartners.com

Michael Nagy leads the Portland and Seattle market development practices for Wood Partners. He has led the development of over 3,000 housing units and 100,000 SF of retail space during that time. Michael has 15 years experience in investment banking and real estate development. Prior to joining Wood Partners, Nagy worked for Holland Partner Group, where he managed the development of several projects including The Platform District at Orenco Station. Previously, Michael worked in the real estate investment banking group of Robert W. Baird & Co. in Washington, DC, was involved in more than \$4 billion in public and private real estate financing and M&A transactions. He is a member of the Urban Land Institute in Portland and is the Vice President of Oregon Smart Growth.

Kevin Clark

Vice President of Development, Portland
(925) 216.9954
Kevin.Clark@woodpartners.com

Kevin Clark is a Vice President of Development in Wood Partners Portland Office. He previously served as Director of Development for Summit Development Group and Urban Asset Advisors. In this capacity he managed new development of over 700 housing units and over 10,000 square feet of retail space, along with acquisition of over 350 units of existing apartments. Kevin also spent four years working in economic development and land use in San Diego prior to relocating to Portland, Oregon.

Richard Jenkins

Vice President of Construction, PNW
949 507 4389
Richard.Jenkins@woodpartners.com

Richard Jenkins has over 40 years of management experience in the Construction and Development industry. His portfolio includes a vast variety of construction/ development types from large scale hospitality, educational, office, residential, retail as well as governmental and municipal projects totaling over \$25 billion in construction cost. Before joining Wood Partners he was Executive Vice President of Design/Construction for ICO Development, a real estate development firm.

Blake LaRue

Senior Project Manger, Portland
503.855.8208
blake.larue@woodpartners.com

Blake LaRue is a Senior Project Manager with 14 years' experience as a construction project manager. His expertise includes the management of a number of mixed-use Podium and mid-rise residential projects throughout the Portland Metro area. His involvement in projects start at the land acquisition and the design process and extends through the construction process. He assists in the development of the project budget, preconstruction activities, bidding, negotiation and contracting of the sub contractors. Blake will provide both financial and schedule oversight and project team support during the construction process

Conceptual Plan Aerial



PROPOSED USES

-  Residential Apartments
-  Walk-up Residential Flatted Apartments
-  Townhomes
-  Retail / Restaurant-Dining / Commercial
-  Potential Ground Level Live-Work Units
-  Hotel / Hospitality

Total Development

- 372 Apartments
- 35 Townhomes
- 150 Hotel Rooms
- 13,300 SF Retail
- 790 Parking Stalls

Site Plan

The concept program for the site features a central promenade street that leads into the site to the water tower which forms a focal point and landmark for our development. A plaza surrounding the tower is flanked by three, four-story mixed-use residential buildings of 90,000 square feet with approx. 100 apartment homes per building and 4,000 square feet of ground floor retail in each. A park area on the fourth side of the tower provides a visual connection to downtown and place to congregate for residents and visitors alike.

A townhome neighborhood of thirty-five three- and four-bedroom townhomes in seven buildings anchor the Southwest portion of the site. To the immediate north are three garden apartment buildings comprising approximately seventy-two units in total. Adding more attainable housing units and a mix of scales to the site.

The riverside half of our promenade street is comprised of a one hundred and fifty key hotel site with ground floor retail at the northern corner. The hotel is oriented to maximize visibility, views and interaction with the riverfront park and river. A 7,300 square foot retail building abuts it to the south, this is our destination retail, with large outdoor patios that spill onto the park and encourage exploration and create a true third space for the site and the park.



Site Strengths and Focal Points

The concept is oriented around two focal points that we seek to reinforce and enrich: the waterfront park and the Water Tower Plaza. We believe our concept of abutting private uses to the public waterfront park will activate and blend the realms together. Bend Brewing Company is an example of the retail environment we desire to create along the park and river frontage. Our mix of uses that abut the park area will provide eyes on the park at different times of day, which creates a sense of security without fencing or walling off the park.

The Water Tower Plaza provides a neighborhood serving public space that is to be designed on a human scale and features our neighborhood-serving retail, and open gathering spaces encouraging residents and visitors to linger and mingle.

Sustainability

We have a three-pronged approach to sustainability on site: human scale design, water retention / native landscaping, and Green Globes building certification. We design projects at a human scale. That means viewing all circulation decisions in a manner that considers the human being first and speed of the automobile second. The Confluence would be designed using drought tolerant native landscaping and utilize water detention in a manner that minimizes the need for additional watering. When developing the buildings, we design using the Green Globes standard and through design and construction practices attempt to achieve a minimum two-globe rating.



Mobility & Connectivity

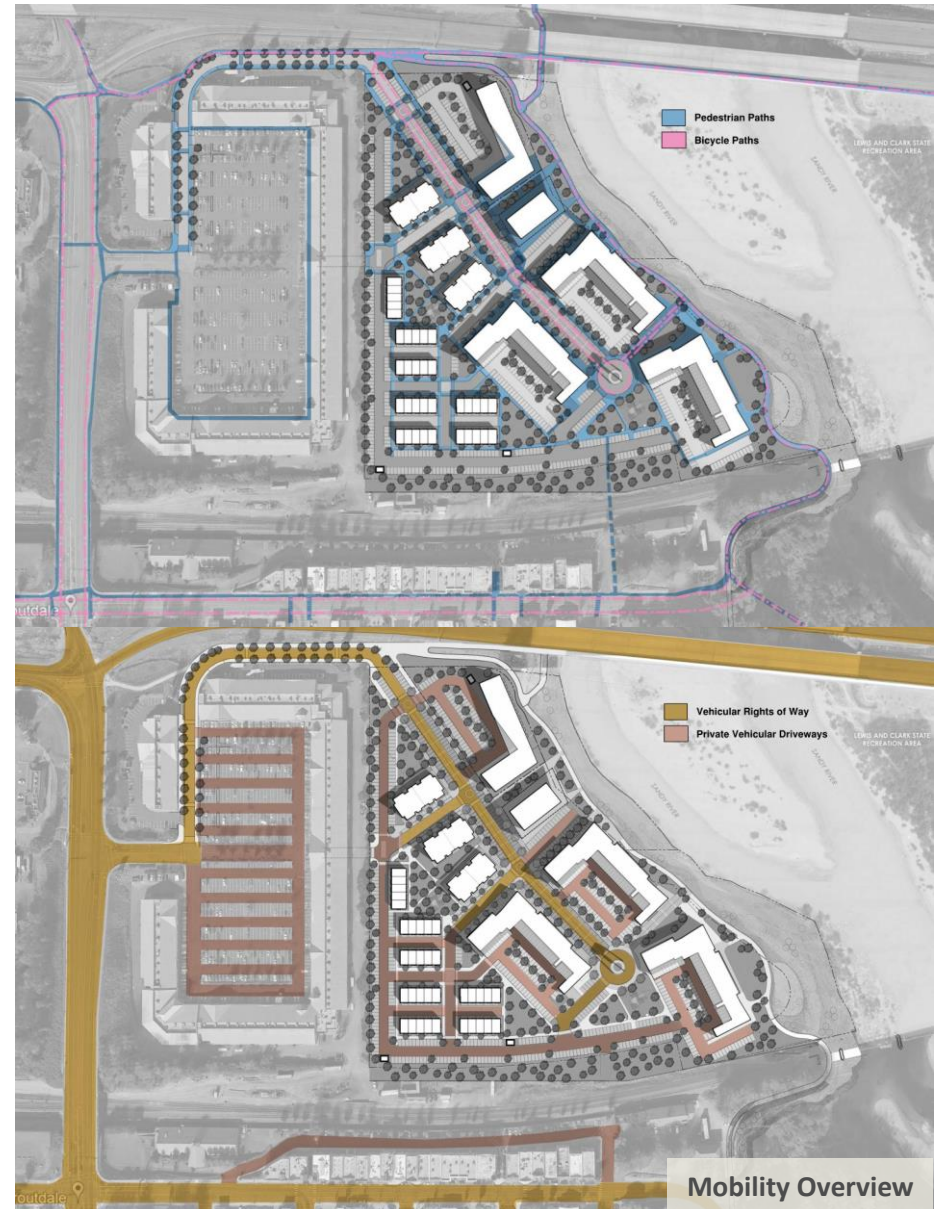
Design at the human scale prioritizing human comfort and ease above the automobile. We do think that a well lite multi modal path between our site and downtown under the railroad bridge is the key to the site being connected to Troutdale and the overall success of any development plan. We will future proof our concept to allow for future connection through to 257th and a possible future connection over or under the railroad tracks into downtown through the current alignment and terminus of our roads and paths. We're open to discussions regarding a Park & Ride garage but believe access through the Time Equities property is necessary for that to be successful.

Ownership

Our townhome section presents an excellent opportunity for entry level housing ownership in an area that features high amenities for growing families.

Additional Opportunities

1. Ensure that the design of the Confluence is compatible of a total redevelopment of Time Equities parcel into a cohesive mixed-use neighborhood not just a slight modification to the outlet center. 2. An audacious goal; burying or capping the railroad tracks from NW Graham to the approach of the Sandy river to create additional development and open space opportunities and to truly connect the Confluence to Downtown.



Wood Partners, founded in 1998, is a national multifamily company with a proven track record, industry-leading pipeline, and entrepreneurial culture. Wood Partners has a 24-year track record of developing and acquiring multifamily units, with 75,000+ units developed with total capitalization of approximately \$15.0Bn developed over that period of time.

Wood Partners finances its development production with project level capital from a number of institutional equity and lending relationships. Since 2010, Wood Partners has raised over \$6.6 Bn in equity from a combination of high net worth, foreign, and institutional capital partners, including New York Life Insurance Company, Metlife, Prudential Global Investment Management, Stockbridge, Sumitomo and others. In addition to its numerous equity partners, Wood Partners maintains active relationships with many banks and lending institutions across the country, including JP Morgan, Bank of America, PNC, Comerica, Fifth Third Bank and many others. Wood Partners has raised in excess of \$8.4 Bn of construction debt since 2010.



Alta ART Tower Murals

Wood Partners is proposing a fee simple sale transaction structure where Wood will acquire the property outright under a Disposition and Development Agreement (DDA) or similar structure. The agreement would bind Wood Partners to close and the property and commence construction of the project within a specified period of time and formalize any subsidy, tax exemptions, system development charge credits, etc. being provided. The agreement would require a closing within an agreed upon time range, which we would anticipate to be approximately 12-24 months, pending further discussions with the City of Troutdale on its timeline goals. Wood Partners would diligently pursue land use approval and permitting during the pre-closing contract period. In general, we would like to advance design and entitlements to begin construction as soon as possible, so we can move as fast as the City and other stakeholders will permit us. Upon being awarded the Civic Station Northwest Parcel site from Oregon Metro in April 2018, we completed the design, entitlements, permitting and acquisition by July 2019, just fifteen months later, and commenced construction the following week.

Wood Partners would prefer to acquire the entire property in one transaction. We would construct all of the improvements as outlined above, apart from the hotel. We would plan to create a legally sellable lot for the hotel pad site through a subdivision process and would take the risk on securing a buyer for that property. This straightforward structure would ensure that the project in its critical mass is built at once. We have deep experience in developing large mixed-use projects in this area and believe we are exceptionally qualified to bring this project to reality with high-level design and execution.

Our underwriting contemplates a typical financing structure for our development projects: a construction loan at a 50-55% loan-to-cost ratio and a joint venture equity partnership with one of our many active financial partners. Wood Partners does not utilize mezzanine debt, preferred equity or other sources of alternative financing. Per our conversations with Cascadia Partners and the City of Troutdale, we understand that an MULTE program could be established and that could be structured without a specific affordability requirement. Accordingly, we have underwritten a 10-year, 80% tax abatement on residential improvements which commences upon construction completion. The net present value of this tax exemption is roughly \$8 million based on our projections. Alternatively, TIF funding or alternative sources of subsidy that equate to \$8 million in combination with or in lieu of a tax exemption would be equivalent in our underwriting. We're flexible and happy to discuss pros/cons with City.

Our preliminary underwriting on the structure and incentives outlined above is that we'd be able to pay a price equal to the city's investment in the property to date (approximately \$8,000,000).

APPENDIX

Vertically Integrated For Seamless, Local Execution



Wood Partners Community Connections

Wood Partners is proud to bring local artists and community to its communities through a series of innovative resident events we call The Ground Floor Project



Various Portland Area events



BLOCK 17 BY ALTA (Completed)

Block 17 was the recipient of the 2016 Multifamily Executive Magazine Grand High-Rise Award and Editor's Choice Award.

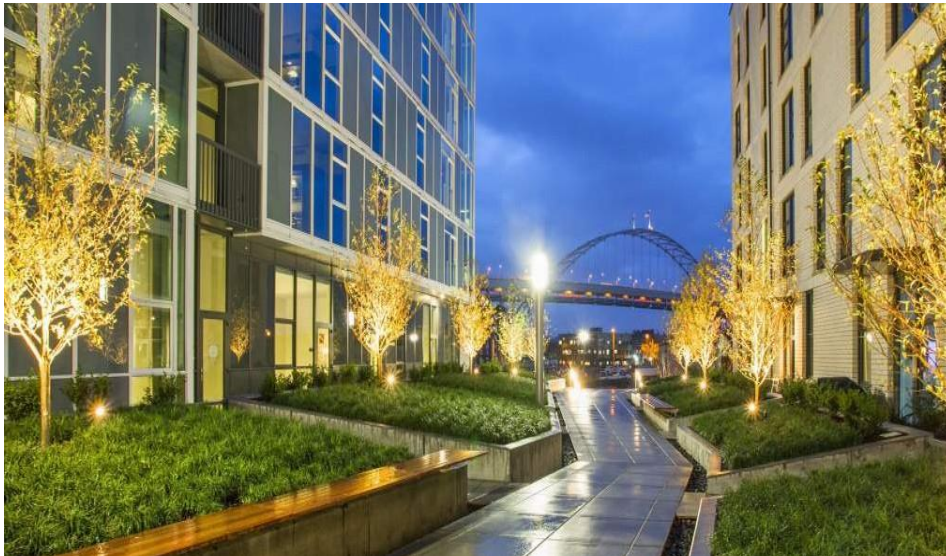
A few blocks away from the Willamette River, Wood Partners' LEED certified Block 17 Apartments, is another example of innovation in construction type to deliver density and economy in a high-quality building. A shared structured parking, retail and amenity podium anchors a 16-story concrete apartment tower and a five-story wood-framed apartment building, allowing an extensive outdoor amenity space and public realm in between.

Wood Residential Services, Wood Partner's in-house management company, has received numerous awards from Multifamily Northwest and the Pearl District Association.

Total Construction Cost
\$87.5 million

Key Program
281 total market-rate apartments
1% studios / 82% 1-beds / 17% 2-beds

Development Team
Owner: Wood Partners Development
Architect: BORA Architects
Contractor: Andersen Construction





Alta Peak (Completed)

1638 W Burnside Street, Portland, OR 97209

Wood Partners' Alta Burnside is a transit-oriented, mixed-use multi-family development project in the emerging neighborhood between Providence Park and Portland's West End. The first "5-over-3" podium style building in the Metro area it demonstrates Wood Partners' commitment to achieve the density to support transit through pioneering approaches to construction economy.

The project features a dynamic program of vibrant small-format retail at street level, ample resident amenity spaces and structured parking.

This project achieved a LEED Gold certification.

Total Construction Cost

\$46 million

Key Program

138 total market-rate apartments

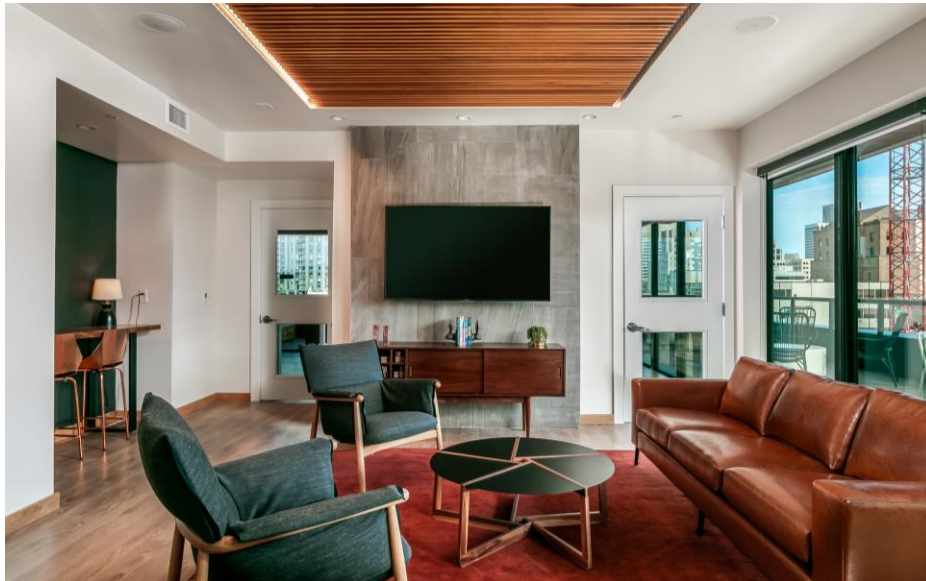
13% studios / 78% 1-beds / 9% 2-beds 5,925 sf retail space

Development Team

Owner: Wood Partners Development

Architect: Ankrom Moisan Architects

Contractor: Pavilion Construction





ALTA ARLO (Completed)

3717 Alaska St S, Seattle, WA

Total Development Cost
\$110m

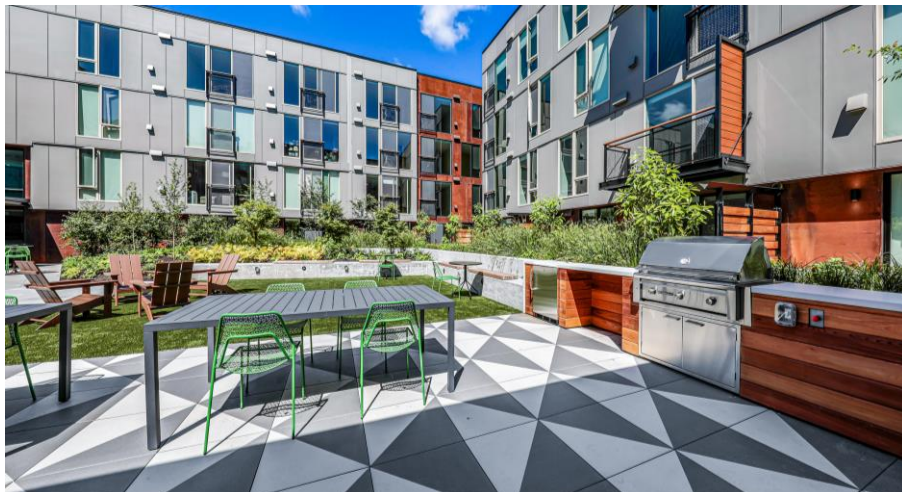
Project Size
243 residential units
27,500 sf retail

Development Team
Owner: Wood Partners Development
Architect: Johnston Architects
Contractor: Exxel Pacific

Notable Project Features
Gateway location for historic Columbia City business district

Scale of project gradually introduces density of historic core

Mixed use project with 27,500 SF of ground floor retail (85% was covered by LOI by the time of groundbreaking)





DIMENSION BY ALTA (Completed)

225 Cedar St, Seattle, WA 98121

Total Development Cost
\$135m

Target Completion Date
Completed 2015

Project Size
298 residential units
27 story high-rise

Development Team
Owner: Wood Partners Development
Contractor: Andersen Construction

Notable Project Features
LEED Silver certified
European appliances, cork flooring and high-end finishes
4,000sf+ of community/amenity space
Ground Floor Project for arts/cultural programming



ALTA UNIVERSITY PLACE (Under Construction)

2208 Mildred St. W., University Place, WA 98466

Notable Project Features

Catalytic suburban infill community featuring a richly programmed campus design with an abundance of outdoor amenity areas and new streets to promote a more vibrant public realm and pedestrian experience. The plan sets in motion University Place's long-range plan for creating a more dense and urban experience in the "Narrows Village" that will act as a northern gateway to the city.

Total Development Cost

\$87m

Target Completion Date

Spring 2023

Project Size

9 buildings
272 residential units
~40,000 sf Public Plaza

Development Team

Owner: Wood Partners Development
Architect: LRS Architects





NORTH BUILDING LOOKING WEST FROM CORNER OF GIBBS AND ECKERT DRIVES



TOWNHOUSE-STYLE APARTMENTS LOOKING WEST FROM WALKER ROAD NEAR GIBBS DRIVE



ALTA AMBERGLEN I (Under Construction)

NW Walker Road, Hillsboro, OR

Notable Project Features

8.5 acre site development with two new road improvements being constructed with impact fee credits from the City of Hillsboro. Development encompasses two mid-rise, elevator-served apartment buildings with 268 apartment units and 58 three-story townhome style rental units with 1- or 2-car attached garages. Prime example of multiple housing unit types at various sizes and price points

Total Development Cost

\$130m

Target Groundbreaking Date

Spring 2022

Project Size

326 residential units including 58 townhome-style rental units and 268 mid-rise elevator served apartment units across 8.5 acres
40,000 sf pocket park

Development Team

Owner: Wood Partners Development

Architect: SERA Architects

Contractor: Wood Partners Construction



ALTA AMBERGLEN II (IN PLANNING)

NW Compton Rd and Gibbs Rd, Hillsboro, OR

Notable Project Features

10.5 acre site development to be subdivided to four blocks with mid-rise buildings. Project to include two distinct brands: wellness and social themes. Community will include 60,000 SF of open space including 20,000 SF rooftop deck amenities.

Total Development Cost

\$220m

Target Groundbreaking Date

December 2022

Project Size

594 units

2,000 SF of ground floor retail

Development Team

Owner: Wood Partners Development

Architect: Ankrom Moisan Architects

Contractor: Wood Partners Construction



ALTA CAMAS GREEN MOUNTAIN (IN PLANNING)

Ingle Road, Camas, WA

Notable Project Features

14 acres site within the Green Mountain Masterplan in Camas, WA. Project comprised of 4-story, elevator-served midrise buildings around a central amenity building. Project features several outdoor amenity areas including a water play structure, garden beds and outdoor dining.

Total Development Cost

\$130m

Target Groundbreaking Date

Spring 2023

Project Size

350 units

Development Team

Owner: Wood Partners Development

Architect: Hacker

Contractor: Wood Partners Construction





ALTA MERIDIAN PARK (In Planning)

18330 3rd Ave NE, Shoreline, WA

Notable Project Features

1.94-acre TOD development adjacent to Shorelines 185th & I-5 Sound Transit Light Rail Station (2024 completion). This 357-unit apartment community will offer residents a convenient lifestyle with access to an array of on-site amenities and an abundance of parks and shopping opportunities in the immediate neighborhood. The Development is targeting LEED Platinum certification and 20% of units designated as affordable.

Total Development Cost

\$150m

Target Groundbreaking Date

Summer 2023

Project Size

357 residential units including 93 studios, 222 one-bedrooms, and 42 two-bedrooms.

Planned amenities include a lobby, fitness center, rooftop deck and expansive courtyard.

Development Team

Owner: Wood Partners Development

Architect: Clark Barnes

Contractor: Wood Partners Construction





ALTA NORTH CITY (In Planning)

17724 15th Ave NE, Shoreline, WA

Notable Project Features

1.38-acre mixed-use in-fill suburban development conveniently located in Shoreline's North City neighborhood with direct access to Downtown Seattle and surrounding job centers. Situated just off the primary regional corridor of Interstate-5 (I-5) to the west with nearby Link Light Rail service (2024 completion) with walkable grocery, retail and parks. Targeting 20% affordable component.

Total Development Cost

\$100m

Target Groundbreaking Date

April 2023

Project Size

228 residential units including 34 studios, 159 one-bedrooms, and 35 two-bedrooms, including 3,796 SF of retail frontage.

Planned amenities include a lobby, fitness center, rooftop deck and courtyard.

Development Team

Owner: Wood Partners Development

Architect: Urbal Architecture

Contractor: Wood Partners Construction

November 07, 2022

City of Troutdale
219 East Historic Columbia River Highway
Troutdale, Oregon 97060
Attention: Ray Young

Subject: Letter of Reference for Wood Partners, Michael Nagy

Dear Mr. Young,

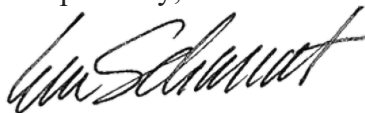
I have been informed that Wood Partners submitted a bid in response to an RFQ issued by the City of Troutdale and having recently completed a project in which Wood Partners and Michael Nagy were involved, I'd like to share my perspective on that collaboration.

I found Wood Partners to be aptly named: they were strong partners throughout the development and construction of Alta Civic Station. Michael Nagy and his team were very responsive, adhered to the commitments they made, and were well organized throughout the design and construction phases.

Ultimately, Wood Partners delivered an incredible project for the City of Gresham and our community members; the amenities, innovative yet thoughtful design, and land use reflect/support our municipal goals and vision for the Civic Neighborhood. I feel that the mixed-use commercial and residential space created at Alta Civic Station is truly an asset to this community.

I'm happy to talk more should the need arise.

Respectfully,



Eric Schmidt, PE, SE, CBO
Assistant City Manager
503-618-2877
Eric.Schmidt@GreshamOregon.gov

CC: Michael Nagy