

Stoss Landscape Urbanism

+ Nitsch Engineering

+ Childs Engineering



**PART A - NON-PRICE PROPOSAL: COASTAL
FACILITIES FEASIBILITY STUDY**

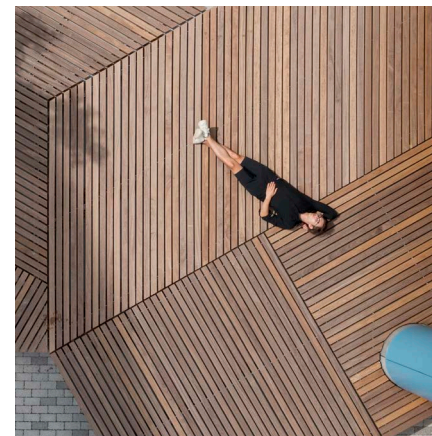
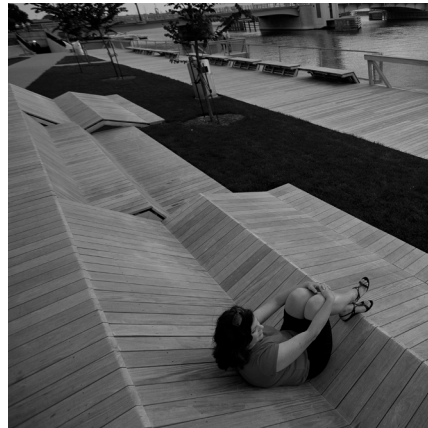
TOWN OF WAREHAM, WAREHAM REDEVELOPMENT AUTHORITY

08.31.2023

Stoss Landscape Urbanism
www.stoss.net

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Clockwise from upper left: CityDeck, Erie Street Plaza, MIT Vassar, Moakley Engagement, Bass River Park



August 31st, 2023

Derek Sullivan, Town Administrator
Memorial Town Hall
54 Marion Road
Wareham, MA 02571

RE: Coastal Facilities Feasibility Study, Merchant's Way, Wareham

Dear Derek Sullivan,

Thank you for the opportunity to submit a proposal for the Coastal Facilities Feasibility Study in Wareham, Massachusetts. Our team is excited at the prospect of conceptualizing opportunities for public coastal access and waterfront activation for Merchant's Way and the Wankinco River. Building upon the Merchants Way and Urban Renewal Planning effort, our team will identify how this public space creation and coastal access can complement and invigorate Main Street and Merchants Way development.

Our own work at **Stoss Landscape Urbanism** (landscape architecture, park planning, and programming) focuses on breathing new life into urban waterfronts, providing both design excellence and the technical knowledge to create landscapes that are able to respectfully meet the demands of existing and new users and stakeholders, resilient to the effects of climate change, and are sensitive to ecological resources. We specialize in the social aspects of public space especially, and have a track record of planning, design, and implementation on tricky sites like yours. And we do it all with an intentional eye to social and cultural equity, expanding the voices that are invited to the table to help imagine more welcoming and inclusive spaces.

Our **engineering partners Nitsch Engineering** will support an analysis of existing site conditions, provide planning related to civil and transportation infrastructure including rail-road crossings, stormwater management systems, and climate change and adaptation. Protecting Wareham Village from increased threat from flooding is paramount to project success and will be considered closely as conceptual planning commences. As such, Nitsch will identify current and future challenges and opportunities related to environmental constraints and flooding issues, and provide high level insight and recommendations related to civil infrastructure and sustainable stormwater management for the Merchant's Way study area.

In addition, we understand that constructing in marine environments is complex. We have therefore brought on **Childs Engineering as an advisory marine engineering expert**. They have over 50 years of experience in investigation, analysis, and design along New England's coast and will be able to offer critical insight into design solutions and feasibility of proposed concepts.

Leveraging our different perspectives and strengths, **we strongly believe the team we have assembled will be able to deliver on design excellence and feasibility**. We have a proven track record of successful collaboration across our teams, with Stoss and Nitsch having collaborated on projects such as the Moakley Park Vision Plan and Bass River Park, Stoss and Childs Engineering on the L Street Power Plant, and Nitsch and Childs Engineering on Fan Pier, Clippership Wharf, New England Aquarium Marine Mammal Exhibition, and the Boston Tea Party Ship & Museum located in Boston, MA. Nitsch also has prior experience working with the Town of Wareham on Cranberry Highway (Route 28) Intersection designs, bridge designs, and on Elm Street adjacent to the former Tremont Nail Factory.

We see this project as a **great opportunity to envision how coastal access could support enhanced passive and active recreation and help reactivate the Downtown area**. We very much look forward to continuing the conversation and would be pleased to work with your team to deliver this exciting project.

Chris Reed, FASLA
Stoss | Founding Director
617 464 1140
cr@stoss.net

Alysoun Wright
Stoss | **Project Manager + Primary Contact**
856 816 5745
alysoun@stoss.net

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STATEMENT OF UNDERSTANDING

STOSS and its consultants have read, understood, and will comply with the requirements and conditions contained in this RFQP.

Signatory Alysoun Wright is an authorized representative for Stoss Landscape Urbanism and will act as a contact person during the selection process.

Alysoun Wright

Signed

Alysoun Wright

Stoss | **Project Manager + Primary Contact**

856 816 5745

alysoun@stoss.net



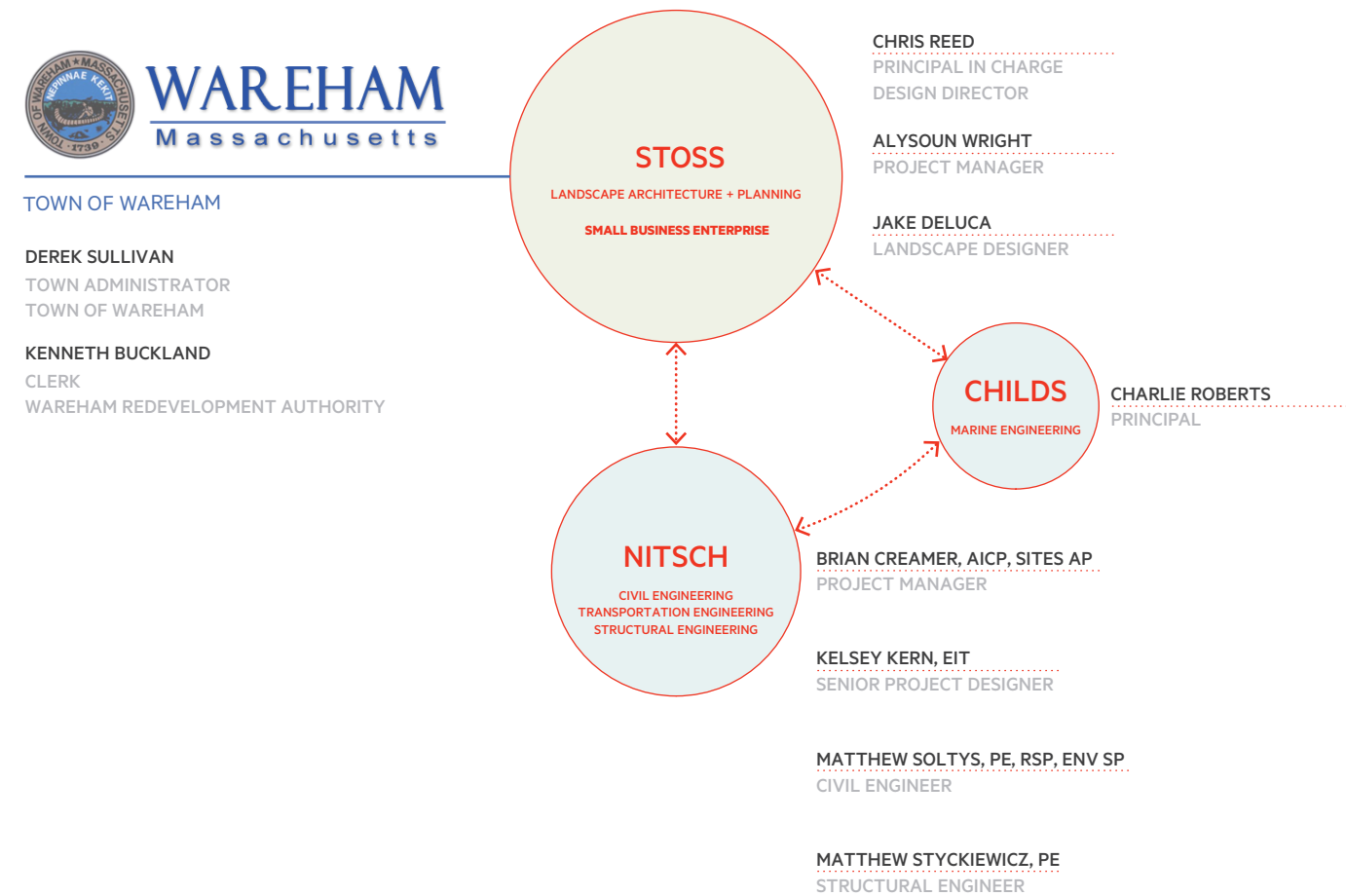


CityDeck, Green Bay, WI

TEAM

TEAM STRUCTURE + ROLES

STOSS is a corporation and a Certified Small Business Enterprise. For the purposes of this RFP, Stoss will contract Nitsch Engineering and Childs Engineering as sub-consultants, both of which are corporations.



STOSS LANDSCAPE URBANISM

PRIME CONSULTANT, LANDSCAPE ARCHITECTURE, URBAN DESIGN, ENGAGEMENT, RESILIENCY

STOSS is a Cooper-Hewitt National Design Award winner for landscape architecture and urban design projects that integrate urbanism, landscape, infrastructure, and sustainability. Founded in Boston in 2001, Stoss' work focuses on creating active and environmentally sustainable urban realms, socially vibrant public spaces, and diverse, vital neighborhoods in which folks can live, work, and play.

Designing for resilience is a core principle throughout the firm's professional and academic work. The team's expertise centers on urban and landscape revitalization: designing public spaces, cities, and landscapes to respond and adapt to changes in climate, demographics, and economies. Researching new applications for technologies, infrastructures, and ecologies in ways that transform people's experiences is a key component to Stoss' approach—helping to imagine new possibilities, and creating value and vibrancy in complex and challenging places.

Stoss clients are cities, public agencies, institutions, or private interests primarily working in the public realm. The firm manages concept through construction for parks and open spaces; urban and campus design; ecological and resiliency planning; municipal and regional strategies; multi-scale landscape infrastructures; development and remediation projects; furnishings and exhibitions.

The diverse and international design team is as interested in how projects work for people and clients as in what they look like, believing it possible to be both inventive and pragmatic, beautiful and functional—valuing hybrid solutions that can do many things at the same time, and most importantly, enriching the lives and experiences of people.



Bass River Park, West Dennis, MA

CHRIS REED, FASLA, PLA
DESIGN DIRECTOR

Stoss Landscape Urbanism, Boston, MA, USA



Chris Reed is Founding Director of Stoss. He is recognized internationally as a leading voice in the transformation of landscapes and cities, and he works alternately as a researcher, strategist, teacher, designer, and advisor. Chris is particularly interested in the relationships between ecology and landscape and infrastructure, social spaces, and cities. His work collectively includes urban revitalization initiatives, climate resilience efforts, adaptations of former industrial sites, vibrant public spaces that cultivate a diversity of social uses, and numerous landscape installations. He has overseen riverfront work in Green Bay, Little Rock, Milwaukee, Louisville, Cape Cod, Dallas, and Grand Rapids. Chris is a recipient of the 2012 Cooper-Hewitt National Design Award in Landscape Architecture, a Fellow of the American Society of Landscape Architects, and the 2017 Mercedes T. Bass Landscape Architect in Residence at the American Academy in Rome.

EDUCATION

University of Pennsylvania
Master of Landscape Architecture

Harvard College
A.B. Cum Laude in Urban Studies

REGISTRATION

Registered Landscape Architect in
AZ, CT, IA, MA, MD, MI, MO, NY, ON, PA, RI,
TX, WI

SELECT AWARDS

Cooper-Hewitt National Design Award in
Landscape Architecture, 2012

AIA Award in Regional and Urban Design,
Suffolk Downs Master Plan, 2022

Boston Society of Landscape Architects,
Special Recognition for Community
Empowerment through a Lens of Diversity,
Brickline Greenway Master Plan, 2021

Boston Society of Landscape Architects,
Merit Award in Analysis and Planning,
Brickline Greenway Master Plan, 2021

American Planning Association, Excellence
in Sustainability Community Plan Award,
Uptown Pittsburgh Eco-Innovation
District, 2020

Progressive Architecture Award, Brickline
Greenway Master Plan, 2020

SELECT PROJECT DESCRIPTIONS

Suffolk Downs Redevelopment
Boston, MA
Design Director

This 161-acre site is being developed as a new economic hub and will include hotels, street-front retail, new residences and 40 acres of publicly accessible open space. Stoss is leading open space design, including resiliency planning, streetscapes, protected buffers around natural resources and detailed design.

Brickline Greenway Master Plan
St. Louis, MO
Design Director

Stoss led master planning and concept design for the Brickline Greenway, a new open space network which will run through the heart of St. Louis. The design and strategy were heavily influenced by community outreach along with a uniquely curated artistic collaboration.

Moakley Park
Boston, MA
Design Director

The largest waterfront park in Boston, Moakley Park is a recreational gem and a key asset in the City's climate resiliency plans. Informed by creative community outreach, Stoss developed a vision plan that creates dynamic open space and incorporates innovative flood protection.

L Street Power Plant Redevelopment
Boston, MA
Design Director

This multi-use redevelopment along South Boston's harborfront, is undergoing master planning and schematic design to create a unique space for the community while addressing frequent flooding, creating new green space, and catalyzing new development.

Pittsburgh EcoInnovation District
Pittsburgh, PA
Design Director

Ranked as one of the top 100 projects worldwide addressing climate change on a local level, this multidisciplinary plan addresses sustainable economic and ecological growth in Pittsburgh's Uptown Neighborhood.

Harvard Plaza
Cambridge, MA
Design Director

The Plaza at Harvard University is a gathering space at the heart of the university, serving students, faculty, staff, visitors, and the local community. Built on structure, the space accommodates year-round programming, activities, and gatherings throughout all seasons with flexible social spaces and custom timber benches.

ALYSOUN WRIGHT, RA

ASSOCIATE | LANDSCAPE DESIGNER + URBAN PLANNER

Stoss Landscape Urbanism . Los Angeles, CA + Boston, MA, USA



Alysoun Wright is an Associate and Project Manager at Stoss. Alysoun holds degrees in landscape architecture, urban planning, and architecture from the Harvard Graduate School of Design and Northeastern University. Prior to joining Stoss, Alysoun worked with Somerville, MA-based firm Landing Studio for five years as an architectural designer. During this time she served as the project manager for Infra-Space 1, a half-mile linear park under the I-93 highway viaduct adjacent to the South End and South Boston, guiding the project from schematic design through construction administration while coordinating with MassDOT. Alysoun is a registered architect in Massachusetts and brings her interdisciplinary background to projects at the intersection of planning, landscape, and urban design.

EDUCATION

Harvard Graduate School of Design,
Master of Landscape Architecture and
Master of Urban Planning

Northeastern University,
Master of Architecture and
Bachelor of Science in Architecture

REGISTRATION

Registered Architect in Massachusetts

PROFESSIONAL EXPERIENCE

Landing Studio, Somerville, MA
2013-2018

SELECT AWARDS

AIA Award in Regional and Urban Design,
Suffolk Downs Master Plan, 2022

Architizer A+Awards, Unbuilt Master Plan/
Landscape, Moakley Park, 2022

Jacob Weidenman Prize, Harvard Graduate
School of Design, 2020-2021

AIA National Honor Awards, Regional | Urban
Design, Infra-Space 1, Underground at Ink
Block, 2019*

WalkBoston Golden Shoe Award, Infra-Space
1, Underground at Ink Block, 2018*

SELECT PROJECT DESCRIPTIONS

Moakley Waterfront Park
Boston, MA
Project Manager

The largest waterfront park in Boston, Moakley Park is a recreational gem and a key asset in the City's climate resiliency plans. Informed by creative community outreach, Stoss developed a vision plan that creates dynamic open space and incorporates innovative flood protection.

Suffolk Downs Theater Basin
Revere, MA
Project Manager

This 161-acre site is being developed as a new economic hub and will include 40 acres of publicly accessible open space. Stoss is leading design through construction for a central green that acts as a catch basin during large storms, up to the 2070 100-year storm event.

Charlestown Masterplan
Boston, MA
Project Manager

Stoss worked in coordination with Interboro Partners, the BPDA, and the Charlestown Community on the development of an Urban Design Framework, Build-Out Scenarios, and Updated Design Guidelines, for the Charlestown Neighborhood.

Charles River Esplanade Multimodal Pathway Design Improvements
Boston, MA
Project Manager

Three nodes were determined to be critical sites with safety challenges in the *Esplanade Association's 2019 Pathway Safety Improvement Plan*. Pavement paint installations help make these heavily-trafficked areas safer and provide critical information for pathway users.

Lower Mystic Regional Planning
Chelsea, MA
Project Manager

Stoss is working across seven municipalities in the Lower Mystic River Watershed to develop a regional visioning plan for the area that reflects public and private interests, prioritizes environmental and social equity, climate resilience, and flood mitigation strategies, and optimizes amenities such as neighborhood open space.

Infra-Space 1: Underground at Ink Block *
Boston, MA

A pilot project for the Massachusetts Department of Transportation's statewide initiative to improve spaces under highway viaducts. Design for the half-mile linear space included an 8-acre stormwater management landscape and public realm improvements for recreation and public art installations.

JAKE DELUCA
LANDSCAPE DESIGNER

Stoss Landscape Urbanism . Los Angeles, CA + Boston, MA, USA



Jake Deluca is a Landscape Designer at Stoss. He holds a Master’s in Landscape Architecture from the Harvard Graduate School of Design and a Bachelor of Science in Architecture from Washington University in St. Louis, where he was the recipient of the Frank Keunz Scholarship. During his studies at the GSD, he was awarded a Penny White Project Fund to carry out research at Mount Auburn Cemetery, America’s first garden cemetery. His interest in landscape lies in memory, history, and urban resilience.

Before joining the design team at Stoss, Jake worked as a renderer and Junior Designer for an architecture firm in New York.

EDUCATION

Harvard Graduate School of Design
Master of Landscape Architecture

Washington University in St. Louis
Bachelor of Science in Architecture

PROFESSIONAL EXPERIENCE

Ferguson & Shamamian Architects
(2018, 2019-2020)
Junior Designer, Renderer

New Line Structures (2016)

CSWR, Harvard Divinity School (2021-2022)
Designer for *Peripheries*, a literary journal

SELECT AWARDS

Penny White Project Fund (2021)
for “Un-Living Record” (view project [here](#))

Fank Keunz Scholarship (2015-2019)
at Washington University in St. Louis

SELECT PROJECT EXPERIENCE

Charlestown Masterplan
Boston, MA
Designer

Stoss worked in coordination with Interboro Partners, the BPDA, and the Charlestown Community on the development of an Urban Design Framework, Build-Out Scenarios, and Updated Design Guidelines, for the Charlestown Neighborhood.

Islands of Elegy
Harvard GSD, 2022

Islands of Elegy proposes a new kind of cemetery, one that brings death closer to us and resists the stagnation of memory. This new cemetery—the microcemetery—manifests as several small sanctuary spaces embedded in urban environments: on street corners, in plazas, etc. Advised by Gareth Doherty (Thesis).

RKM Hall of Sciences
Pittsburgh, PA
Landscape Designer

This 2-Acre campus project acts as a threshold to Carnegie Mellon University’s wider campus, incorporating flexible campus plazas, green roofs, and cascading stormwater infiltration gardens to create a new beacon for university community.

Tenuous Shelter
Harvard GSD, 2021

Tenuous Shelter is a memorial to the Spiritual deprivation experienced by the queer community. Situated in areas adjacent to Catholic churches, each memorial manifests as a scar in the earth, a semi-subterranean space which offers users a place to deposit their “grief” (a stone) or to withdraw it, giving rise or recession to a pool of water, an ongoing record of grief and resolution which echoes the tension between religion and queer identity.

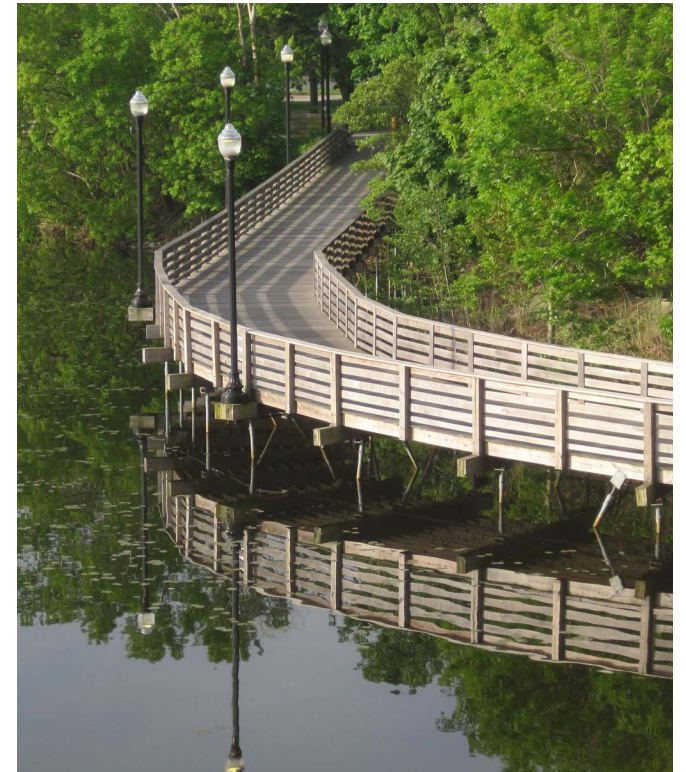
Long Wharf Flood Mitigation
Boston, MA
Landscape Designer

Long Wharf, one of Boston’s historic and economic hubs, is being reinforced against flooding through design of elevated spaces along its periphery. A continuation of the Coastal Resilience Solutions for Downtown and the North End, these designs build from the wharf’s complex history, seeking to preserve its use as a place of congregation and as a marker of Boston’s layered past.

NITSCH ENGINEERING

CIVIL, TRANSPORTATION, + STRUCTURAL ENGINEERING

Nitsch Engineering is a multi-disciplined engineering and surveying firm offering an integrated suite of services to efficiently serve the needs of our building/ site development and infrastructure clients. Our civil, transportation, and structural engineers; land surveyors; planners; and GIS specialists work collaboratively to deliver client-focused, creative, cost-effective, and sustainable project solutions. We have earned the confidence of our clients, as illustrated by the fact that 97% of our work comes from repeat clients. For 30 years we have worked on major private development and public infrastructure projects in Massachusetts and throughout the northeast.



Wellington Underpass, Medford, MA.

CHILDS ENGINEERING

MARINE ENGINEERING (ADVISORY ROLE)

CHILD ENGINEERING is committed to providing engineering services in the field of waterfront and coastal structures since 1970. This commitment has created a firm that has extensive expertise and experience in structural engineering along the waterfront. Childs Engineering has been at the forefront of underwater inspection and design by putting engineers underwater to perform high quality inspections since the beginning.

Childs provides specialized experience in the investigation, analysis, design of repairs, and design of new marine structures, and provide many other services including hydrographic surveys, topographic surveys, permitting, planning, berthing studies, dry dock engineering, construction inspection, and resident engineering. Our mission is to provide the highest level of expertise in waterfront engineering to our clients insuring that efficient construction, overall economy, and the use of current technical advances will bring projects in on time, under budget, and to the complete satisfaction of our clients.



Seawall Rehabilitation, Portland, ME.

BRIAN CREAMER, AICP, SITES AP
PROJECT MANAGER

Nitsch Engineering, Lawrence, MA



Brian brings 12 years of sustainable planning and design experience to Nitsch Engineering’s civil, transportation, and planning projects. He is a project manager and active lead of Nitsch’s Resilience Planning and Design Group with a focus on integrating Geographic Information System (GIS) into projects. Brian’s breadth of work spans a variety of project types from campus and institutional master planning to municipal open space and resilience planning efforts. A creative and collaborative designer, Brian is focused on designing sites that sustainably integrate stormwater into the landscape. In addition, he has a full command of the design process, including performing context analysis and producing project deliverables through construction. He also supports project teams with graphic design support developing project renderings and infographics to be used in public presentations and for project documentation.

EDUCATION

Boston University
Master of City Planning

Pennsylvania State University
Bachelor of Landscape Architecture

REGISTRATION

American Institute of Certified Planners

SITES Accredited Professional

Certified Massachusetts Municipal
Vulnerability Preparedness (MVP) Planning
Grant Provider

SELECT AWARDS

2018 Emerging Planner of the Year from the
Massachusetts Chapter of the American
Planning Association

SELECT PROJECT DESCRIPTIONS

**Wellington Underpass
Medford, MA
Senior Planner**

A shared-use path connection and timber boardwalk structure along the north bank of the Mystic River. Included establishing the underpass plan and profile in compliance with the ADA, determining boardwalk limits, design of boardwalk riverbank approaches and connections to existing walkways and bike lanes.

**Upper Harbor Terminal
Minneapolis, MN
Planner**

Design for sustainable stormwater planning and design services for the redevelopment of a former shipping terminal with 4,000 feet of waterfront into a mixed-use neighborhood. Developed green infrastructure strategies and solutions using a District-wide approach.

**Moakley Park
Boston, MA
Senior Planner**

Providing support services for the Moakley Park project. Providing technical support for the project for stormwater management and green infrastructure design, while also supporting the team’s community outreach and public participation efforts.

**Newton Highlands
Newton, MA
Planner**

Support the rehabilitation of the MBTA station to bring it into compliance with ADA and MAAB guidelines and requirements. Developing designs for pedestrian ramps, and modifications and improvements for both the inbound and outbound platforms.

**South Medford Connector Greenway
Medford, MA
Senior Planner**

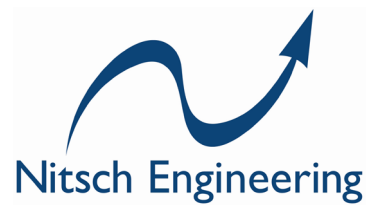
Responsible for planning services associated with the feasibility study of a one-mile shared-use path along the Mystic River. The project’s long-term goal is to expand the active transportation network along the Mystic River to improve the environmental, mobility, and health outcomes for local and regional communities.

**Portsmouth Master Plan
Portsmouth, NH
Planner**

Responsible for supporting sustainable stormwater and climate change mitigation consulting services for the Portsmouth Master Plan update. Developed a green infrastructure toolkit which spanned topics such as mobility, water resources, energy, and environmental stewardship to provide actionable ways the City could continue to build a more sustainable community.

KELSEY KERN, EIT
SENIOR PROJECT DESIGNER

Nitsch Engineering, Worcester, MA



Combining education in landscape architecture and civil engineering, along with work experience in the real estate industry, Kelsey brings a unique perspective to stormwater management planning and design. Her passion for people and places informs her approach to sustainable solutions, application of technical knowledge, and the communication and visualization of design concepts. She excels at technical writing and public speaking, as well as visualization and drafting using software such as AutoCAD Civil 3D, ArcGIS, and Adobe Creative Suite. Her experience as a corporate trainer further honed her skills in communication and emphasized the importance of building relationships with colleagues, clients, and project stakeholders. Her recent work at Nitsch Engineering includes a wide variety of projects ranging from site scale to watershed scale.

EDUCATION

Kansas State University,
Master of Landscape Architecture

University of Nebraska-Lincoln,
Bachelor of Science in Civil Engineering

REGISTRATION

Engineer-in-Training (Civil) in MA

LEED Accredited Professional

SELECT AWARDS

Recipient of the Nebraska Water
Environment Association Scholarship, 2019

SELECT PROJECT DESCRIPTIONS

**East Beach Parking Lot Redesign
New Bedford, MA
Project Designer**

Providing planting design and plan production as well as support for drafting and HydroCAD modeling. Nitsch designed bioretention and stormwater management improvements for the existing City-owned parking lot in the coastal climate.

**Smith Beach Parking Lot Green
Infrastructure Retrofit
Braintree, MA
Project Designer**

Stormwater design details, planting design, and plan production, as well as drafting and HydroCAD modeling support. Nitsch designed a green infrastructure system including porous pavement to provide water quality treatment, enhance mitigation for future flood risks, and promote groundwater recharge.

**Talbot Avenue Stormwater Treatment
Vault Replacement
Boston, MA
Project Designer**

Design for a green infrastructure retrofit along Talbot Avenue. Nitsch conducted a feasibility study to explore options for treating phosphorus while replacing an existing stormwater vault and slide gate.

**Boston Water and Sewer Commission
Green Infrastructure Handbook
Boston, MA**

Project Collaborator, Writer, and Graphic Designer for a chapter of the Green Infrastructure Handbook focusing on design of green infrastructure. Nitsch collaborated with the BWSC to produce a document explaining the merits of green infrastructure and how to integrate sustainable stormwater solutions in the City of Boston.

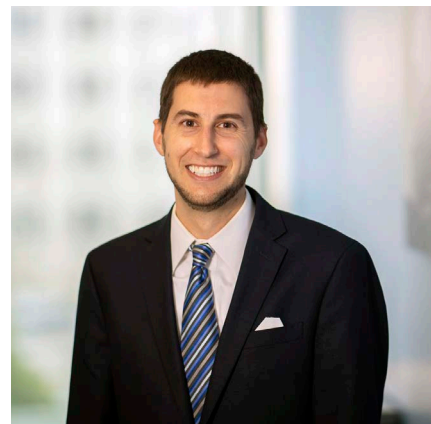
**MIT, Building 54/55 Addition
Courtyard
Cambridge, MA
Project Designer**

Design for stormwater management improvements and drainage infrastructure integrated into a building addition, which features a green roof and landscape filter. Meets City stormwater regulations and LEED credit requirements.

**Town of Oxford MS4 Compliance
Boston, MA
Project Designer**

Design for stormwater planning services to support the Town in their compliance with the 2016 MA Small MS4 permit. Presented Year 4 permit updates at public participation meeting. Worked with Town staff to compile required information for their Lake Phosphorus Control Plan and Phosphorus Load Reduction Requirements.

MATTHEW SOLTYS, PE, RSP¹, ENV SP
PROJECT MANAGER | CIVIL ENGINEER¹
Nitsch Engineering, Worcester, MA



Matt possesses a civil engineering background with a focus in complete streets, safety improvements, and multi-modal improvements to roadways in transportation engineering. His experience shows an in-depth understanding of the MassDOT project process. Matt's organization and attention to detail allow for his skills of project documentation, coordination, and design. Matt also has a strong construction background which allows him to understand the design process from concept through completion and provide a unique perspective on projects throughout design. His expertise is in geometric design, complete streets, multi-use paths, drainage design, AutoCAD Civil 3D modeling, development of project specifications, and estimates. Matt has also assisted with the preparation of environmental permitting documents and coordination with local conservation commissions, development of technical documents, and state highway access permits.

EDUCATION

University of Massachusetts Amherst,
Bachelor of Science in Civil Engineering

REGISTRATION

Registered Engineer (Civil) in MA

Road Safety Professional Level 1

Institute for Sustainable Infrastructure,
Envision Sustainable Professional

SELECT PROJECT DESCRIPTIONS

Main Street – MassTrails Study and Preliminary Design
Holyoke, MA
Project Manager

Project Manager for a feasibility study to evaluate providing a separated shared use path along the east side of Main Street, determining impacts of a shared use path design, and identifying permits and right-of-way impacts.

Mass Central Rail Trail, Weston Rail Trail Underpass
Weston, MA
Senior Transportation Engineer

Senior Project Engineer for transportation engineering services for the study and design of a new rail trail underpass that allows the three-mile section of trail to continue under Conant Road, along the Mass Central Rail Trail

Mass Central Rail Trail, Wayside Trail Parking and Amenities
Weston, MA
Transportation Engineer

Project Engineer for the evaluation of accessible routes from existing and potential parking areas at various locations along the rail trail.

Belmont Community Path
Belmont, MA
Senior Transportation Engineer

Senior Transportation Engineer for the design of the Belmont Community Path through the Town of Belmont. The path is a 2-mile segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 10.4 miles between Boston and Northampton. Overseeing an extensive public engagement process with the community

North Canal Street Planning Study
Holyoke, MA
Project Manager

Project Manager for a feasibility study to evaluate providing a separated shared use path along North Canal Street, determining impacts of a shared use path design, and identifying permits and right-of-way impacts. The project is aimed at improving a roadway focused corridor to invite multi-modal users and provide an essential connection within the City.

Route 28 over the Bass River
Yarmouth, MA
Project Manager

Project Manager for the reconstruction of Route 28 at North Main Street. Led the transportation and utility design of Route 28 including a new shared use path and drainage infiltration system. The project also includes historic and streetscape improvements as the project is in a historic center. The proposed project is combined with the bridge over the Bass River, being designed by another firm.

MATTHEW STYCKIEWICZ, PE
PROJECT MANAGER | STRUCTURAL ENGINEER
Nitsch Engineering, Boston, MA



Matt is a dependable, ambitious, goal-oriented engineer with a comprehensive ability for problem solving and analytical thinking, and a passion for structural engineering, design, and mechanics that he brings to projects. Matt specializes in the design and inspection of bridges and marine structures, including pile supported piers and wharves, bulkheads, seawalls, caissons, and bridges. His project background includes private, commercial, and public facilities as well as numerous projects for MassDOT, MBTA, Coast Guard, and Navy.

As a certified commercial diver, he has performed underwater structural inspections on many marine structures. Additional areas of expertise include design and analysis of new structures, analysis and load ratings of existing structures, creation of project plans, specifications and cost estimates, and review of shop drawings, submittals, and RFIs.

EDUCATION

University of Massachusetts Amherst,
Master of Science in Structural Engineering

University of Massachusetts Amherst,
Master of Science in Civil Engineering

REGISTRATION

Registered Engineer (Civil) in MA and NJ

Federal Highway Association NHI Bridge
Inspection Team Leader

SELECT PROJECT DESCRIPTIONS

Woods Hole Oceanographic Institution, Air-Sea Interaction Tower
Edgartown, MA
Structural Engineer

Structural Engineer responsible for modeling and analyzing a 130-foot-tall offshore instrument tower to determine the feasibility of increasing the size of the instrument platform.

Prudence Island Ferry Transfer Bridges*
Bristol, RI
Structural Engineer/Diver

Structural Engineer/ Diver responsible for design of the steel through-girder transfer bridges, gallows structure, winch and reeving system, and pile supported pier foundation.

USCG Station Rockland Waterfront Repairs*
Rockland, ME
Structural Engineer/Diver

Structural Engineer/Diver responsible for the above-water and below-water structural inspection of the waterfront facilities.

Watson Park Seawall Assessment
Braintree, MA
Project Manager

Project Manager responsible for overseeing a visual examination of the existing seawall and the development of potential repair options to mitigate tidal infiltration into Watson Park. Provided the Town with a Report detailing the existing condition of the wall, an analysis of the likely causes of the infiltration, multiple short term and long term repair options, and an estimated cost for each option.

WHOI Pier Deck Load Rating and Analysis*
Falmouth, MA
Structural Engineer

Structural Engineer responsible for performing structural analysis calculations on the concrete deck of the Woods Hole Oceanographic Institute pier. The analysis involved examining potential load scenarios and determining the feasibility and limitations of the pier deck.

WHOI Pier Deck Load Rating and Analysis*
Eastport, ME
Structural Engineer/Diver

Structural Engineer/Diver responsible for developing concept designs to meet Client needs and federal grant requirements for the \$18M replacement of the existing collapsed pier and breakwater with a new 22,000-square-foot pile supported concrete pier and sheet pile breakwater in the deepest natural port on the East Coast.

CHARLIE ROBERTS, P.E., DIPLOMATE, PORT ENGINEERING PROJECT MANAGER

Childs Engineering Corporation, Bellingham, MA, USA



Mr. Roberts' entire career has been focused around the water in particular with underwater inspection and design of repairs. His wide range of experience includes underwater and topside inspections, structural assessment, bridge load ratings, permitting, dredging, topographic and hydrographic surveys, sediment sampling, marina design and layout, as well as storm water management and design. He has managed projects for the US Navy and US Coast Guard as well as private and public sector clients throughout the United States and abroad.

EDUCATION

MSc, Offshore and Ocean Technology,
Cranfield University, UK

BEng (hons) Civil and Coastal Engineering,
University of Plymouth, UK

REGISTRATION

Civil/CT, ME, MA, NH

CERTIFICATIONS

ADCI Commercial Diver -SSA Diving
Supervisor #566250448; MEDIC First Aid -

CPR, AED, and O2 Administration; OSHA 30
Hour Construction Safety #36-601291196;
OSHA Authorized Climber/Rescuer;
Emergency Medical Technician - Basic (MA);
HYPACK Single Beam and Side Scan Survey;
Boating Safety Certification; FHWA-NHI
130055 Safety Inspection of In-Service
Bridges; FHWA-NHI 130091 Underwater
Bridge Inspection; Diving Experience = 20+
Years

PROFESSIONAL ORGANIZATIONS

Coasts, Oceans, Ports, and Rivers Institute
(COPRI); American Society of Civil Engineers
(ASCE); Boston Society of Civil Engineers
(BSCES); Society of American Military
Engineers (SAME); Past VP, COPRI Boston;
Member of COPRI Ports and Harbors
Committee

SELECT PROJECT DESCRIPTIONS

USCG Aid to Navigation Team Bristol Bristol, RI

Was the project manager, engineer-of-record, and a dive inspector performing a design level inspection of the waterfront structures. The inspection assessed the condition and evaluated the components of the concrete and granite block seawall and concrete pier. Also, due to settlement of the concrete slab behind the seawall, additional investigation was done which included drilling through the concrete slab and taking measurements of the voids and inserting a micro camera into the void to estimate the types of materials remaining and the size and extent of the voids. Childs provided construction oversight and QA/QC inspections above and below water to make sure the project was completed correctly.

Black Falcon Terminal Boston, MA

Was the principal-in-charge providing engineering services for the inspection, structural analysis, repair recommendations, permitting, preparation of construction documents, and construction oversight for the Black Falcon Terminal in Boston. Childs initially provided a structural assessment of the existing seawall structure that forms the water/land interface of the pier structure. The structure supports a large office building, parking area and provides berthing for cruise ships visiting the Boston area. The 2500-foot-long seawall is a concrete gravity structure constructed in 1955. Based on the inspection, Childs provided repair drawings and worked with state and local authorities to obtain the necessary permits.

250-253 Summer Street Boston, MA

Was the project manager providing the engineering design, bidding and construction services for maintenance and repairs to the historic granite seawall foundations at 250 and 253 Summer Street along the Fort Point Channel in Boston MA. The project involved the rehabilitation of these two historic granite seawalls dating back to the early 1900s.

Pier 10 Drydock Avenue Boston, MA

Is the project manager for the inspection of the seawall foundation and timber deck area under Pier 10. The Based on the inspection, Childs provided repair drawings and is working with state and local authorities to obtain the necessary permits in order for the pier to re-open to the public.

DAVID PORTER, P.E. CHIEF WATERFRONT ENGINEER

Childs Engineering Corporation, Bellingham, MA, USA



Mr. Porter has over 50 years of experience in the field of marine structures and coastal engineering. He has managed projects for the US Navy and US Coast Guard as well as many private and public sector clients throughout the United States and abroad. He has assisted clients in the planning, permitting, inspection, and design of a wide range of marine structures and facilities for a diverse group of marine engineering projects. Mr. Porter's design, planning and permitting expertise is illustrated by his involvement as project manager or principal-in-charge of the representative projects listed and ensuring that each project is delivered at the highest standards possible.

EDUCATION

B.S. Civil Engineering, Union College

REGISTRATION

Structural/ME, MA, NY

PE/RI

CERTIFICATIONS

ADCI Commercial Diver -SSA Diver #17535;
First Aid, O2, CPR Administration; Diving
Experience = 50+ Years

PROFESSIONAL ORGANIZATIONS

American Society of Civil Engineers (ASCE);
American Society for Testing and Materials
(ASTM); Boston Society of Civil Engineers
(BSCES); Boston Harbor Association-Past
Trustee

SELECT PROJECT DESCRIPTIONS

Drydock 4 and Pier 6, Raymond L. Flynn Marine Park Boston, MA

Is the project engineer/manager providing engineering services for the repairs to the Pier 6 Cofferdam structure, including topside improvements as well as the design of a permanent closure for Dry Dock 4. The services consist of: attending the kick-off meeting for project review; performing an existing conditions and materials evaluation by test pit excavation and topside and underwater inspections and review of existing plans and soil borings; production of construction drawings, specifications and cost estimate from conceptual stage to final design stage for public bid; and providing bidding assistance to the client during the bid process and construction administration services for the duration of construction. Childs will provide permitting assistance to acquire permits from the relevant regulatory agencies.

Charles River Basin Parks Boston, MA

Was the project engineer/manager participating in the development of the Master Plan of the Charles River Basin Parks as a mitigation for the Central Artery/Tunnel Project. The plan included a series of public parks with connected access for the smooth transition from Boston Harbor to the lower basin of the Charles River. Childs performed site surveys, structural assessments, and permit applications for various components of the plan. In addition to the work on the plan, Childs performed the waterfront engineering services for four parks: Revere Landing Park, design of the public fishing pier; for Nashua Street Park, design of the central plaza area consisting of riprap shore protection, stone seawalls and viewing steps for public access to the water; for Northpoint Park design of the 800 ft by 40 ft water feature and duck boat ramp; and for Lovejoy Wharf design of the continuation of the harborwalk under the North Washington Street Bridge.

Anthony's Pier 4 Boston, MA

Was the principal-in-charge/project manager as a consultant to Tishman Speyer designing the seawall stabilization and new Harborwalk piers and sea steps. The seawall stabilization included rip rap support, sheet pile toe strengthening seawall reconstruction. Childs also supported the environmental permit effort at the local state and federal level.

Clippership Wharf Boston, MA

Was the principal-in-charge/project manager for the design of the seawall stabilization and the fixed piers. The seawall stabilization is provided by a new stone rip rap perimeter around the old seawalls. In addition to stabilizing the seawalls and creating the "living shoreline", the project includes the installation of two floating docks.



CityDeck, Green Bay, WI

EVIDENCE OF INSURANCE COVERAGE

WE ARE DRIVEN BY A MISSION TO MAKE POSITIVE CHANGE IN CITIES, ACROSS THE PLANET, AND IN THE DAILY LIVES OF PEOPLE. LANDSCAPE IS OUR TOOL.

At **STOSS**, we design landscapes and social spaces that foster resiliency, vitality, social equity, environmental health, and community. By breathing new life into abandoned, neglected, or simply timeworn places, informed and intentional design can bring neighborhoods, institutions, and entire cities to value safer, healthier, and more beautiful public spaces, to be inspired and sense renewed pride and hope in their community.

Since the studio's founding in 2001, we have worked on tough and complicated sites, from flooding waterfronts, to underserved neighborhoods, deserted downtowns, or neglected brownfields. Whether designing a complex coastal resiliency master plan or an urban pocket park, we ground our design in research, and seek to transform people's experiences with new or hybrid applications for technologies, infrastructures and ecologies. Through deep research and robust public engagement about the historical context and culture of each site, we create public spaces that resonate uniquely with their public and their place, which encourages new use and attentive care. This approach embeds in the design a conscious effort to bridge gaps in social and environmental equity.

We imagine new possibilities, creating value and beauty in challenging places while never losing sight of how we can inspire social connection and bolster diversity, equity, and inclusion.

Our efforts have garnered numerous awards from our peers and the public including a Cooper-Hewitt National Design Award and the Topos International Landscape Award. STOSS has also published three monographs that express our philosophy about the responsibility of design in cities today.

The power of open space to bind communities to one another and to the environment is unequivocal. The role of open space is essential in a world of social and racial inequity and environmental degradation.

20 years ago, we were pioneers as landscape urbanists; we believed that cities and public spaces could be more livable and healthier if they were designed around landscape systems and ecological processes. This involved reimagining the leftovers of industrial and infrastructural and urban pasts as multi-functional, vibrant landscape infrastructures and city districts that could serve environmental, social, cultural, and economic ends simultaneously. Today, we are proud to have witnessed the impact of this philosophy on the growth of cities: landscape and public spaces have been the focus of urban regenerations worldwide, driven by, and sometimes reactive to, public health, resiliency, and ecological mandates.

But there is more work to do. No longer do we have to ask how can landscape become part of a city, but WITH WHOM, FOR WHOM, and FOR WHAT can landscape be put in service? Landscape is not the savior, but it can play an important role in addressing our current environmental crises—climate change and biodiversity loss—as well as pressing urban issues of equity, the unhoused, displacement, public health, and the disproportionate impacts of climate change on vulnerable communities.

Today's world requires an activist, optimistic and inclusive approach to landscape as an agent of positive change. In cities. Across the planet. And in the daily lives of people. This is our mission.



WHAT PLACEMAKING MEANS TO US

For us, what ultimately makes a place successful is when people—a community—take ownership of a space and bring it to life. **This doesn't happen by accident.** Our strategies for placemaking through activation and revitalization include:

- robust engagement that makes people feel included, builds excitement about the project, and gathers substantive input about design and programming;
- early action to test ideas and generate buzz using pilot projects and tactical urbanism;
- building in long-term pragmatic considerations, including for operations, maintenance, economic planning, revenue generation, and governance;
- designing for flexibility of use by integrating open-ended, multipurpose design elements that invite socializing and play;
- and designing for accessibility and inclusivity of all abilities, body types, and social backgrounds.



“The CityDeck is what really got us down here. With the Fox River Trail and the CityDeck, that's gonna make this area the center of downtown again.”

—Jess Miller, Manager, Hagemeister Park Restaurant, on **CityDeck**

“The Moakley Park project is the most ambitious open space project Boston has undertaken since Olmsted's building of the Emerald Necklace. The project seeks to transform the city's most important recreational sports park into a world class flood protection system all while expanding inclusive programming for all Bostonians...When complete, Moakley will be among America's great parks.”

—Mayor Martin J. Walsh, City of Boston, on **Moakley Park**

“The transformation has provided a completely new and vibrant energy for students, faculty, staff and visitors. Through this successful partnership with Stoss we believe that we've greatly exceeded our goals with a wonderfully unique urban design solution.”

—Deanna Mabry, Associate Director of Design, University of Michigan, on **Gerstacker Grove**

“Living in Green Bay all of my life and have never seen the downtown riverfront being utilized like this before.

That CityDeck project was what this small city needed. I go down there often and always have the camera with me.”

—John Begalke, Green Bay resident, on **CityDeck**



DESIGN APPROACH

CREATING COASTAL ATTRACTION + ACCESS

Currently coastal access is impeded by the railroad and limited waterside infrastructure to facilitate access. However, we understand that site users already make use of the space for activities like fishing and kayaking. In our work, we take pride in making spaces that better facilitate people doing what they already love and making space for them to have new experiences. We also have extensive experience thinking through how tricky sites can better support people, habitats, and infrastructure in a way that is complementary, welcoming, and unique. On projects like **Erie Street Plaza**, we were able to take a small node off of the Milwaukee Riverwalk and generate a habitat-rich gathering space that is dynamic across seasons. Here, we will similarly look for opportunities to create nodes that are visually and programmatically vibrant to ensure they draw people in, whether its to go fishing, for coastal birdwatching, or to take a brisk walk along the coast.

FOREGROUNDING RESILIENCY

From the Resilient Main Street report, we understand that this area is subject to coastal flooding. We have extensive experience in identifying opportunities for resiliency infrastructure and open space access to be complementary processes. At **CityDeck**, we created custom benching solutions that served as strategic flood barricades as well as discrete storm water management. In working with the Town of Wareham, Nitsch, and Childs, we will identify similar opportunities for resiliency measures and coastal access to be complementary and intentional.

MULTI-MODAL NETWORK CONNECTIONS

In creating a destination, arguably one of the most critical components is understanding how one gets to that destination. We will work closely with Nitsch to identify safe, clear, and easy connections to the coast. We will look carefully at how these connections tie back to the existing urban fabric and how they function for a multitude of site users from pedestrians, wheelchair users, bikers, and/or fishers or kayakers who might have cumbersome equipment. We will also identify opportunities for network hierarchy for a diverse set of experiences, similar to those represented in **Touch the Water and North Shore Promenades**. Where might someone go for a quiet coastal walk? Where might a group bike together? How might someone efficiently get to a kayak launch for a quick

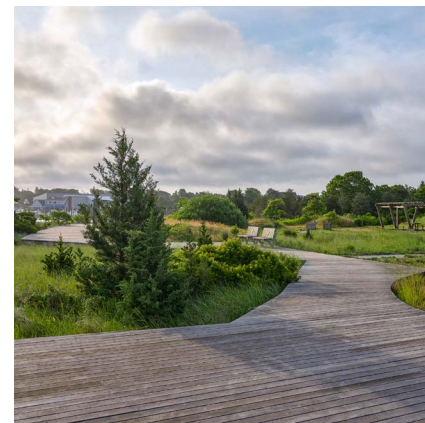
lunchtime tour of the water? Through our engagement and in coordination with the Town of Wareham, we will work through the set of multimodal connections that are best suited for this site and will also have an eye towards future connections can extend from the Tremont Nail Factory to Besse Park.

PLACEMAKING + PLACEKEEPING

We recognize that a goal of this project is to determine what suite of coastal attractions along the river would make this a destination. We strongly believe that placemaking and placekeeping must go hand and hand. How can we leverage the existing qualities, textures, and experiences of site that are already beloved and well used by fishers and kayakers, and make those spaces more accessible and welcoming to others to enjoy? We will take cues from existing programming and uses to inform how the site is arranged and accessed. On projects like **Moakley Park**, we took time to listen to the community to understand what aspects of the park were important to maintain, such as functional athletic fields, and what programming was missing that could better support their day-to-day lives, such as opportunities for gathering and community gardens. We will endeavor to similarly engage the community to understand how this space could meet their needs to ensure it will be well used and loved.

FOSTERING RIVER RESOURCES

Within the project area, there are critical river resources such as salt marsh, shellfish suitability areas, and NHESP priority habitat. Such resources are undoubtedly part of what makes this area so special and attractive to current site users. In promoting increased access to these coastal edges, it will be essential to outline how to protect these critical resources, such as the salt marsh, as well as opportunities to enhance these ecosystems, whether through plantings or site infrastructure. We will seek to identify how coastal paths and infrastructure negotiate these fragile ecosystems, to safely allow site users to be fully immersed in their presence and power. Such an approach is exemplified at **Bass River Park**, where an arcing boardwalk weaves back and forth along and among these ecologically resilient landscapes. Additionally, we can identify opportunities where informational signage might offer additional insight and appreciation into the dynamics of this landscape.



A tiered landscape is designed to accommodate the ebb and flow of storm surge and tidal flooding using natural wetlands to absorb and filter water.

ENGINEERING APPROACH

Nitsch Engineering will assist the Stoss Team by drawing upon our extensive experience planning and designing shared use paths, evaluating multi-modal accommodations for bicyclists and pedestrians, traffic calming strategies including raised crossings and curb extensions, and advising on the constraints related in future permitting, Right-of-Way, land taking, and both temporary and permanent easement requirements. Structure type can also play a prominent role in driving the aesthetics of the project or it can seamlessly blend into the background to avoid deterring and distracting from what is already present.

ANALYSIS OF EXISTING CONDITIONS

Project specific information that will inform the structural design considerations and feasibility are existing utilities and abandoned structures, poor soil conditions, and navigable waterway clearance. The Nitsch Team will provide desktop analysis of publicly-available historic boring information for the project vicinity to inform the feasibility study. There will be a need for future geotechnical and subsurface explorations within the River and adjacent land-side connection locations.

ANALYSIS OF FEASIBILITY

The Nitsch Team will determine viable structure options and assess their impacts on constraints. We will rely on our years of experience and extensive local knowledge to perform that assessment and determine the feasible structural solutions for this site. The chosen options will serve their functional purpose, but will also be durable, resilient, cost effective, permissible, and constructable. Nitsch will work closely with the Stoss team and the Town to evaluate the pros and cons (and costs) of different functionalities, placemaking, park area, seating areas, plantings, and size and type of structure, to achieve the Town's goals.

MULTI-MODAL NETWORK CONNECTIONS

Leveraging our years of experience implementing successful projects, we focus on developing designs that are both implementable and cost effective. A successful coastal structures feasibility study will produce recommendations that are resilient to the impacts of climate change, accessible for all users, and inclusive to attract all types of users. In order to achieve a resilient coastal structures, we understand the importance of not

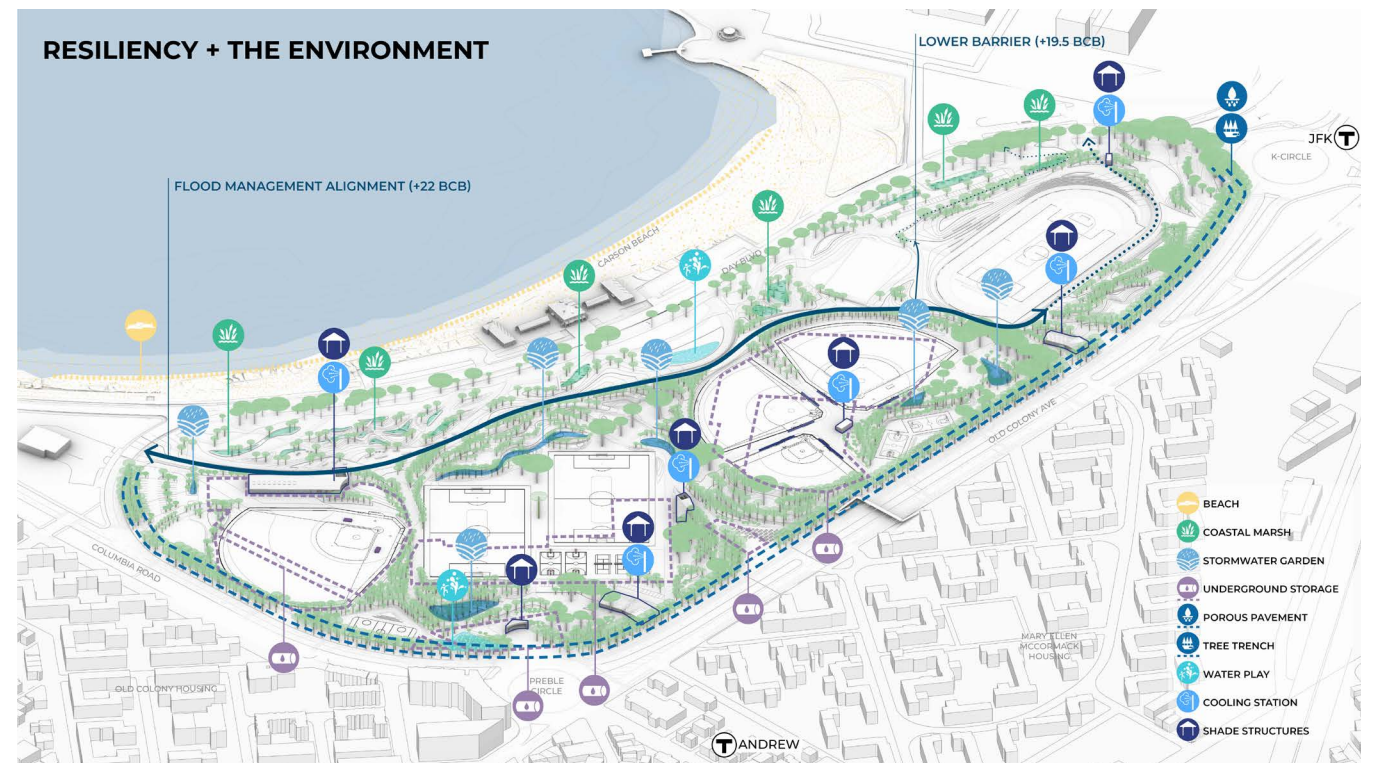
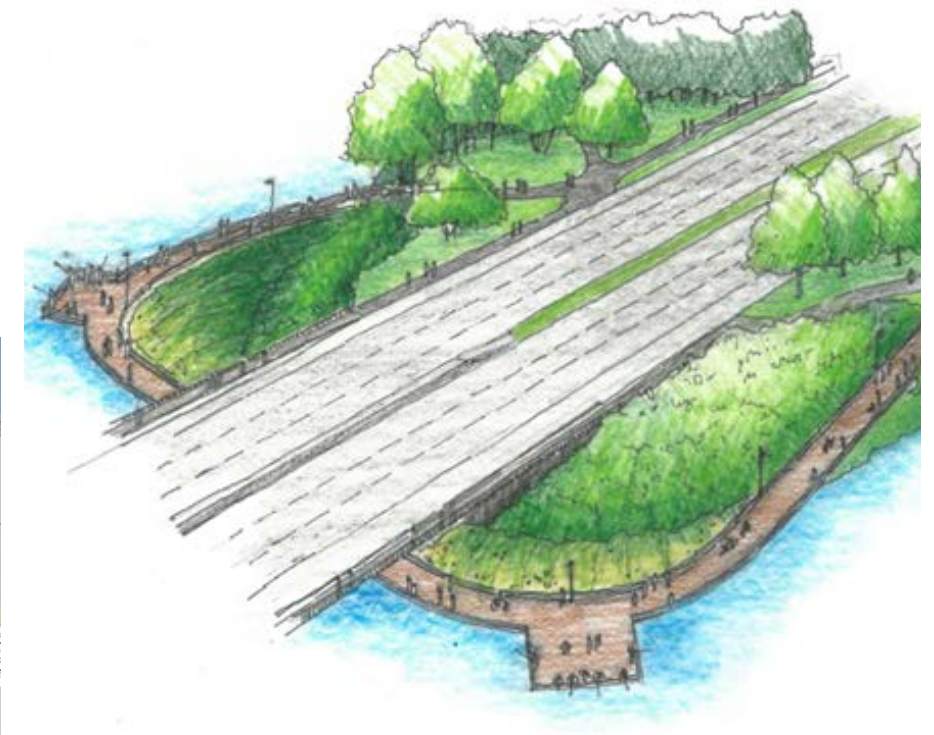
only utilizing the latest science and climate projection data, but also setting a precedent for building resilient infrastructure on the waterfront. We commend the Town for their work on Resilient Main Street, which lays forth clear vulnerabilities, risks and time horizons for action. We look forward to utilizing this study's findings and recommendations to inform the coastal structures and waterfront feasibility study.

Nitsch has worked for decades with the MBTA and Keolis on Rail crossings for multi-modal paths and pedestrian at-grade crossings throughout Massachusetts and understands the nuance of designing at-grade crossings that are safe for all users. While Cape flyer trains are relatively infrequent, there are specific requirements that accompany at-grade crossings of the MBTA Right-of-Way. Nitsch Engineering is completing the design and construction administration of several crossings, including Newton Highlands MBTA Green Line station.

SUSTAINABLE STORMWATER MANAGEMENT + RESILIENCE

Nitsch Engineering has decades of experience designing implementable green infrastructure and sustainable, nature-based stormwater management systems that address resilience issues in thoughtful, cost-conscious, and context-sensitive ways. We apply a process of specific analysis and methods to directly meet our client's needs, including visioning processes, risk and vulnerability assessments, reduction of impervious surfaces, stormwater modeling, and more. Our staff have experience with climate mitigation and adaptation methods and are capable of creating unique solutions, including having provided civil/site design for a number of projects that are directly addressing resilience concerns, such as Brooklyn Bridge Park in Brooklyn, NY; Washington Canal Park in Washington, DC; and Seaport Square in Boston, MA.

This feasibility study will be heavily influenced by planning for a future condition that responds to projected climate change related impacts. The Nitsch Team prides ourselves on working with communities to develop designs that meet their individual needs and budgets and are designed to last. As part of this project, we will work closely with stakeholders to evaluate costs and schedule for each alternative, and to set baselines, project benchmarks, and provide design guidance for future project development so the Riverwalk is built to adapt to future conditions on the Wankinco River.



Upper Left: Newton Highlands at-grade crossing. Image Credit: Nitsch Engineering

Upper Right: Wellington Underpass Boardwalk and viewing/fishing platforms, Medford, MA Image Credit: Nitsch Engineering / Copley Wolff Design Group

Bottom: Moakley Stormwater Plan. Image Credit: Stoss Landscape Urbanism and Nitsch Engineering

SCOPE OF SERVICES

PROPOSED WORK PLAN AND DELIVERABLES

TASK 00: PROJECT AWARD

Should this process be favorable, we look forward to a preliminary kickoff meeting with the Town of Wareham to confirm scope, schedule, and next steps. At this time, the Town of Wareham will furnish Stoss and its consultant team with existing data and reports pertinent to the conceptual design, which will later be supplemented by Stoss and the consultant team's own inventory and analysis process.

Meetings:

- (1) Virtual kick off meeting with the Town of Wareham, Stoss Landscape Urbanism, Nitsch Engineering, and Childs Engineering.

TASK 01: ANALYSIS OF EXISTING CONDITIONS

Stoss and the consultant team will conduct a site visit to become familiar with the site, as well as collect publicly available information, including current and historic aerials and maps, and publicly available topographic and bathymetric data to begin to shape site understanding. Nitsch will facilitate this effort through the development of a base plan for conceptual planning. Nitsch will also provide a Site Assessment Analysis Memorandum that describes existing conditions and recommendations for future design considerations.

Meetings:

- Consultant Team site visit with Town of Wareham Project Manager

Deliverables:

- Base plan for the development of a Conceptual Plan
- Memorandum of Site Assessment Analysis of existing conditions and recommendations for future design considerations

TASK 02: PUBLIC OUTREACH

We feel implementation often happens best when the community takes ownership of the planning and design process and we are excited to endeavor on this important process with the Town of Wareham. We take the role of mediators and active listeners seriously, translating community desires and stakeholder goals into an implementable vision. Stoss has extensive expertise in stakeholder and community engagement that is creative, effective and builds excitement and momentum. Recent examples of this include the extensive engagement conducted as part of the Moakley Park Vision plan, which resulted in extensive community buy-in that helped facilitate that project moving forward into construction documents.

Stoss will work with the Town of Wareham and partners to craft a Public Outreach plan that can be accessed by a broad cross-section of the community, either on-line or in person. The below plan of service is a suggested starting point, to be further developed in consultation with the Town of Wareham.

We would propose a three part process as outlined below:

Framing the Vision

To shape and inform the conceptual plan, Stoss will coordinate with the Town of Wareham to solicit feedback from the public on potential recreational programming and activation of the site. This process will be informed by Task 01: Analysis of Existing Conditions in order to ensure that the precedents and potentials presented to the community are in line with the possibilities available to Merchants Way.

We envision this process could be initiated through the use of an online survey (such as a google poll or survey monkey) hosted on the Town's website to share recreational opportunities, facilities, and precedents. Additionally, we would work with the Town to develop flyers, to post around the town or on sandwich boards, with QR codes linking to the online survey. This would establish an extended feedback process for community members to rank their preferences and would hopefully allow for the capture of a broader audience. This survey could also be translated into Portuguese to allow for a more inclusive process. This is a process that was used in the Moakley Park Vision plan and was a tool we found

really useful for capturing feedback from individuals who might not otherwise attend a public meeting or event.

Midway through this task, Stoss and the Town would host an on-line public presentation to review the materials presented in the survey and to review how some of the recreational opportunities, facilities, and precedents shared may fit within the conceptual plan. This zoom meeting would be recorded and posted to the Town website for future reference. Following the on-line public presentation, we would continue to keep the online survey open for additional feedback.

Once the Framing the Vision process has concluded, we will collate the feedback in order to inform the development of Task 03: Draft Conceptual Plan of Coastal Access Facilities.

Meetings

- (2) Meeting to review and confirm the contents of the online survey
- (2) Meetings to facilitate planning of Framing the Vision On-line Public Presentation
- Attendance and Presentation at Framing the Vision On-line Public Presentation
 - Stoss Design Director and Project Manager in attendance
 - Nitsch PM in attendance

Deliverables

- Development and supply of precedent imagery for use in on-line survey.
- PDF presentation for on-line public presentation
- Stoss to provide graphic materials formatted for flyer/sandwich boardprinting. Print outs of flyers and/or sandwich boards to be funded by the Town of Wareham.
- Final Memo of Framing the Vision feedback

Testing the Vision

(To follow Task 03)

Following Task 03: Draft Conceptual Plan of Coastal Access Facilities, Stoss will work with the Town of Wareham to host a hybrid public presentation to share the draft conceptual vision. We will also facilitate posting the draft conceptual vision on the same survey platform, to allow for a 2-4 week community comment and feedback period.

As a team, we endeavor to spatialize the community's feedback and desires into conceptual visions. This Testing the Vision public outreach will be a critical gut check to confirm that we have heard the community and are advancing a plan that has community backing and support.

Following this public review process, we will collate the feedback to be shared and reviewed as part of Task 04: Analysis of Feasibility.

Meetings

- (2) Meetings to facilitate planning of Testing the Vision Hybrid Public Presentation
- Attendance and Presentation at Testing the Vision Hybrid Public Presentation
 - Stoss Design Director and Project Manager in attendance in-person
 - Nitsch PM in attendance virtually

Deliverables

- PDF presentation for hybrid public presentation
- Updated online survey to include Draft Conceptual Plan
- Final Memo of Testing the Vision feedback

Vision Reveal!

(To follow Task 05)

With project completion set for June 30th 2025 or before, what better way to celebrate and garner support for the completed vision than to have an unveiling on the waterfront! Stoss will present the final conceptual vision to the public with a sitewalk with attendees to follow.

Meetings

- (2) meetings to facilitate planning of Vision Reveal! Event
- In person attendance and presentation at Vision Reveal! Event
 - Stoss Design Director and Project Manager in attendance
 - Nitsch PM in attendance

Deliverables

- Final conceptual plan mounted on foam core for presentation
- Small postcard handouts to share with public outreach attendees
- Any refreshments, seating, event tables, etc to be provided by the Town of Wareham

TASK 03: DRAFT CONCEPTUAL PLAN OF COASTAL ACCESS FACILITIES

With the base information in hand from Task 01: Analysis of Existing Conditions and following the feedback received from the Task 02: Public Outreach Stoss and the consultant team will develop a Draft Conceptual Plan of Coastal Access Facilities. In this process we will begin to identify connection opportunities, study recreational facilities options and the relationships between them, and identify opportunities for coastal pathways and passive programming.

Meetings

- Bi-Weekly coordination meetings with the Town of Wareham Project Manager
- Meetings anticipated at .5 hour with attendance from Stoss PM

- Monthly meetings with Town of Wareham Coastal Facilities Feasibility Study board

Deliverables

- Draft Conceptual Plan of Coastal Access Facilities

TASK 04: ANALYSIS OF FEASIBILITY

Following the completion of Task 03: Draft Conceptual Plan of Coastal Access Facilities

and with additional community input as part of the Testing the Vision process, Stoss and the consultant team will meet with experts and/or permit review boards to review potential alterations or modifications that may be necessary in order to ensure an implementable vision is advanced. Additionally, we will work with these partners to understand what additional information may be required in order to confirm design assumptions.

It is understood that in addition to the Town of Wareham, the MADOT RR division and the Division of Fish and Wildlife are partners in this study. As such, the consultant team expects that these stakeholders will be part of the review process. As the project develops, the inclusion of additional experts or permitting agencies may be required. For the time being, Stoss assumes the following expectations.

Meetings:

- (1) In person meeting with advisory group, to be identified with Town of Wareham
- Stoss Design Director and Project Manager in attendance
- Nitsch Project manager in attendance
- (4) Virtual Meetings with experts and/or permit review boards
- Experts and/or permit review boards to be confirmed with Town of Wareham

Deliverables:

- Draft Conceptual Plan of Coastal Access Facilities
- Preliminary report of outlined program
- Collated public outreach materials to date to be shared with experts/permit review boards
- Collated feedback from experts/permit review boards to be reflected into design updates as part of Task 05

TASK 05: RECOMMENDED CONCEPTUAL PLAN OF COASTAL ACCESS FACILITIES

Following the feedback received from the Task 02: Public Outreach and the Task 04: Analysis of Feasibility process, Stoss and the consultant team will refine the Conceptual Plan. This refined Conceptual Plan will give additional spatial definition to proposed recreational facilities, coastal pathways, and cross rail connections. The conceptual plan will also provide a framework for materiality, planting, and programming. It is anticipated that this plan will be reasonably advanced and verified for its feasibility to act as the groundwork for the next phase of design and permitting.

Meetings

- Bi-Weekly coordination meetings with the Town of Wareham Project Manager
- Meetings anticipated at .5 hour with attendance from Stoss PM
- Monthly meetings with Town of Wareham Coastal Facilities Feasibility Study board

Deliverables

- 75% and 100% Conceptual Plan of Coastal Access Facilities
- A report on the program outlined within the 100% Conceptual Plan
- A Conceptual Cost Estimate based on the 100% Conceptual Plan





Discover Moakley Event, Boston, MA

ENGAGEMENT

COMMUNITY ENGAGEMENT: LAYING THE GROUNDWORK FOR LONG-TERM SUCCESS

We are experts in the design of open spaces, and we bring that knowledge to bear in our work, but we also recognize that it is essential to understand each site and community in all its particularities and specificities. Every community is different and we approach each project as an opportunity to learn about a place—its histories, ecologies, uses and challenges.

We believe the design and implementation of successful open space requires building and maintaining long-term relationships with the various stakeholders and people that live near, pass by, own, use or otherwise care for a place. Setting optimal conditions for these interactions is central to our engagement and outreach process, which aims to go beyond typical approaches to inform our work throughout a project lifecycle.

This requires commitment, time, honesty and a willingness to gather input; self-critically assessing successes and failures and tailoring solutions to meet multifaceted, ever-evolving needs. While this sort of effort takes resources and energy, we believe that meaningful engagement plants seeds that bear fruit far beyond single projects and can help create the foundation for long-term success and stewardship. **In our more than 20 years of experience, we have developed a set of values, strategies and tools that inform our approach,** and while these adapt to circumstances and needs, together they reflect a cohesive approach.

TEAM'S PRIOR ENGAGEMENT EXPERIENCE

Stoss will be responsible for facilitating the engagement process in coordination with the Town of Wareham.

Chris Reed: Chris will be the Design Director for the project and will guide the development and implementation of the proposed engagement strategy. He was critical in coordinating the public engagement strategy at Moakley Park, which was a multipronged approach (as outlined on the following pages) and resulted in over 22,000 touchpoints of engagement. He continuously has an eye towards how engagement feedback can be creatively spatialized within a design proposal so engagement respondees feel heard. In addition to guiding the approach, Chris will be in attendance at all engagement events.

Alysoun Wright: Alysoun will be responsible for coordinating with the Town and Wareham and the design team to facilitate engagement programming that

is well-coordinated, easily accessed whether virtually or in-person, clearly presented and represented, and receptive to critical feedback that will inform the design process. Alysoun is trained as an urban planner as well as a landscape designer and has supported the delivery of public meetings for Moakley Park.

Jake Deluca: Jake will support the development of engagement materials, ensuring that an emphasis on clear graphics and representation tools is at the forefront of all materials.

Stoss support staff: We also love to get the larger team involved, whether that means tabling an event, testing a survey, or workshopping materials. We will do what it takes to ensure the engagement process is effective and fun!

Nitsch: Nitsch will be in attendance at all engagement events and is nimble in communicating and answering questions on technical materials to a broad audience. Nitsch's project manager Brian Creamer is trained as a planner, is AICP certified, and is well versed in the best practices and requirements around engaging communities, and in particular, Environmental Justice communities.



Discover Moakley, hosted by Stoss at Moakley Park, Boston



The Stoss team discussed stormwater and porosity with neighborhood residents during community engagement activities at Moakley Park.

ADVOCATING FOR EQUITY, INCLUSION AND DIVERSITY.

To achieve equitable outcomes, inclusive community engagement is a central component of our approach.

We believe that equitable outcomes require designing for equitable engagement. This begins by working to engage those who know the area best in order to develop a strategy that will bring the largest and most diverse audience possible to the table. This can take the form of formal advisory groups of neighborhood representatives. It can also take place through targeted outreach to neighborhood institutions in order to create trust brokers, especially for communities that are linguistically isolated or suspicious of official efforts.

Next, based on our developing understanding of a place, we aim to tailor numerous tools towards achieving a set of engagement goals. At times these goals aim to achieve specific representative demographics, at times they specifically aim to garner input from those often excluded from traditional processes. In all cases, however, we provide a range of different kinds of input around specific uses that help best direct our work. Some engagement efforts aim to gather input on very detailed, often geographically specific questions, while others might allow space for much more open-ended and informal conversations. All of these are based on careful and respectful listening as well as critical self-assessment.

When possible, we try to get a clear picture on who's participating using metrics which can also help further refine our efforts to include the widest array of voices possible.

For **Moakley Park**, a number of these strategies were at play at once. The foundation of our engagement strategy were community open houses and on-site events, including 'Discover Moakley!', a daylong community event organized to bring fun and energy to the park through local vendors, an activated street, and booths for community input and resiliency education. These efforts were enhanced by digital and physical surveys, one-on-one interviews and mapping activities aimed at initiating a conversation with community members about how the park is used, serving to understand their hopes and dreams for the future of the park. Tools to facilitate teaching the public about green infrastructure and porous pavement were highly effective: for instance, allowing participants to pour water over different surfaces to see the rate of water infiltration. The process has built a broad constituency for the park while also informing our programming decisions—leading us, for instance, to propose a broader range of sports fields that respond to the desires of nearby residents.

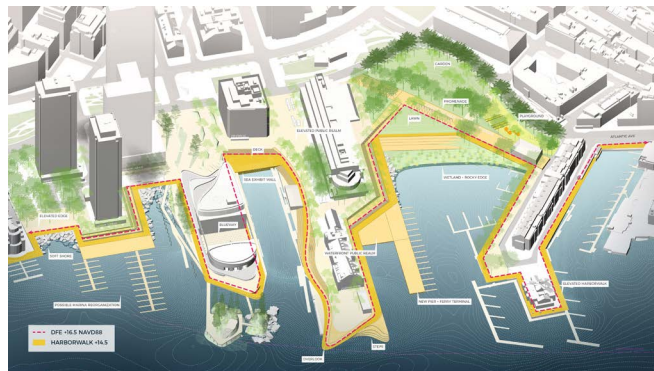
More than presenting information to a passive audience, we take our role as mediators and active listeners, translating community desires and

stakeholder goals into implementable action.

As such, it is important that any engagement process builds momentum toward implementation while ensuring that it is fun, educational and interactive.

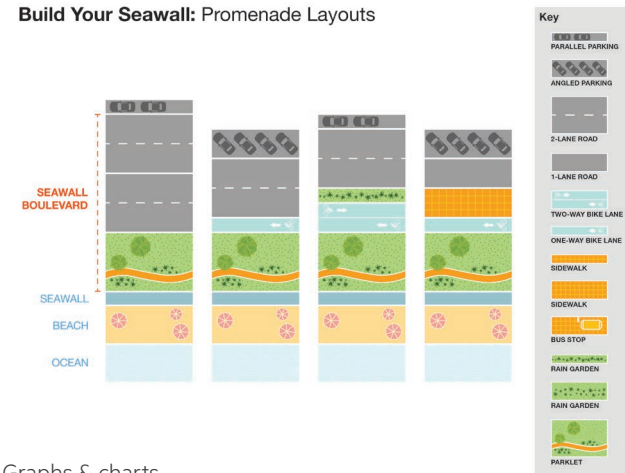


Renderings



Diagrams & maps

Build Your Seawall: Promenade Layouts



Graphs & charts

INTERACTIVE TOOLS AND TECHNIQUES.

We bring to the project an exciting toolbox of engagement techniques such as interactive planning games, physical models with moving pieces to facilitate imagination and test scenarios, online surveys, walking and biking tours (to name a few) that allow residents and stakeholders to tell stories and point out specific concerns. To support these endeavors, we develop clear graphics that demonstrate ideas and engage participants.

It is important to note, our public participation strategy is not a “one-size-fits-all” approach; our engagement process is tailored to the specific needs and quirks of a place. In Grand Rapids, MI, our community engagement involved chalkboards and photographs of residents’ goals and dreams alongside an interactive storefront space where people could learn about the planning process and provide their own ideas and feedback on an ongoing basis. These tools have also included annotated plans, before and after views, illustrative sections, ground-level views, playing cards to gauge community interest in potential programmatic opportunities, and interactive models in which members of the public can move pieces around, testing and imaging different scenarios.

In addition to more typical meeting and workshop formats, we explore how gatherings (like an on-site community barbecue) and tools (like social networking sites) allow us to reach broader audiences and solicit more diverse input. Our team understands that choosing the correct schedule, location, local partners and format for engagement is as important as the content of the meeting.

COMPELLING GRAPHIC VISUALIZATION

Visual communication, through 2D and 3D graphics, as well as physical models, is a key component of our engagement strategy and a tool we employ to trace feedback and represent back to communities what we heard and how it can be integrated into proposals. Our team has a capability for dynamic visualization and graphic specialists who can take public engagement meetings to the next level.

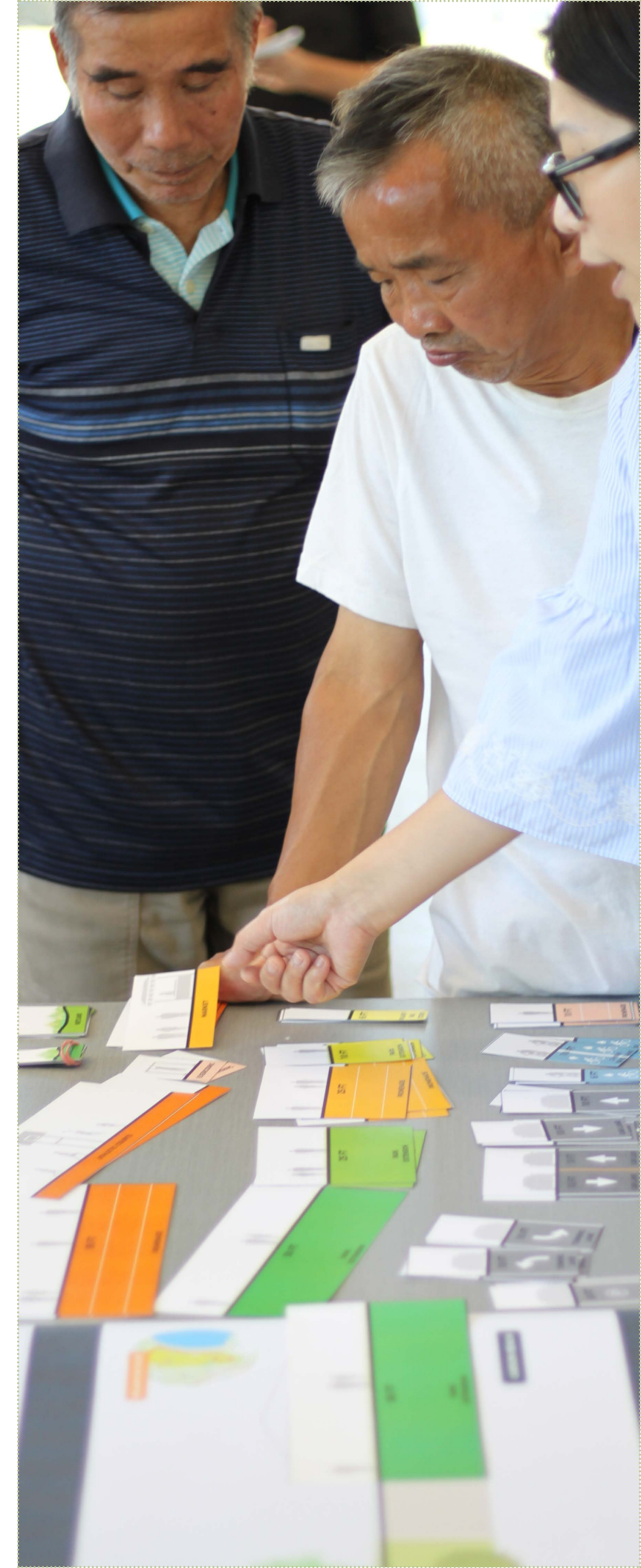
GALVANIZING SUPPORT THROUGH INTERIM PROGRAMMING AND SHORT-TERM CATALYSTS.

As a project progresses, we look for opportunities to change perceptions and reshape opinions in advance of future action and further development. Interim programming has been a successful tool, acting as a mode of expanded outreach. Temporary installations like food trucks, art exhibits, recreational meet-ups like free yoga classes, all provide opportunities to gain public support and build excitement.

Often critical to a project’s long-term success is the **identification of short-term catalyst projects.** We actively look for initiatives that can be implemented in combination with stakeholders, identifying impactful but logistically simpler initiatives that demonstrate change on the ground and signal future initiatives. This kind of priority project, which could include the development of vacant properties, a weekly farmer’s market or sectional improvements, often embody principles of the long-term vision and demonstrate short-term success, building momentum and catalyzing the more complex projects to come.

EMPLOYING TECHNIQUES THAT ARE ADAPTIVE TO REALITES ON THE GROUND.

The COVID-19 pandemic has demanded a rapid transformation of existing engagement and outreach for a number of our projects, across a range of contexts. This has involved experimentation with a variety of new and enhanced tools for public engagement, both virtual and in-person, that respond to public health guidelines. We are meeting the current crisis with a range of strategies from which we can build better outreach practices, especially for those traditionally left out of typical processes. Our creative, problem-solving team has generated ideas for engagement that circumvent traditional barriers to participation, utilizing online platforms, producing virtual tours, hosting interactive video meetings and leveraging social media—for instance, we created a Moakley Park coloring book in partnership with the City of Boston which was disseminated through social media.





Gerstacker Grove, Ann Arbor, MI

QUALIFICATIONS

Like the Coastal Facilities Feasibility Study,

Bass River Park:

- Enhances connections and views to the waterfront
- Provides opportunity for ecological establishment and passive recreation
- Creates activation nodes of docks and piers along a coastal pathway
- Integrates climate adaptation strategies for flooding, stormwater, heat, and biodiversity

STOSS



BASS RIVER PARK

LOCATION
West Dennis, MA

SIZE
2.5 acres

CLIENT
Town of Dennis

PROJECT TIMELINE
2007–2010

SERVICES
Prime, Contract Holder
Landscape Architecture

KEY PERSONNEL
Chris Reed, Design Director

CONSULTANT TEAM
Included Nitsch Engineering

PROJECT HIGHLIGHTS

- Circulation
- Climate & Resiliency
- Ecology & Planting

[VIEW PROJECT AT STOSS.NET](https://www.stoss.net)

RESTORED SALT MARSH AND PARK RECLAIMS FORMER COMMERCIAL SITE.

Bass River Park is a sustainable ecological park that responds to changing environmental and climate retreat conditions. The site is filled salt marsh—compacted and deadened. The ambition is to re-ignite social and ecological dynamics.

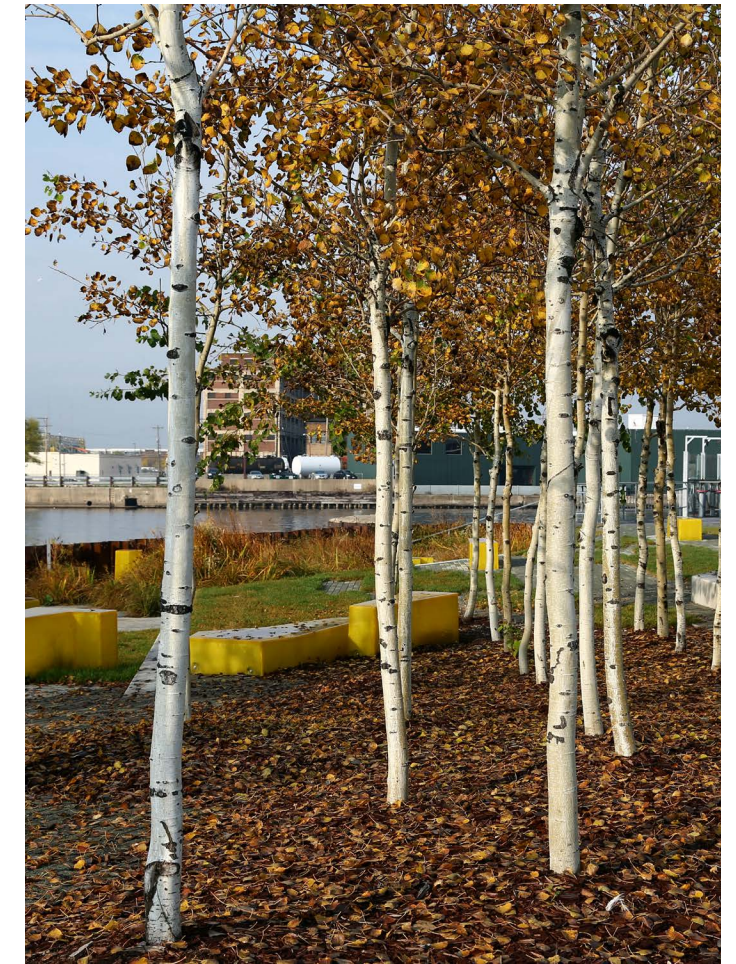
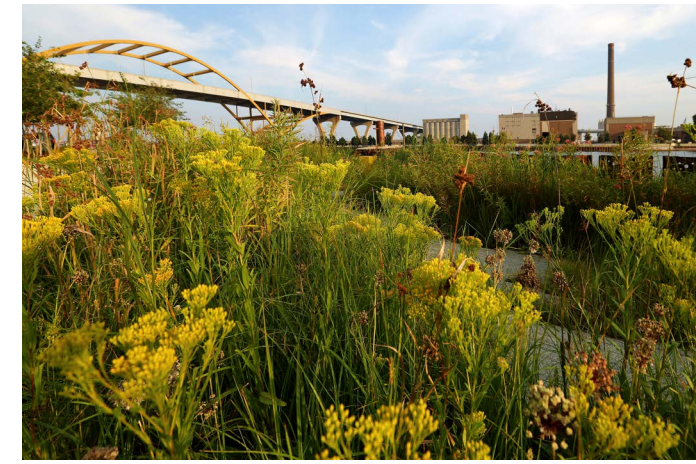
The strategy looks to establish a varied landscape field—an earthen carpet of hillocks—that supports short- and long-term competition among four vegetal communities characteristic of the region: red cedar meadow, sand plain, wet meadow, and salt marsh. Long-term environmental changes, short-term disturbances, and even use or maintenance practices can subtly or radically shift the balance among vegetal types, allowing one or another community to establish predominance—if only temporarily.

Human activity is accommodated straightforwardly, yet flexibly. A thirty-foot-wide arcing boardwalk is situated along the river, mimicking the constructed but now ecologically fragile shoreline. Planted concrete pavers enter the site as a driveway, but quickly expand as a broad field that spreads to touch the nearby hillocks; in doing so, they create a permeable yet reinforced field that alternately or simultaneously hosts parking and public events. And a series of land-based structures (showers, changing screens, restrooms, shade structures, kayak rental hut) and water-based structures (docks and piers) are scattered across the site, momentarily intensifying the landscape field.

Like the Coastal Facilities Feasibility Study, Erie Street Plaza:

- Revitalizes an urban riverfront with social spaces and ecological restoration
- Creates a new node along riverwalk for gathering, programming and fishing
- Improves physical and visual access to the river

STOSS



ERIE STREET PLAZA

LOCATION
Milwaukee, WI

SIZE
0.25 Acres

CLIENT
City of Milwaukee

PROJECT TIMELINE
2006—2012

SERVICES
Landscape Architecture
Urban Design
Resiliency Planning

KEY PERSONNEL
Chris Reed, Design Director

PROJECT HIGHLIGHTS

- Climate & Resiliency
- Ecology & Planting
- Fabrication
- Post-industrial Redevelopment

[VIEW PROJECT AT STOSS.NET](http://STOSS.NET)

ECOPARK MIXES POST-INDUSTRIAL MATERIALS WITH LUSH PLANTING.

Erie Street Plaza, Milwaukee's waterfront ecopark, is one of a series of public space activators along the Milwaukee Riverwalk—a three-mile pedestrian and bicycle corridor that connects downtown Milwaukee to the emerging and redeveloping Third Ward, Beerline District, and lakefront beyond.

Site ecology quickly became a driver for the design of this key open space. The park was designed to act as a filter, cleaning storm-water and groundwater and recycling it for use in irrigation. At the same time, it acts as a coastal buffer, a permeable, stepped floodplain that accommodates 20-year cycles of flooding along the river. The park is organized across 3 distinct ecological zones: urban grove, terrace green, and steel marsh.

Socially, the plaza is designed to accommodate a wide array of potential activities, including art festivals, gatherings, concerts, movies, weddings, festivals, farmer's markets, and winter carnivals—as well as less intense, everyday activities like boat-watching, fishing, sunbathing, and simply hanging out. Beyond the distinct juxtaposition of raw corten steel and lush indigenous planting, a series of custom luminescent yellow fiberglass benches punctuate the site, adding an ephemeral note that glows in the sunlight and lights up winter days.

The project included extensive interface with the Wisconsin Department of Natural Resources, the City of Milwaukee Public Works and Community Development Departments, the Planning and Fine Arts Commissions, and various community groups, abutters, and stakeholders.



PROJECT NOTES: ERIE STREET PLAZA

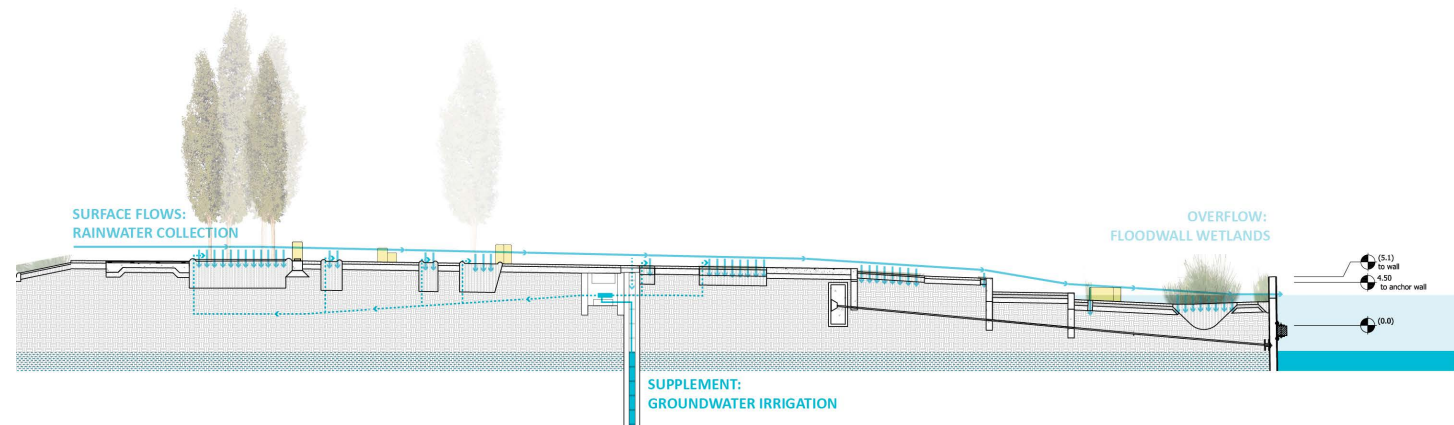
RESILIENCY

The site is divided into three distinct ecological zones: urban grove, terrace green, and steel marsh. At the water's edge lies the steel marsh, a reconstituted wetland marsh cultivated behind the bulkhead wall, allowing it to thrive where it once existed prior to industrial development. The corten steel wall shields it from barge waves and other activities along the waterfront. Slots cut into the steel bulkhead allow the wetland plants to be inundated, not only by regular storm-water runoff, but also by occasional flood waters filtering through the wall.

Upland from the marsh is the terrace green, a hybrid of paving and grassy lawn that allows for both active and passive uses. The terrace green slows runoff and collects

stormwater while supporting the majority of the site's social functions, accommodating larger groups and active events while remaining largely permeable. The plaza green lies above the marsh, along a topographic separation that plays a further role in the flood protection function of the site.

At the Eastern edge of the site lies the urban grove. This dense grove of aspen trees occupies the upper end of the vegital gradient, at the plaza's urban edge. The aspen grove is positioned to shelter the rest of the plaza from cold winter winds yet is deliberately transparent to allow for views and safety. The grove maintains a dense straight line, parallel to street edge, but opens up toward the river.



**Like the Coastal Facilities Feasibility Study,
The Moakley Park Plan:**

- Foregrounds extensive engagement that amplifies the voice and presence of previously underinvested BIPOC communities
- Revitalizes a linear urban waterfront with promenades, new social spaces/destinations, and ecological restoration
- Creatively leverages site challenges to inform open space activation and recreation programming
- Pairs an understanding of funding, financing, and operations strategies to inform activation

STOSS



MOAKLEY PARK

LOCATION
Boston, MA

SIZE
90 Acres

CLIENT
Boston Parks & Recreation

PROJECT TIMELINE
2018—Ongoing

SERVICES
Prime, Contract Holder
Landscape Architecture
Urban Design
Civic Engagement
Resiliency Planning

KEY PERSONNEL
Chris Reed, Design Director
Joonyon Kim, Technical Director
Alysoun Wright, Project Manager Phase 01

CONSULTANT TEAM
Included Nitsch Engineering

- PROJECT HIGHLIGHTS**
- Equity
 - Circulation
 - Climate & Resiliency
 - Ecology
 - Programming

[VIEW PROJECT AT STOSS.NET](http://STOSS.NET)

RESILIENCY AS CATALYST FOR INNOVATIVE AND EQUITABLE URBAN PARK.

The Moakley Park Preliminary Resilience Plan transforms one of Boston’s largest waterfront open spaces from a largely single-use recreational facility into a resilient and multi-functional 21st century community park. Accessible by public transportation and within 15 minutes of a diverse set of neighborhoods, including South Boston, Chinatown, South End, Roxbury, and Dorchester, Moakley is poised to be an unprecedented park for these adjacent communities and for all of Boston, one that provides safe and equitable access to high quality waterfront open space and community resources; as well as athletics and events for all ages, abilities, and backgrounds. The plan also addresses the city’s most pressing climate issues, including stormwater management, urban heat island effect, and coastal flooding. Coastal flood protection measures are designed to protect the park and surrounding neighborhood from a predicted sea level rise of 21-40” in the next 50-60 years.

The Preliminary Resiliency Plan proposes solutions for climate adaptation while modernizing existing athletic facilities; enhancing the recreational functions that have been at the heart of the park for decades; and layering in new programs to attract and diversify visitors. Stormwater management incorporates innovative green infrastructure strategies across the site, including stormwater meadows, corridors, tree trenches, and porous pavement. The site will see a reduction in Urban Heat Island effect and an increase in biodiversity through the introduction of over 500 new trees and a mix of native plants including coastal marshes, maritime shrublands, and woodland communities. The surrounding community played an important role in the development of the vision plan and continues to provide critical feedback on desired activities and priorities for the park moving forward.



PROJECT NOTES: MOAKLEY PARK

COMMUNITY ENGAGEMENT

The design team worked with the parks department to generate a community engagement strategy that would gather community input on the future of the park, help develop a vision plan that addressed major community concerns and interests, and garner support for the final vision plan. The strategy was broad based and geared toward getting input from a variety of sources.

The foundation of this engagement was Community Open Houses and on-site events including 'Discover Moakley!' a daylong community event organized to bring fun and energy to the park through local vendors, an activated street, and booths for community input and resiliency education. These efforts were enhanced by digital and physical surveys, one on one interviews and mapping activities aimed at initiating a conversation with community members about how the park is used, and understanding their hopes and dreams for the future of the park. Presentations, visual communication, and physical models were utilized across multiple engagement strategies to communicate ideas to a diverse audience. Social media and website content was provided to advertise events.

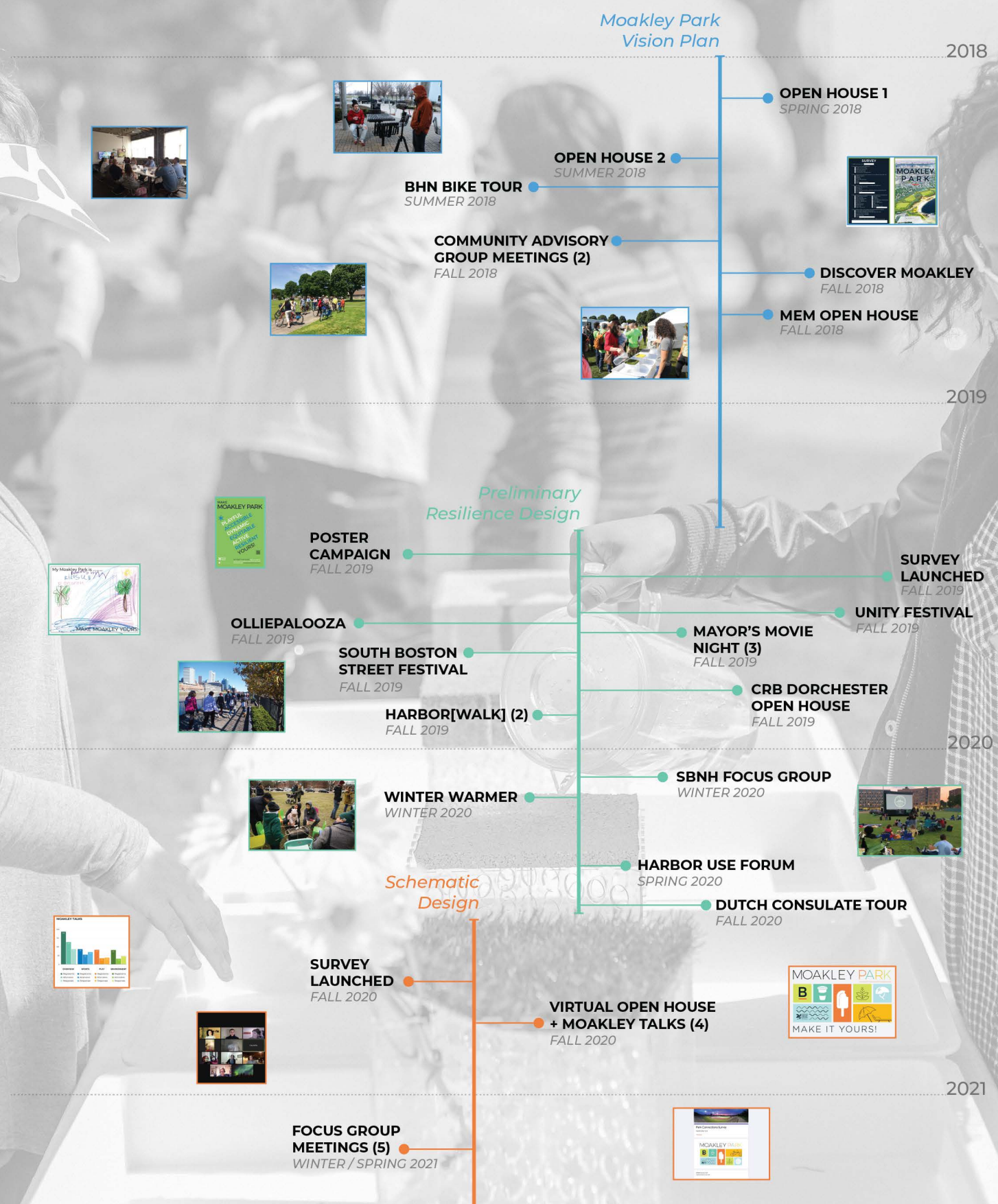
The design team also initiated a set of topical meetings focused on resilience and economic development to coordinate with ongoing efforts of others working on adjacent properties. These included; conversations with developers currently working on the adjacent redevelopment sites at Mary Ellen McCormack housing and Bayside Expo, stakeholders such as UMass Boston, Department of Conservation and Recreation, and the Boston Planning And Development Agency and consultants working on City led plans for Morrissey Boulevard and Climate Ready Dorchester.

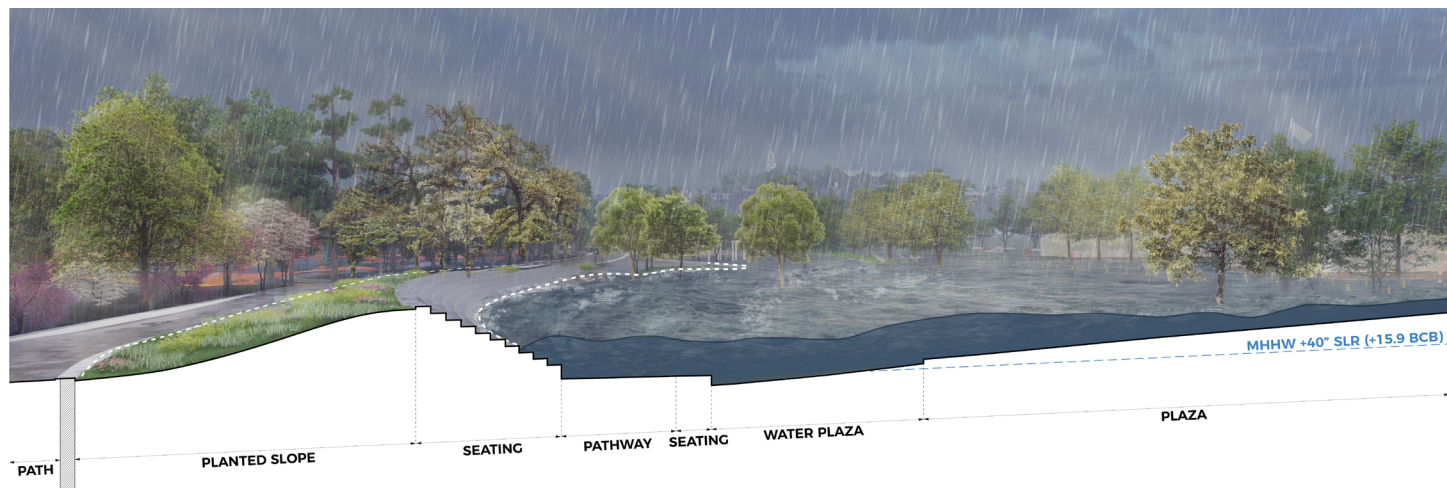
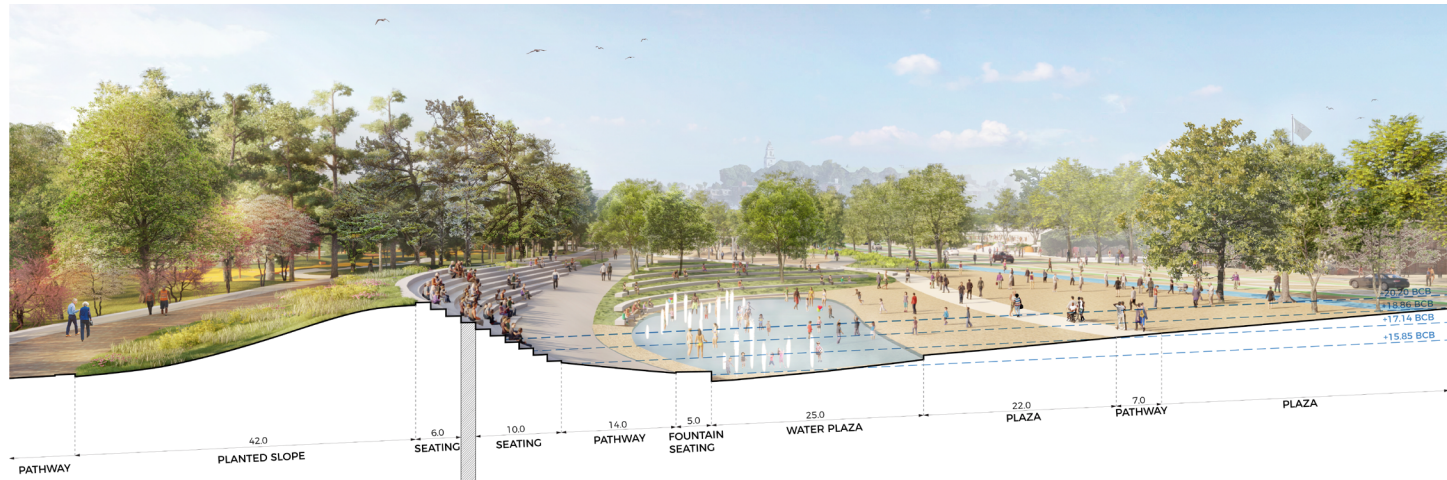
[LINK TO VIMEO VIDEO](#)

2022 ASLA HONOR AWARD FOR ANALYSIS, PLANNING, AND EQUITABLE ENGAGEMENT

"As Boston's largest waterfront park, the renewed and reprogrammed park will form a resilient buffer between rising seas and adjacent residents, and a new link that connects the Emerald Necklace to the harbor. Recreational capacity will be increased through stormwater management on frequently flooded fields along with new programming such as adventure play, community gardens, barbeque areas, and a community resource center. The inclusion of underserved groups and special interest groups in the process was lauded as "exceptional" by the jury."

22K TOTAL EXPOSURE **50** ONE-ONE INTERVIEWS **969** SURVEYS COMPLETED **5** LANGUAGES OFFERED **66** ZIPCODES REACHED





PROJECT NOTES: MOAKLEY PARK

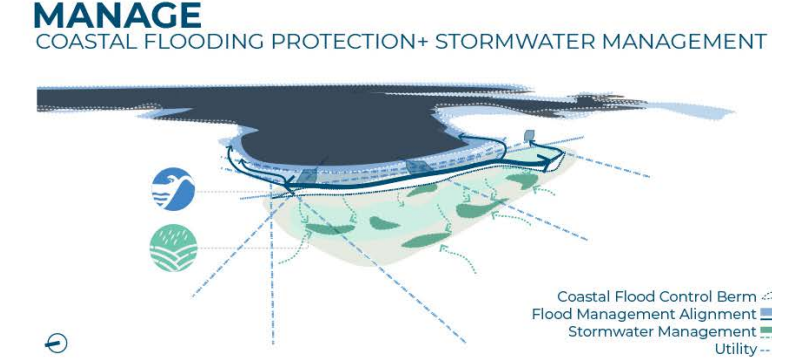
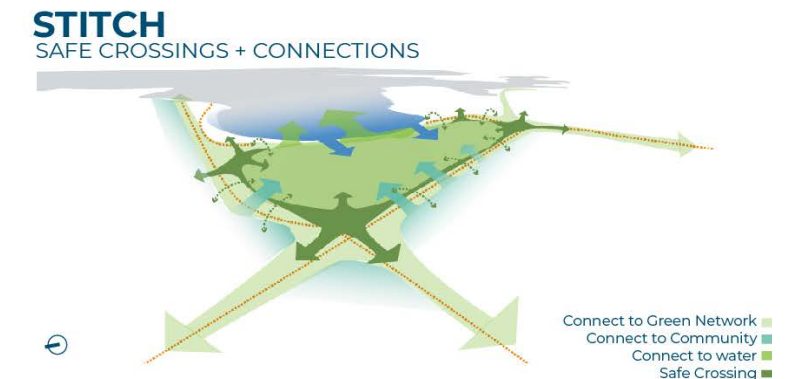
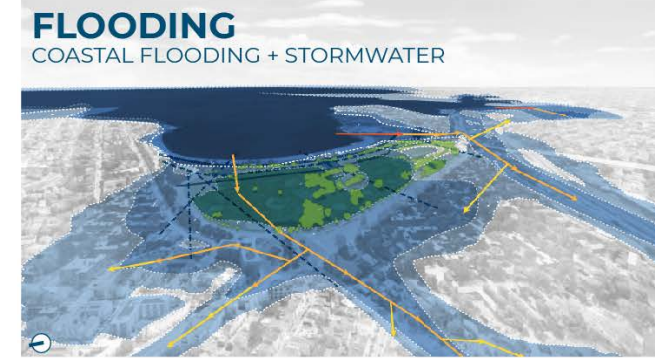
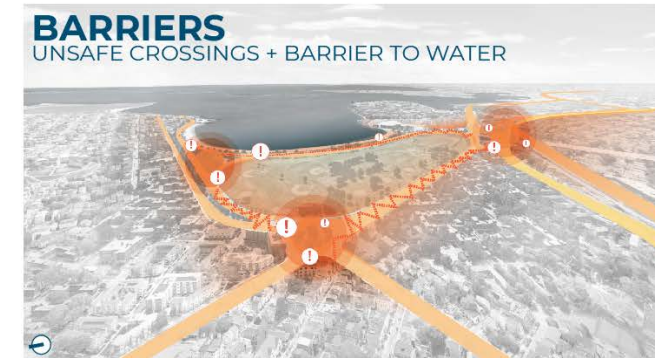
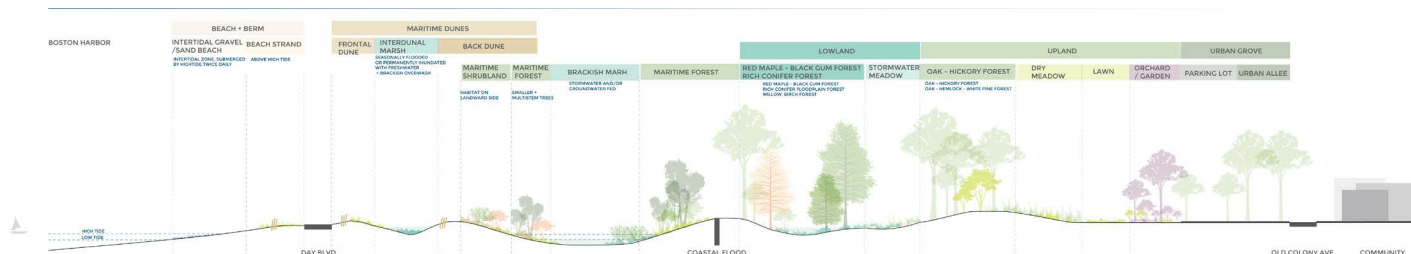
SOCIAL, ECOLOGICAL, AND INFRASTRUCTURAL RESILIENCY

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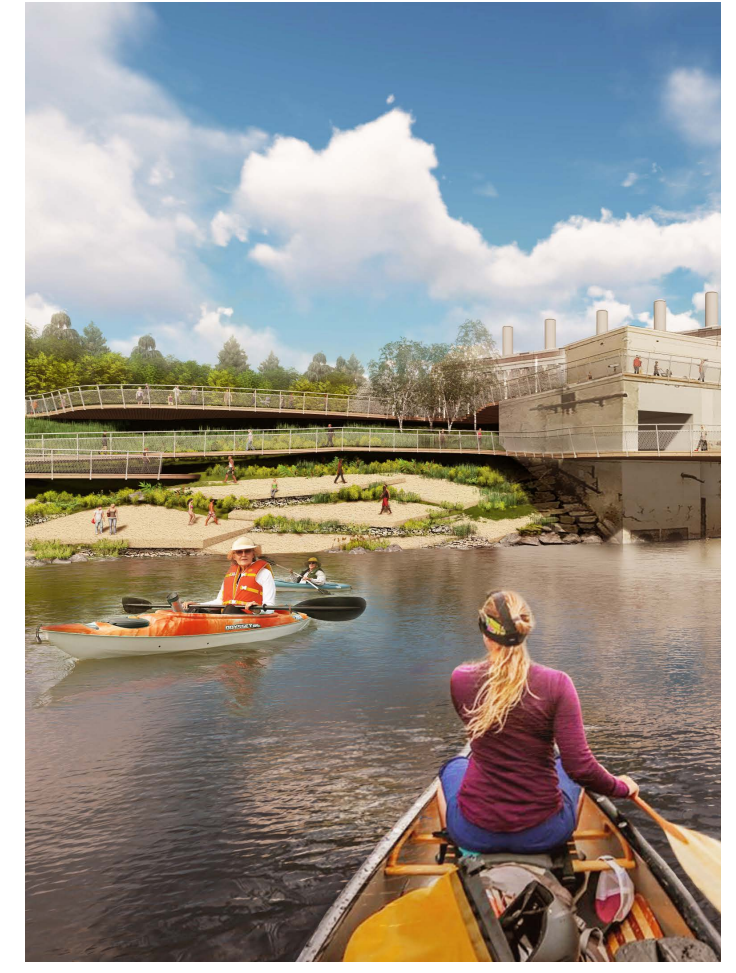
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**Like the Coastal Facilities Feasibility Study,
Touch the Water Promenade:**

- Improves linear trail + promenade along urban riverfront
- Enhances connections between waterfront activities and the surrounding urban fabric
- Revitalizes existing open spaces to better support engagement with the coast
- Integrates climate adaptation strategies for stormwater and flooding
- Identifies potential partnerships for development and destination making

STOSS



**TOUCH THE WATER
+ NORTH SHORE
PROMENADES**

LOCATION
Edmonton, Alberta, Canada

SIZE
2.17 Miles

CLIENT
City of Edmonton

PROJECT TIMELINE
2019—2022

SERVICES
Landscape Architecture
Urban Design

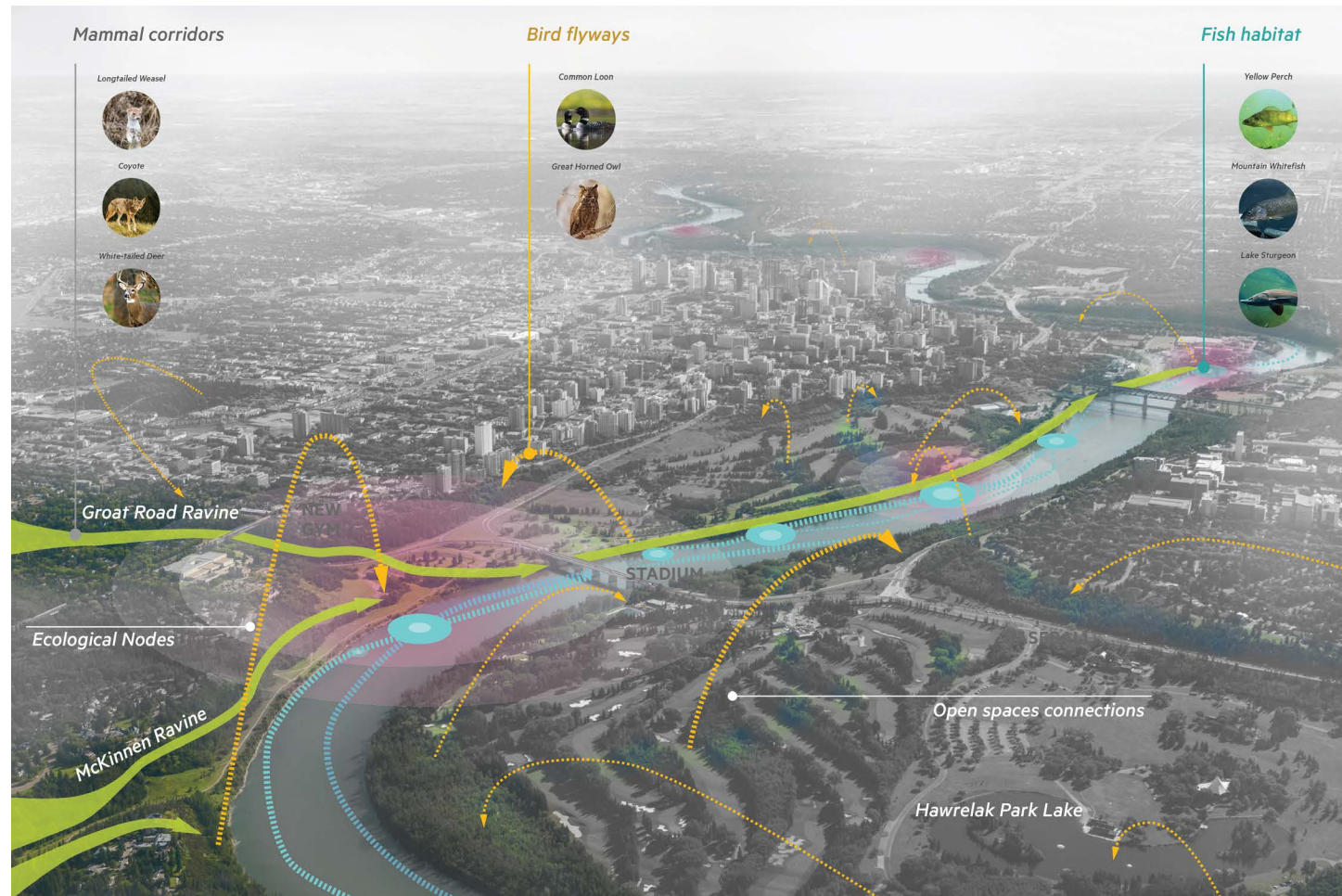
KEY PERSONNEL
Chris Reed, Design Director
Davi Parente Schoen, Project Manager
Albert Chen, Senior Landscape Designer

- PROJECT HIGHLIGHTS**
- Circulation
 - Climate & Resiliency
 - Ecology & Planting
 - Economic Development
 - Equity
 - Post-industrial Redevelopment
 - Programming

MULTI LAYERED DESIGN AMPLIFIES RIVERFRONT ECOSYSTEMS.

While most 21st-century riverfront redevelopments are driven by the demands of urbanization, Touch the Water Promenade is distinct: it seeks to restore and regenerate the ecology of the North Saskatchewan River Valley, while also providing new opportunities for people to experience the water's edge and accommodating critical infrastructural functions. In a unique context within Canada's northernmost major city, the plan strikes a delicate balance between the needs of wildlife and those of Edmontonians who cherish the river.

The team examined questions of access—which emerged as a priority in the public engagement process—from multiple angles. The resulting design solution reconnects the urban fabric to the river through a series of gateways at key nodes; navigates technical constraints including steep grade changes, variable water levels, and frequent icy conditions to provide access right at the water's edge; and slopes the majority of pathways to accommodate visitors of varied mobilities. To bring more people into the space in a manner that is compatible with its role as a critical wildlife corridor, the circulation design takes into account not only different modes of human transit, but also different avian, terrestrial, and aquatic species. This is achieved through the selection of plant species as habitat and food sources for birds, providing unbroken corridors for the movement of larger mammals, and improving feeding and spawning conditions for fish using planting, erosion control, and a softened riparian edge.



PROJECT NOTES: TOUCH THE WATER PROMENADE

PUBLIC ENGAGEMENT + INDIGENOUS ENGAGEMENT TO INFORM PROGRAM, CHARACTER, + STORYTELLING

The core design team collaborated with a group of experts including fisheries biologists, environmental scientists, hydrologists, palaeontologists, and archaeologists. Furthermore, engagement with Indigenous Nations and Communities as well as the general public was an essential component of the process. Over 430 respondents from the general public participated in an online survey, and the project team hosted live virtual sessions to answer questions from the community. Elders, Community members, Knowledge Keepers, and Technicians from 26 Indigenous Nations and Communities participated in three phases of engagement. The resulting design solution reconnects the urban fabric to the river through a series of gateways at key nodes; navigates technical constraints including steep grade changes, variable water levels, and frequent icy conditions to provide access right at the water's edge; and slopes the majority of pathways to accommodate visitors of varied mobilities.



Like the Coastal Facilities Feasibility Study,

L Street Power Plant:

- Supports private development through robust activation and destination making
- Integrates diverse programming to attract a diversity of uses across seasons

STOSS



L STREET POWER PLANT

LOCATION
Boston, MA

SIZE
15 Acres

CLIENT
Redgate/Hilco Global

PROJECT TIMELINE
2016—2021

SERVICES
Landscape Architecture
Urbanism
Resiliency Planning

KEY PERSONNEL
Chris Reed, Senior Director
Joonyon Kim, Technical Director

CONSULTANT TEAM
Included Childs Engineering

PROJECT HIGHLIGHTS

- Climate & Resiliency
- Ecology & Planting
- Post-industrial Redevelopment

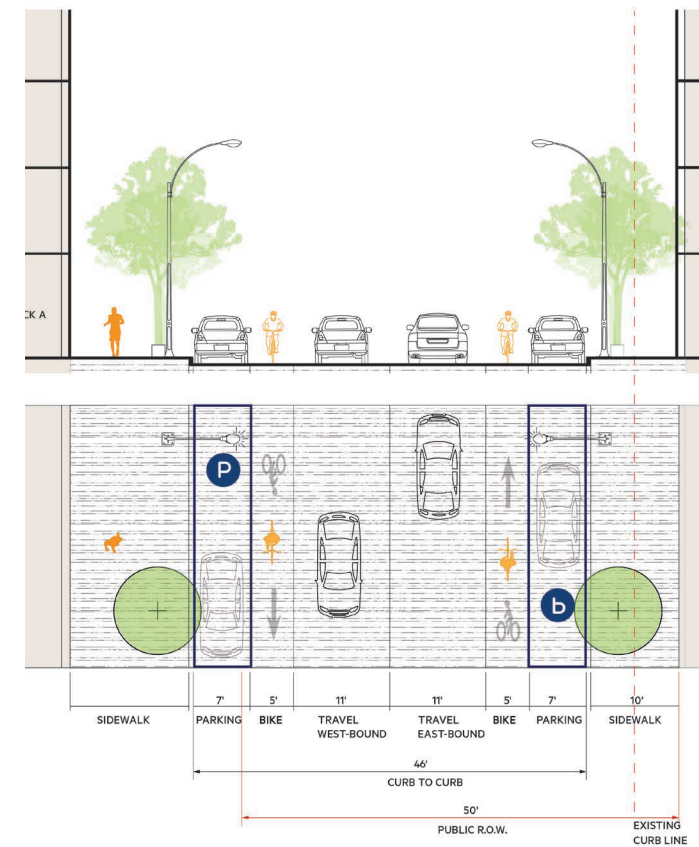
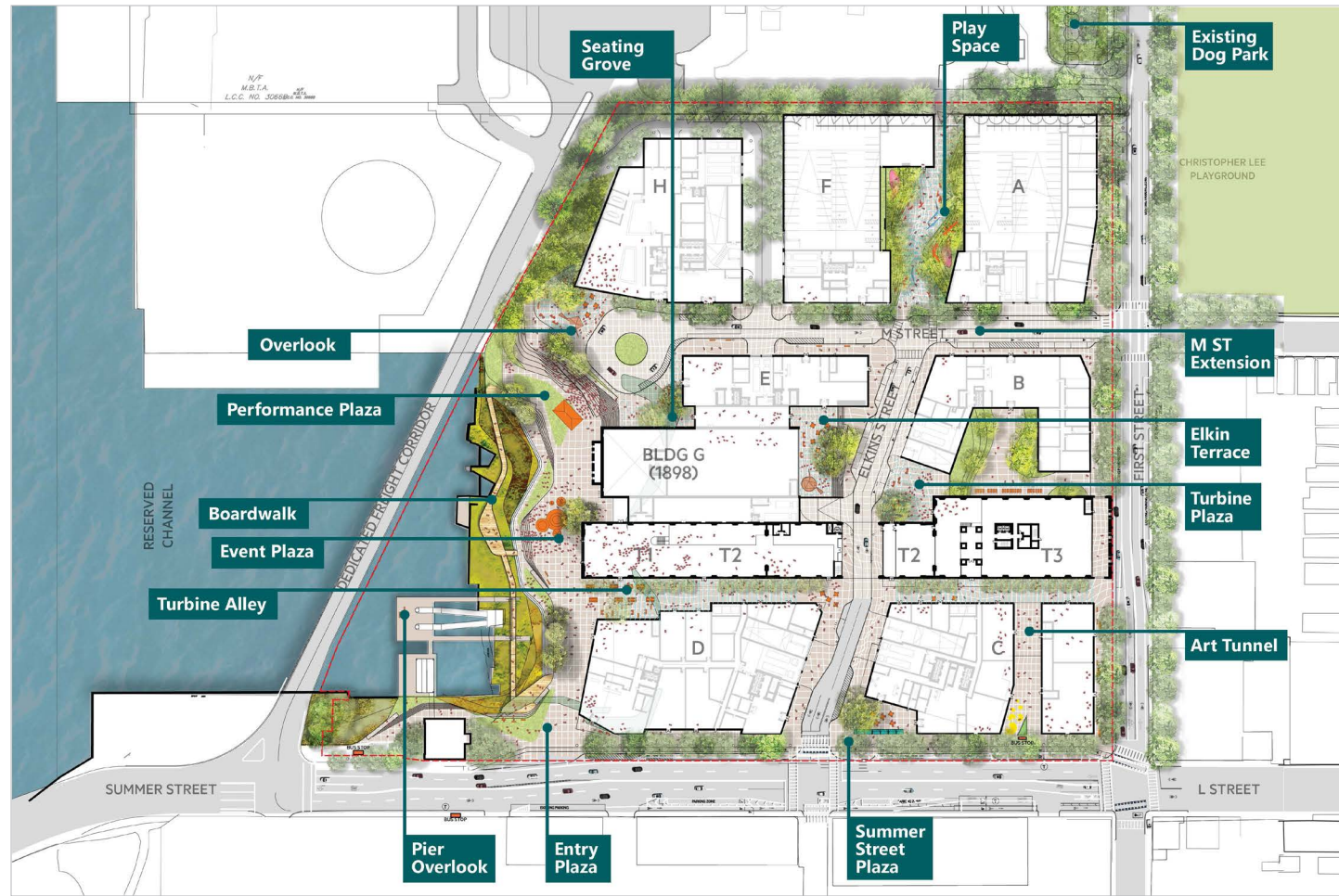
[VIEW PROJECT AT STOSS.NET](http://STOSS.NET)

WATERFRONT POST-INDUSTRIAL SITE FEATURES RESILIENT OPEN SPACE.

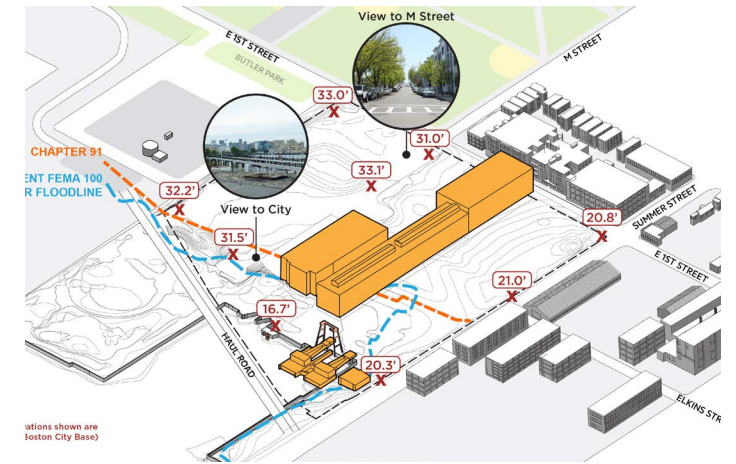
The L Street Power Plant project is a unique opportunity to combine adaptive re-use of historically significant industrial buildings with neighborhood creation in the context of a thriving working port and a growing residential neighborhood in South Boston. In its' heyday, the power station was home to some of the most technologically advanced generators in the country.

Stoss is working with the private development team to create a site plan with an open space approach and develop comprehensive urban design guidelines including: public realm improvements, street plans, and enhancements to pedestrian access and circulation along the waterfront as well as, to and from the neighborhood. The design team intends to celebrate and retain historic remnants of the iconic building to imbue the site with an authentic sense of place.

As the project site sits along the Boston waterfront, resiliency planning is paramount and the proposed design elegantly accommodates storm surge, tidal events and climate related sea-level rise with a tiered boardwalk and integrated wetland planting. Upon completion, the project will provide a range of public benefits to promote community welfare, new open space, environmental remediation, economic activity, improved circulation, and a mix of uses. It endeavors to integrate the site's industrial past within a neighborhood scale street grid and instill a unique and vibrant residential character. It is both a place that is part of an established neighborhood and a unique district open to new forms of retail, commerce and living.



SECTION: A AT EAST FIRST STREET



PROJECT NOTES: L STREET POWER PLANT

CLIMATE RESPONSIVE DESIGN

The intent of this project is to provide a 2.5 acre public waterfront open space that is part of larger pedestrian and bicycle corridors. The proposal creates connections to the waterfront from the neighborhood by extending streets, sidewalks, and bicycle lanes through the project site.

The ground level uses of the buildings will be open to the public and provide community amenities such as a year-round market and cultural institutions. The buildings are being designed to create a strong relationship to the waterfront, creating a porous boundary between the publicly accessible interior and exterior spaces.

In addressing climate resiliency, the design allows for a small portion of the open space, the boardwalk and wetland plantings, to flood in extreme weather events and are designed to handle inundation. Beyond the terraces, the ground plane will be raised to Coastal Flood Protection elevation, which is two feet higher than Boston's projected sea level rise for 2070.

POST-INDUSTRIAL REDEVELOPMENT

The waterfront open space within the project site will function as a public park and will celebrate the industrial history of South Boston's working waterfront. The team is committed to adaptive reuse and rehabilitation of portions of the existing buildings, including the main turbine hall.

The Overlook is a high point along the waterfront edge, separated by eight feet of grade change from the adjacent road. A planted buffer is proposed between this area of the park and the Dedicated Freight Corridor (DFC) to provide a visual and acoustic screen. A series of terraces, ramps, and steps bring visitors down to the level of the water.

A boardwalk will create an immersive experience, allowing access to the water, native plantings, and the observation deck—old intake pipes. The proposed design preserves the industrial remnants of the site, incorporating existing material into the new open space. The waterfront plaza and performance plaza are conceived as flexible spaces, to be used for events, art festivals, markets, and performances.

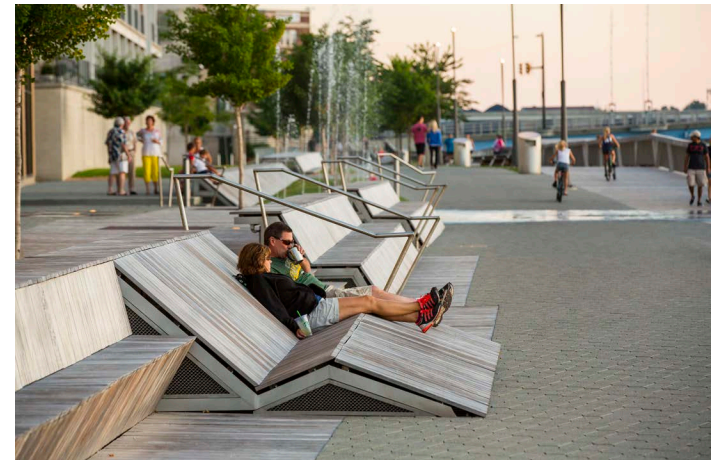
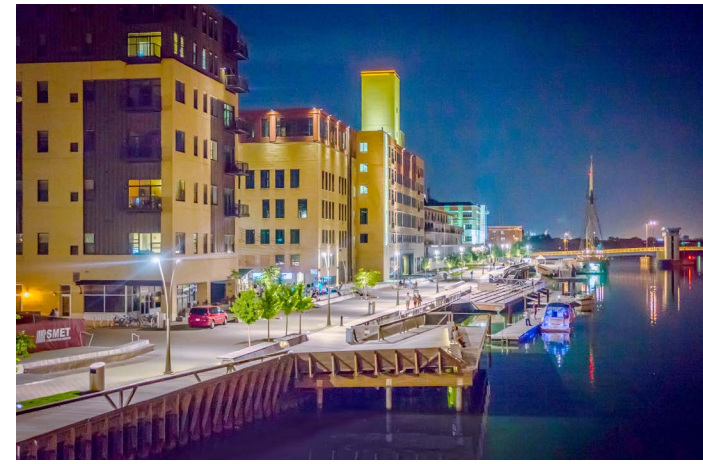


A tiered landscape is designed to accommodate the ebb and flow of storm surge and tidal flooding using natural wetlands to absorb and filter water.

Like the Coastal Facilities Feasibility Study, CityDeck:

- Serves as both a destination and as support space for adjacent development
- Reorients focus to the waterfront as an attractive destination
- Integrates flooding resilience infrastructure seamlessly into the design of site furnishing

STOSS



CITYDECK

LOCATION
Green Bay, WI

SIZE
2.5 Acres

CLIENT
City of Green Bay

PROJECT TIMELINE
2005—2013

SERVICES
Landscape Architecture
Urban Design
Resiliency Planning

KEY PERSONNEL
Chris Reed, Design Director

- PROJECT HIGHLIGHTS**
- Circulation
 - Climate & Resiliency
 - Economic Development
 - Fabrication
 - Post-industrial Redevelopment
 - Programming

[VIEW PROJECT AT STOSS.NET](http://STOSS.NET)

RIVERFRONT TRANSFORMS TO BECOME THE CITY'S 'FRONT PORCH.'

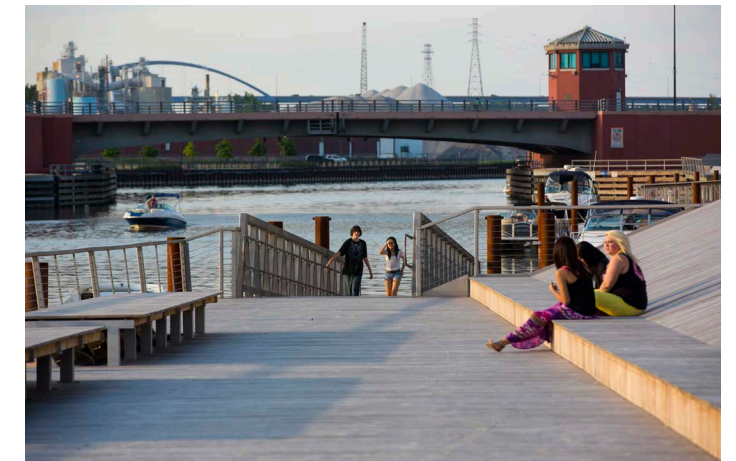
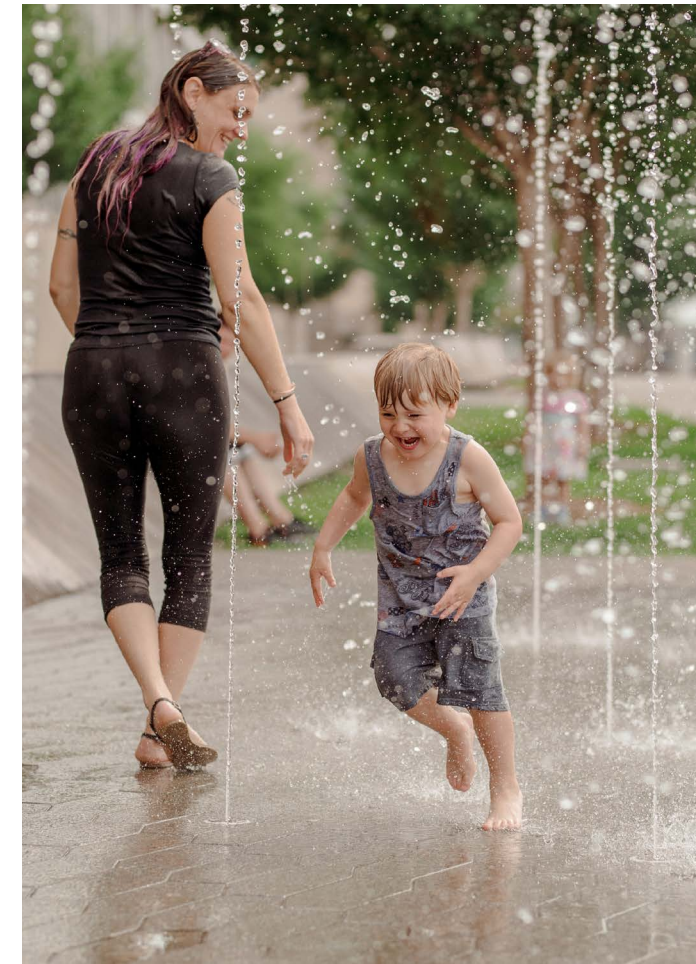
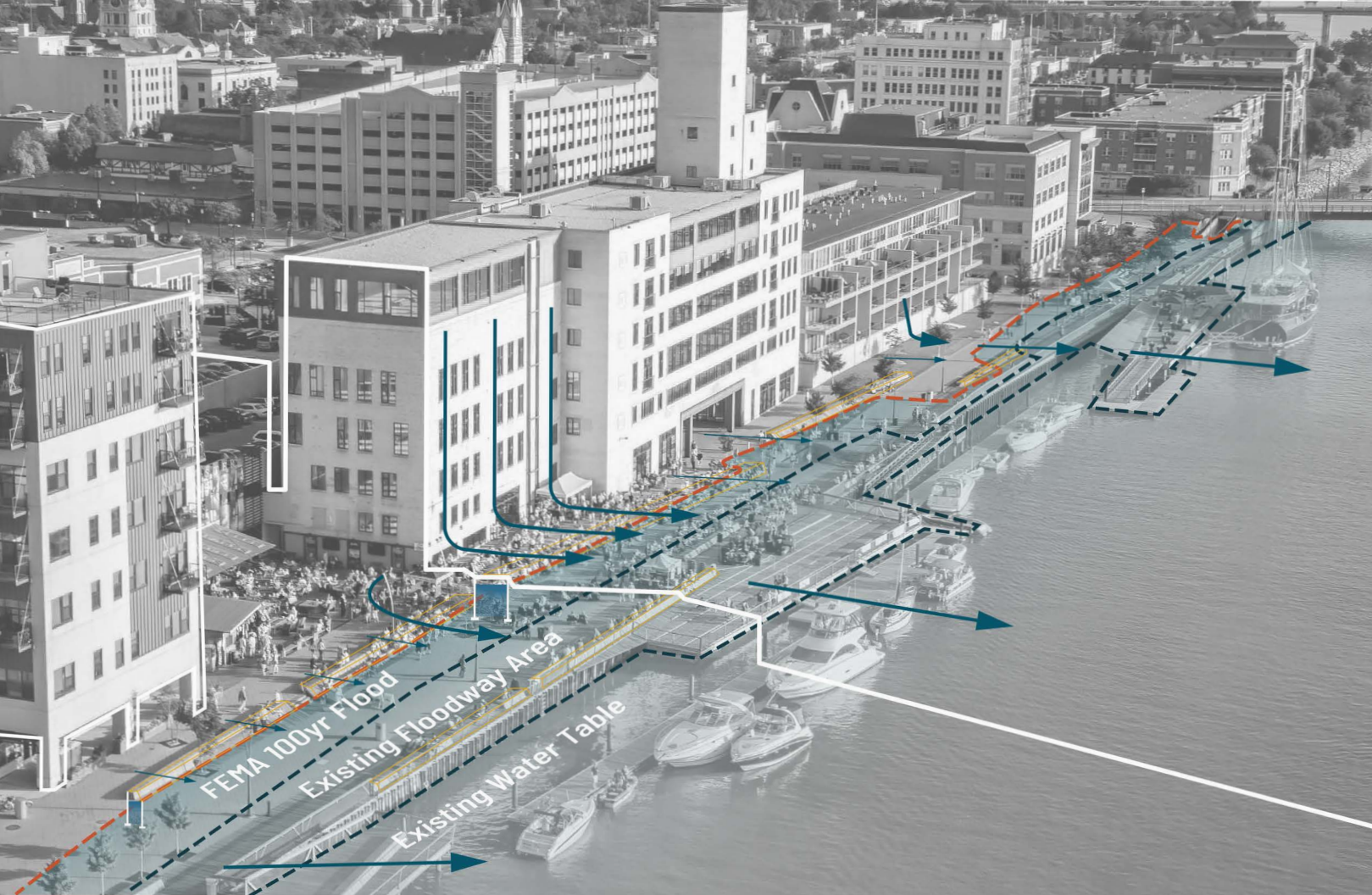
CityDeck is the cornerstone of redevelopment along Green Bay's Fox Riverfront with the goal of creating a richer community for people at the heart of the old city. The project represents an innovative approach to revitalization, bringing together public agencies and institutions; private developers and owners; and non-profit and community organizers, to improve civic life.

Prior to the project's start, the surrounding area had turned its back to the river, resulting in infrastructural barriers and abandoned warehouses. Adjacent downtown parcels were empty or severely underutilized, and unsurprisingly, there was little social or civic life with direct access to the river hampered or blocked.

To address these challenges, the design team identified broader urban design strategies for new open space and development along the river. Encompassing 5 acres of waterfront and 8 square blocks on each side of the river, the team sought solutions to reconnect city streets and create new development parcels where programmatic relationships between buildings and open space would reinforce one another.

The deck was conceived of as an extension of the city, a multi-tiered space for civic gatherings with an elevation that seamlessly blends into the urban fabric—extending the life of the adjacent buildings to the riverfront. In addition, CityDeck was designed to withstand an 100 year flood with custom benching solutions that serve as strategic flood barricades and discrete storm water management.

The resulting 2.5 acre linear park connects a regional network of bike and pedestrian trails with downtown Green Bay infusing it with new life, 24/7. This newly revitalized riverfront is a place for families to mix with workers and residents; for all to kick back and watch a performance, view the sunset, and enjoy the city's 'front porch.'



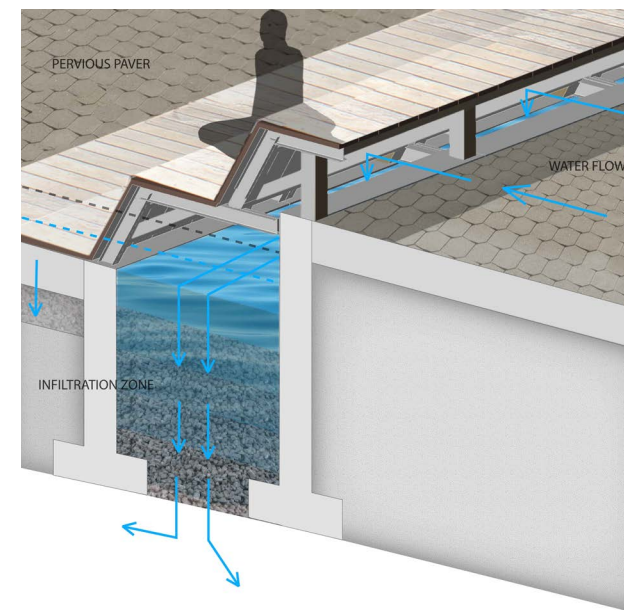
PROJECT NOTES: CITYDECK

PROGRAMMING & ECONOMIC DEVELOPMENT

CityDeck’s influence—through thoughtful planning, design, and development— has extended the impact of the project well into the core of downtown Green Bay. With new opportunity for activities along the waterfront, businesses, restaurants, developers, even the Children’s Museum of Green Bay, have once again turned toward the river, feeding off of its energy and encouraging further development downtown.

In the early stages of planning, Downtown Green Bay worked cooperatively to activate the riverfront with food, music, pop-up markets, and events, giving people a taste of what was to come, while also assessing interest and inviting valuable feedback.

Today, the City and various non-profit civic organizations have taken to programming the space almost year-round. St Patrick’s Day and Christmas Parades end or pass by here; the Green Bay Marathon traverses the length of the project. “Fridays on the Fox” (summer entertainment and music events), “Dine on the Deck” (regular Wednesday lunch events), Irish dance troupes, dueling pianos, and an Elvis sighting are among the activities that continue to attract substantial crowds.



Custom benches in a variety of seating profiles serve dual purposes becoming flood protection barriers and concealed drainage during storm surges.





NANTUCKET COASTAL RESILIENCE PLAN

LOCATION

Nantucket, MA

SIZE

80 square miles

CLIENT

Town of Nantucket

PROJECT TIMELINE

2020-2021

SERVICES

Landscape Architecture
Public Engagement
Resiliency Planning

KEY PERSONNEL

Chris Reed, Design Director
Chelsea Kilburn, Project Manager
Grace Jiranuntarat, Senior Landscape Designer

PROJECT HIGHLIGHTS

- Climate & Resiliency
- Ecology & Planting
- Economic Development

AN ISLAND COMMUNITY STRATEGIZES FOR NEAR- AND LONG-TERM RISKS.

Stoss collaborated with a team led by Arcadis on an island-wide resilience plan for Nantucket that addresses climate-related hazards and sea level rise. The plan anticipates near-term risks as well as projections out to 2070; and considers Mean Monthly High Water (MMHW), 1% storm events, and erosion. The design team studied a series of locations including the historic Downtown, Madaket, Polpis Harbor, Coatue, Sesachacha Pond, Siasconset, and the South and North Shores. A range of implementation strategies are considered at a conceptual state, including both hard and soft engineering. Possible approaches that may be used at different locations include adapting (living with water), protecting (building with nature), or relocation.

Stoss is leading the analysis of ecological resources and conditions. The multidisciplinary team includes ONE Architecture & Urbanism, who is leading the analysis of infrastructure and the most urbanized areas of the island, and The Craig Group, who is leading the analysis of historic assets. The team participated in a series of listening sessions to engage with local agencies and hosted open houses for public input. Close collaboration with Nantucket's Coastal Resilience Advisory Committee (CRAC) and the Town's Natural Resources Department allowed for an open process and discussion so that the 42 proposed design strategies correspond to the island's most pressing concerns and needs.

WELLINGTON UNDERPASS

LOCATION

Medford, MA

SIZE

Unknown

CLIENT

City of Medford

PROJECT TIMELINE

2019—Present

SERVICES

Land Surveying
Transportation Engineering
Structural Engineering

KEY PERSONNEL

Senior Planner: Brian Creamer, AICP, SITES AP, Project Manager
Structural Engineer: Matthew Styckiewicz, PE, Project Manager
Transportation Engineer: Matthew Soltys, PE, RSP1, ENV SP

PROJECT HIGHLIGHTS

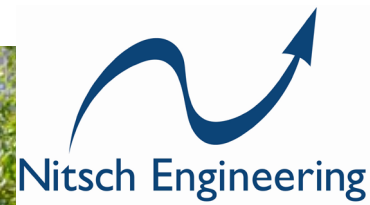
- ADA compliant
- Boardwalk with walkways and bike lanes
- Designed to MassDOT standards

Nitsch Engineering is providing land surveying, transportation engineering, and structural engineering for the design of a shared-use path connection and timber boardwalk structure along the north bank of the Mystic River beneath the Fellsway Bridge (Route 28) in Medford. Once constructed, the boardwalk will provide a safe accessible pedestrian connection between Torbert MacDonald State Park and Station Landing, similar to the existing underpass along the southern bank in Somerville.

In order to facilitate the design of the underpass, Nitsch surveyed the north bank of the Mystic River around and beneath the Fellsway Bridge (Route 28). After the survey information was obtained, we determined the path alignment under the Fellsway Bridge. Nitsch established the underpass plan and profile, in compliance with ADA standards, determined the limits of the proposed boardwalk in the Mystic River, and designed the boardwalk approaches on the riverbank and connections to existing walkways and bike lanes. We advanced the preliminary boardwalk design to determine the configuration of the timber boardwalk structure. Structural plans include a framing plan and typical cross sections for the proposed structure.

The project has been approved by MassDOT's Project Review Committee and is eligible for federal and state construction funding through the Transportation Improvement Program (TIP).

Nitsch is also engaged in analyzing project permitting needs and impacts to jurisdictional resource areas and will coordinate the preparation of the necessary permit applications with the City of Medford, the DCR, and Mystic River Watershed Association (MyRWA) related to the Wetlands Protection Act (Notice of Intent), US Army Corps of Engineers, Chapter 91, and MEPA. Nitsch has worked with MyRWA and the City to facilitate several virtual stakeholder meetings during the Preliminary Design Phase.



CHILDREN'S WHARF, MARTIN'S PARK

LOCATION
Boston, MA

SIZE
One Acre

CLIENT
Michael Van Valkenburgh Associates, Inc.

PROJECT TIMELINE
2016—2019

SERVICES
Civil Engineering
Structural Engineering

PROJECT HIGHLIGHTS

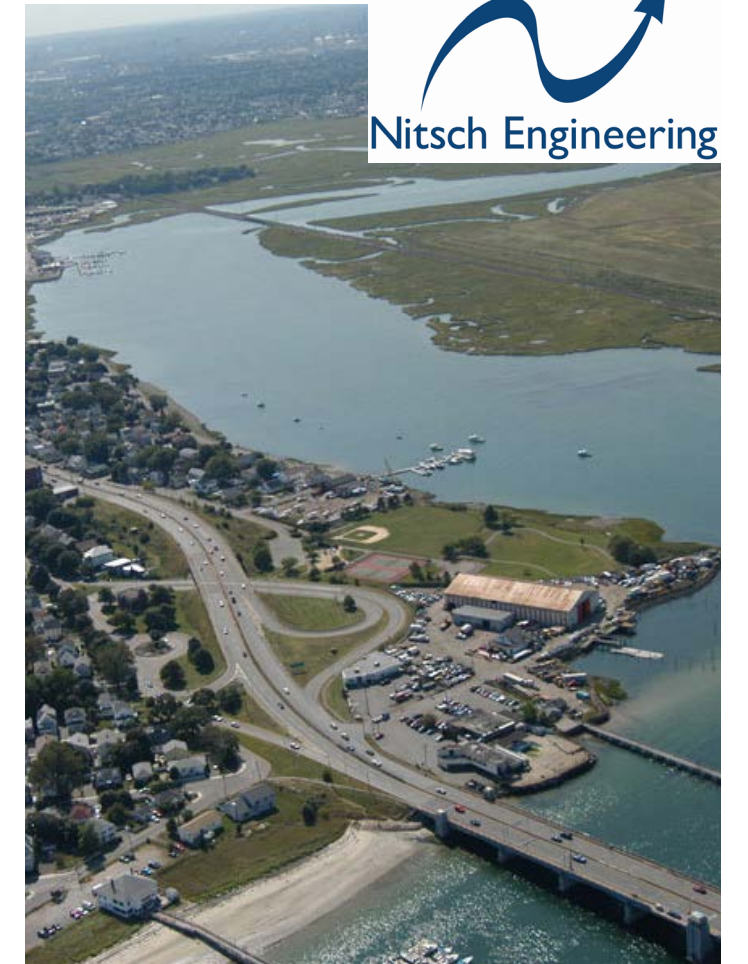
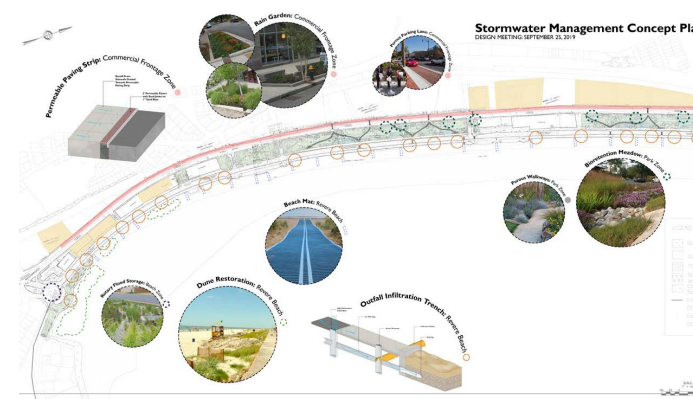
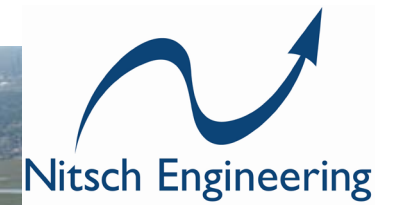
- Pedestrian bridge
- Challenging site conditions
- Permitting

Nitsch Engineering provided civil and structural engineering services to support the design, permitting, and construction of Martin's Park at 64 Sleeper Street in South Boston, Massachusetts. The park includes an innovative playground that is accessible to all, a pedestrian bridge, wall-mounted seating along the harbor walk, and a play ship that can be accessed from all sides with sails that can be raised and lowered. The park was built to honor Martin Richard, the youngest victim of the Boston Marathon bombings.

Nitsch provided civil engineering design, permitting, and construction administration services, including site utility design, site layout and grading design, stormwater management design, BWSC permitting, and PIC permitting.

Our structural engineers prepared structural design calculations, plans, and special provisions for the pedestrian bridge, the wall-mounted seating, and retaining walls along the harbor walk, and the foundation of the play ship. The site provided several challenges for structural design. A portion of the park sits atop an existing MBTA Silver Line tunnel, where much of the soil is not suitable for supporting large and heavy structures. There is also an existing seawall located very close to the new harbor walk retaining walls and seating. During construction, it was found that the seawall extended farther from the water than anticipated, requiring relocation of the retaining walls and redesign of the wall-mounted seating to increase the length. The new park also has new landscape features, such as hills and rocks, and the grade of the site was raised significantly in some areas. To offset the loads of the new park features, the site was raised with geofoam, a lightweight material that is compressible and not as strong as traditional soil.

Nitsch provided efficient designs that accounted for all of the constraints of the site.



REVERE BEACH BOULEVARD AND OCEAN AVENUE

LOCATION
Revere, MA

SIZE
Three-Mile Beach, 10-Acre Linear Park, and Revere Beach Boulevard

PROJECT TIMELINE
2019—2020

SERVICES
Green Infrastructure Planning
Traffic Engineering Consulting

PROJECT HIGHLIGHTS

- Established standards for resilient development
- Challenging coastal site
- Multi-modal improvements

Nitsch Engineering provided green infrastructure planning and traffic engineering consulting services to support the DCR in developing Design Standards and Guidelines for Revere Beach Boulevard and Ocean Avenue. Revere Beach is the first public beach established in the United States in 1896, and the Reservation includes three miles of beach, Revere Beach Boulevard, and an approximate 10-acre linear park between Revere Beach Boulevard and Ocean Avenue. This project aims to develop standards that will lead the historic Reservation into a more resilient future considering development, climate change, and multi-modal circulation through and within the project site.

In the first phase of the project, Nitsch performed an existing site inventory and analysis with respect to stormwater management and pedestrian, bicycle, and vehicular movements. Multiple site visits, interviews with the DCR, and review of available data provided baseline information to identify existing site constraints and possible opportunities for design guidelines and improvements. This involved a comprehensive on-street parking study along Revere Beach Parkway and Ocean Avenue to determine the occupancy. In addition, Nitsch looked at future development opportunities along the corridors and calculated the anticipated parking demand to determine how much on-street parking can be removed for multi-modal accommodations.

In the second phase, Nitsch developed a series of alternatives and met with DCR to evaluate project priorities and the limitations and benefits of each alternative. Through the development of roadway cross sections, evaluation of pedestrian routes and connectivity, sidewalk widths, and mid-block crossings, and the incorporation of green infrastructure, Nitsch worked with the DCR to come to a consensus on a preferred alternative. This effort led to the development of the Design Standards and Guidelines for Revere Beach Boulevard and Ocean Avenue that will be utilized in future reconstruction efforts of Revere Beach Boulevard and Ocean Avenue.

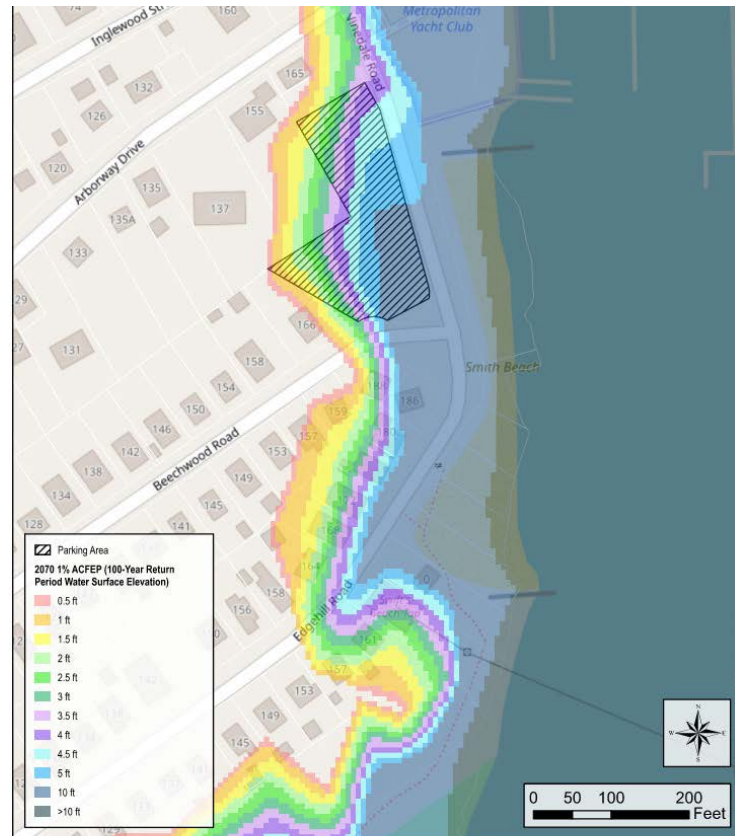


Figure 4: 100-Year Flood Water Depth - 2070
Smith Beach Parking Lot
Vinedale Rd, Braintree, MA

Data Source: Woods Hole Group, OpenStreetMap, MassGIS, NOAA
Nitsch Project #13447.1



SMITH BEACH GREEN INFRASTRUCTURE RETROFIT PROJECT

LOCATION
Braintree, MA

SIZE
0.69 Acres

CLIENT
Town of Braintree

PROJECT TIMELINE
2021—2022

SERVICES
Stormwater Planning
Green Infrastructure Design

KEY PERSONNEL
Project Designer: Kelsey Kern, EIT, Senior Water Resources Designer

PROJECT HIGHLIGHTS

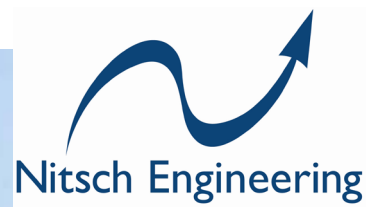
- MVP Action Grant
- Flood resilience
- Robust green infrastructure retrofit system
- Environmental permitting

To help the Town of Braintree address water quality and flooding issues, Nitsch Engineering worked with them to identify and prioritize town-owned properties for potential green infrastructure sites to improve water quality within the impaired Weymouth-Weir River sub-watershed. Funded by a 604b Grant from Massachusetts Department of Environmental Protection (MassDEP), we provided stormwater planning and green infrastructure design services to develop conceptual designs for seven green infrastructure locations to achieve the goal of reducing pathogen loading to the river.

One of these locations was Smith Beach Parking Lot, approximately 0.69 acres located on the north bank of the Weymouth Fore River, which experiences occasional flooding issues and water quality issues due to bacteria. During the public outreach process, the proposed project to improve water quality and increase resilience to flooding along the beach received a great deal of support.

Nitsch prepared 25% design plans to reconstruct the existing Smith Beach parking lot with porous pavement and landscape islands, as well as a subsurface stormwater infiltration and treatment system. The parking lot stormwater management system captures and treats the upstream drainage area, which includes residential parcels and public roadways, equal to approximately 6.9 acres. Sustainable features include installing porous pavement parking surfacing with a subsurface stone reservoir; collecting runoff from adjacent roads and treating, storing, and infiltrating it into a subsurface system; and creating bioretention parking islands.

After the Town was awarded a Municipal Vulnerability Preparedness (MVP) Action Grant, Nitsch advanced the design through 100% Construction Documents, participated in community meetings onsite, and provided environmental permitting for the site.



BELMONT COMMUNITY PATH

LOCATION
Belmont, MA

SIZE
1.1 Miles

CLIENT
Town of Belmont

PROJECT TIMELINE
2019—Present

SERVICES
Transportation and Traffic Engineering
Land Surveying
Structural Engineering

KEY PERSONNEL
Senior Transportation Engineer: Matthew Soltys, PE, RSP1, ENV SP, Project Manager

PROJECT HIGHLIGHTS

- Shared-Use Path study and design
- Underpass design
- Traffic signal design at at-grade crossing
- Public engagement

Nitsch Engineering is providing land surveying, transportation and traffic engineering, and structural engineering for Phase 1 of the Belmont Community Path. Phase 1 consists of an approximately 6,100 feet (1.1 miles) segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 104 miles between Boston and Northampton.

Located adjacent to the Fitchburg Line of the MBTA commuter rail, a vital piece of the Community Path includes construction of a reinforced concrete underpass beneath the MBTA railroad tracks. In addition to the design of the underpass beneath the railroad, the project includes the design of multiple retaining walls to support the path.

Nitsch prepared a Concept Design Report that outlines several design alternatives along the path, with specific focus on the Alexander Avenue Underpass, including construction methods and configurations for the connection between the path and underpass.

Nitsch is working closely with the Town of Belmont, MassDOT, and the MBTA to develop a design that allows path users to feel comfortable riding along an active railroad, while meeting the safety requirements of the MBTA. We're also working to provide landscaping along the path, path intersections, and trailheads.

The project also includes the design a new traffic signal at the at-grade crossing of the Belmont Community Path and Brighton Street adjacent to the Brighton Street railroad crossing. The new signal system will include vehicle queue detection to optimize safety of path users and vehicles, railroad pre-emption, and modifications to the existing railroad gate system. The signal phasing and gate locations are being coordinated with the MBTA, Keolis, MassDOT, and the Town. We are also overseeing an extensive public engagement process.



SEAWALL REHABILITATION

LOCATION
Portland, ME

CLIENT
Woodard & Curran

PROJECT TIMELINE
2019—Ongoing

SERVICES PROVIDED

- Waterfront Inspection
- Condition Assessment
- Technical Report Writing
- Structural Load Rating
- Geotechnical Investigation
- Cost Estimating
- Life Cycle Analysis
- Planning and Design
- Drawings and Specifications
- Permitting
- Construction Bidding
- Construction Administration Services

Childs Engineering as a subconsultant to Woodard and Curran, was tasked to complete an inspection of the seawall along the waters edge at the Portland Foreside Marina in Portland, Maine.

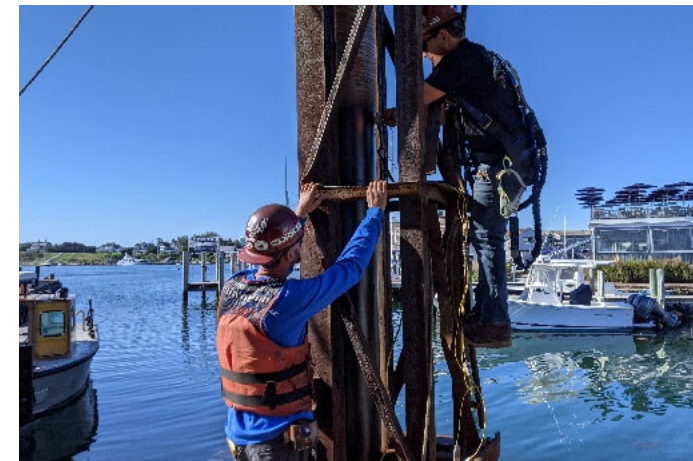
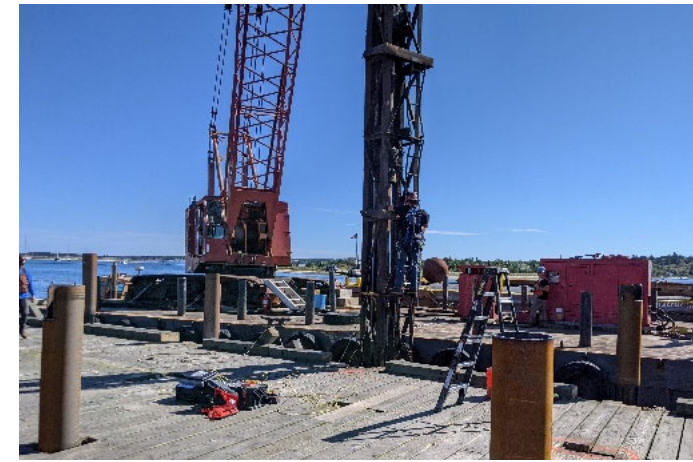
Using in-house engineer divers Childs Engineering conducted an underwater and topside inspection of the whole seawall. Based on the inspection we provided a recommendation for repairs to the seawall.

Childs Engineering, as part of the Woodard and Curran lead design team, worked closely to design repairs to the seawall to stabilize areas that had moved. In addition, we designed two new outfalls in the existing wall and worked with the landscape architect to incorporate the seawall into the redevelopment plans.

As part of these plans we identified several issues and it was determined that the height of the seawall would need to be increased to account for future sea level rise and some of the nearer term significant coastal storms. With limited knowledge of the wall foundations, we developed repair and improvement drawings and specifications to stabilize the wall and raise the total height. These methods used a lightweight fill mix in key locations to reduce the weight on the wall while making sure any buoyant fill would have enough pressure on top of so it wouldn't float.

We also looked at a number of options for the face of the wall and how to add height to the irregular blocks. We chose to tie the top courses together with a concrete pad that then enabled a block wall to be built up in a very cost effective manner. With some other simple modifications the height of the wall could also be further increased in the future.

The project is currently in construction and Childs Engineering is providing Construction Services.



WATERFRONT REHABILITATION MEMORIAL WHARF

LOCATION
Edgartown, MA

CLIENT
Town of Edgartown

PROJECT TIMELINE
2017—2022

SERVICES PROVIDED

- Waterfront Inspection
- Condition Assessment
- Technical Report Writing
- Structural Load Rating
- Geotechnical Investigation
- Cost Estimating
- Life Cycle Analysis
- Planning and Design
- Drawings and Specifications
- Permitting
- Construction Bidding
- Construction Administration Services

Childs was contacted to conduct a waterfront facilities inspection of the public use space at Memorial Wharf in Edgartown. Childs conducted the topside, underdeck, and underwater inspection and summarized our assessment in a report which included recommendations and rough cost estimates.

Childs worked closely with the Town to determine future needs and operational capabilities and the repairs required to achieve these goals. After developing a clear path forward, Childs proceeded with a design that would replace the existing timber pier with a steel and timber wharf and provide needed repairs to aging structures. Childs also obtained all local, state, and federal permits required for the project by submitting applications, attending hearings, and defending the project to permitting agencies. Childs also played a key supporting role in obtaining grants to fund the rehabilitation efforts.

After a robust but workable design was developed, Childs continued with the natural project progression by obtaining qualified bids from marine contractors, conducting interviews, cross-checking references, and then providing the Town with a recommendation on the appropriate contractor to complete the project.

During the construction phase, Childs conducted administrative and inspection services ensuring the project remained on schedule given multiple changes due to weather or site need.

Memorial Wharf plays a central role in the local economy and required extra attention to ensure the project was executed to the Town's requirements. The rehabilitation design developed by Childs will ensure Memorial Wharf remains a sustainable and central roll in the town for decades to come.





EVALUATION CRITERIA + REFERENCES

EVALUATION CRITERIA

WHY US?

We are a team of regional and international leaders in integrated resilience design and engineering with a proven track record of overseeing and realizing open space projects such as yours from conceptual design through construction. Our success in feasibility and implementation comes from an emphasis on listening to communities, understanding site constraints and translating them into opportunities, and leveraging the uniqueness of the places we work in. As a team, we have demonstrated in our prior work and collaborations that we can be pragmatic, yet inventive, with constrained budgets. We hope to have an opportunity to collaborate on this exciting conceptual planning effort with your team.

STATEMENT + INFORMATION OF ADHERENCE TO MINIMUM EVALUATION CRITERIA

EXPERIENCE IN COMPLETING PRIOR COASTAL FACILITY FEASIBILITY STUDIES

Please see outline of experience as notes in the “Statement + Information of Adherence to Comparative Evaluation Criteria” below, as well as the qualifications pages supplied by Stoss and its consultants for more detail.

COMPLETENESS, ACCURACY, AND RESPONSIVENESS

We believe our response to be complete, accurate, and responsive to the RFP requirements.

EVIDENCE OF INSURANCE COVERAGE

Please see our standard proof of insurance coverage, including general and professional liability, umbrella liability coverage, and worker’s compensation insurance. Upon project award and execution of contract, Stoss will furnish a submittal of “Certificate of Insurance” specific to this project.

STATEMENT + INFORMATION OF ADHERENCE TO COMPARATIVE EVALUATION CRITERIA

EXPERIENCE IN COMPLETING PRIOR COASTAL FACILITY FEASIBILITY STUDIES THAT HAVE RESULTED IN INSTALLATION OF THESE FACILITIES.

Stoss, along with Nitsch, successfully delivered the Bass River Park Project from Concept Feasibility to Construction. The scope and context of this project is very

similar to the project site outlined in the Coastal Facilities Feasibility Study. Additionally, Stoss, along with Nitsch, completed the Moakley Park Vision and schematic plan, which involved a robust engagement process for a coastal park in Boston, MA. This project has just concluded 100% Design Development for the Moakley Park Phase 01 project, which is set to go out to bid for Construction in 2024.

At a planning level, we completed the Nantucket Coastal Resilience Plan, which has led to the identification of potential project sites and an analysis of their feasibility and efficacy in offering coastal resilience. Additionally, we completed a Conceptual Plan for the L Street Power Plant, with support from Childs Engineering, which identified opportunities for open space and development co-benefits, as is requested in the Coastal Facilities Feasibility Study.

Outside of MA, Stoss has delivered projects such as Erie Street Plaza and CityDeck from Concept Feasibility to Construction, both in Wisconsin along the Milwaukee River and the Fox River, respectively. Touch the Water North Shore Promenades, which has concluded Schematic Design, is representative of a large scale vision that can be phased as funding becomes available.

THE PROPOSAL FOR SERVICES AND PROPOSED SCOPE OF WORK ESTABLISHES THE PROFESSIONAL QUALIFICATIONS, EXPERIENCE, AND CAPACITY TO COMPLETE THE PROJECT IN A TIMELY MANNER.

We have outlined a proposed scope of work that we believe is representative of the goals of this RFP, as well as a schedule that outlines critical milestones for engagement and review to ensure the delivery of a quality conceptual plan that is feasible and implementable. However, should this process be favorable, we are open to reviewing revisions to the proposal for services to best meet the Town of Wareham’s needs and goals.

QUALITY OF WORK PRODUCTS

Please see our standard proof of insurance coverage, including general and professional liability, umbrella liability coverage, and worker’s compensation insurance. Upon project award and execution of contract, Stoss will furnish a submittal of “Certificate of Insurance” specific to this project.

REFERENCES

Provided are three references for Stoss Landscape Urbanism for completed and ongoing work.

REFERENCES



STOSS LANDSCAPE URBANISM

MOAKLEY PARK / CITY OF BOSTON

CLIENT: City of Boston Parks and Recreation

CLIENT CONTACT:

Chris Cook // Former Chief of Environment, Energy + Open Space, City of Boston
Executive Director, Rose Fitzgerald Kennedy Greenway Conservancy

Address: 185 Kneeland Street, Boston, MA 02111

Phone: 617-603-7743

Email: ccook@rosekennedygreenway.org



STOSS LANDSCAPE URBANISM

TOUCH THE WATER PROMENADE / EDMONTON

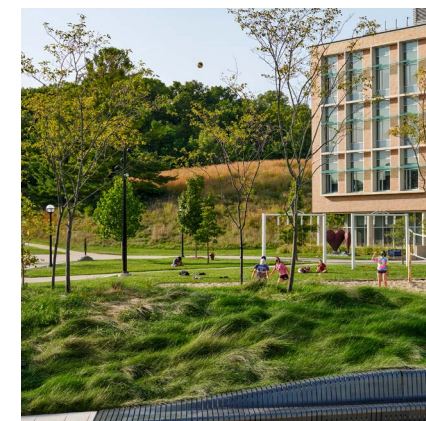
CLIENT: City of Edmonton

CLIENT CONTACT:

Suzanne Young // Director, Open Space Planning and Design, City of Edmonton

Phone: 780-442-0693

Email: Suzanne.young@edmonton.ca



STOSS LANDSCAPE URBANISM

GERSTACKER GROVE / UNIVERSITY OF MICHIGAN

CLIENT: University of Michigan

CLIENT CONTACT:

David C. Munson, Jr. // President, Rochester Institute of Technology
Former Dean, University of Michigan College of Engineering

Phone: 585-475-2411

Email: munson@rit.edu



Gerstacker Grove, Ann Arbor, MI

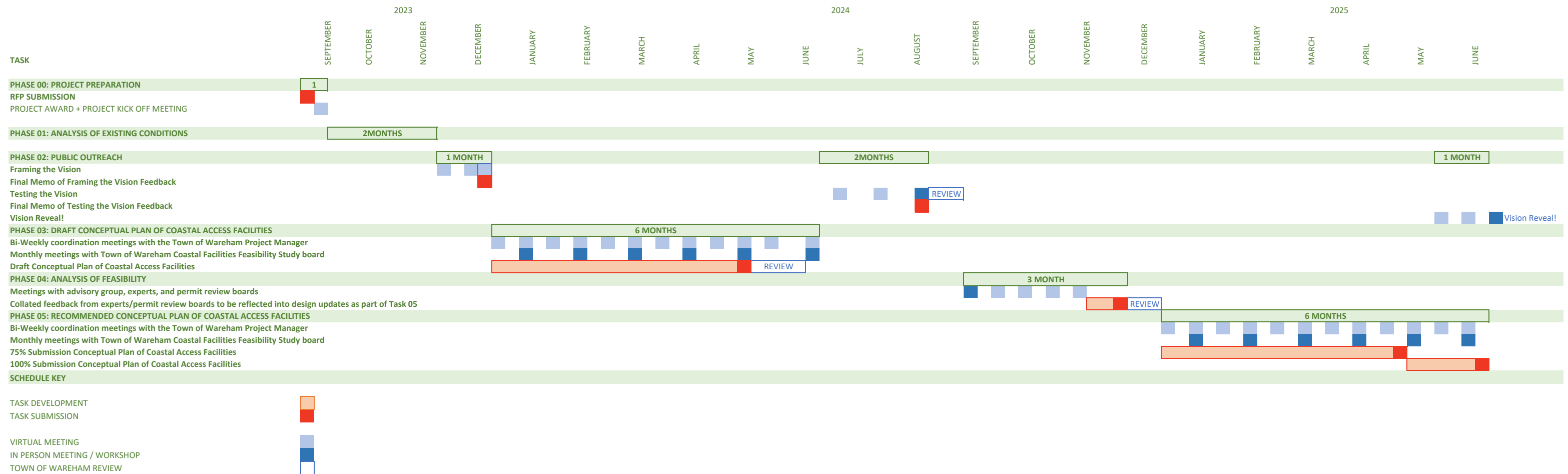
SCHEDULE

SCHEDULE

We are committed to adhering to the ~22-month schedule, commencing upon issuance of a Notice to Proceed from the Town and continuous through completion on or before June 30, 2025, as outlined by the Town of Wareham. The project schedule below is an outline of how we envision achieving critical project milestones, all while leaving opportunity for the Town of Wareham/stakeholders to offer feedback that can be reflected into the conceptual plan.

This schedule reflects anticipated meeting frequency with the Town of Wareham. The majority of project check-ins will be conducted virtually, with critical presentations and meetings taking place in person as noted.

At critical junctures to the conceptual plan development and engagement process, we have built in time for the Town of Wareham's Review and Comment, to ensure that the final deliverable is well integrated and reflective of project goals.



Stoss Landscape Urbanism

www.stoss.net

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Los Angeles, CA 90013
T 213 623 3771