



BRIEF EXPERIENCE BIO

Jack has 39 years of civil engineering experience in Snohomish County. During this time, he has worked on many different types of projects for a diverse group of clients. This experience has given him a solid understanding of not only the engineering requirements for a successful project, but the significance of the entitlement process as it relates to project cost and delivery. Along with the understanding of the local entitlement process, Jack has developed long term working relationships with various staff, including department heads responsible for code development and management of the permitting process. This experience gives him an understanding of the planning, design, and constructibility aspects of infrastructure. Years of collaboration with public agencies and developers has given him an understanding of financial requirements and the importance of close scrutiny of property issues pertaining to title.

CURRICULUM VITAE

Education

BS, Civil Engineering, 1976, University of Washington

Registration

Professional Civil Engineer, Washington (20777), 1982

RELEVANT PROJECTS

Lake Stevens Water Operations Facility, Snohomish County PUD, Washington.

Mr. Molver and the DEA team provided Snohomish County PUD with planning, surveying and civil engineering services for a 13,200 square foot office building located on 12.7 acres. Work included planning and civil engineering including site clearing and grading, erosion control, paving, and sewer and water design. DEA also provided transportation planning services.

Operations Center Administration Building Addition, for Snohomish County PUD, Washington.

Mr. Molver was principal-in-charge/client manager for the construction of a 32,000 square-foot addition to the existing operations center administration building located north of Paine Field. DEA provided planning, engineering, surveying, and permitting services for this project. In addition, an existing parking lot south and west of the proposed addition was reconfigured and up to 70 additional parking stalls were added to the existing Operations Center parking facilities for additional equipment, employee & visitor parking.

South Storage Expansion, for Snohomish County PUD, Washington.

Mr. Molver was project manager responsible for the preparation of PS&E documents for permitting and bidding purposes, facilitated local and state permits, provided Department of Ecology (DOE) permit documentation and construction support for this project. In order to comply with new federal regulations, Snohomish County PUD No. 1 required additional outdoor storage space for transformer storage. An approximately 2-acre expansion of the PUD's existing outdoor paved facility was proposed.

West Marine View Drive, for the Port of Everett, Washington.

This ARRA-funded project involved the design and construction of frontage improvements for 2,500 feet along West Marine View Drive from 16th to 11th Street. DEA performed the topographic survey, provided support for environmental documentation, and prepared the PS&E documents. DEA's design work included alignment, channelization, stormwater, illumination, and landscaping. DEA collaborated closely with the Port and the project developer to develop a visually expressive landscape and illumination plan that will define the gateway for the 67-acre North Marina Redevelopment. DEA also led the coordination effort with WSDOT, which was required since the corridor is a designated state route, as well as coordinating with BNSF because of an adjacent rail yard.

Navy Northwest Housing PPP, North Puget Sound, Washington.

Mr. Molver served as project manager for a Public Private Partnership between the Navy and American Eagle Communities. DEA's role in this project was to prepare ALTA surveys for divestiture parcels, and to prepare plans and specifications for residential developments at Bangor and Oak Harbor. DEA also prepared conceptual level plans for redevelopment of various other existing Navy Housing projects. DEA assisted in the effort to bring an 80 acre assemblage of property into the Marysville UGA with the intention of providing housing for Naval Station Everett. His work included the analysis of the existing infrastructure and the ability to serve the subject site. A part of this effort included the comparative analysis of competing parcels vying for inclusion in the Marysville UGA.



DAVID EVANS
AND ASSOCIATES, INC.

Point Wells Redevelopment, Snohomish County, Washington. The Point Wells Redevelopment project involves the conversion of an existing petroleum terminal on Puget Sound into a mixed-use Urban Center community. The site consists of 62 acres of prime waterfront. Mr. Molver is a part of the team that processed the comprehensive plan change and a rezone application. He has been responsible for assessing the suitability of the site for the planned development. This has involved the assessment of the capacity of utilities required to serve the development and directing staff to investigate traffic constraints. Mr. Molver is also a team member for the effort to obtain entitlements for construction of the project.

Underwood Gartland 61 and 62, Everett, Washington. Mr. Molver served as project manager. Underwood Gartland 61 and 62 is being developed in phases as an existing mineral extraction facility is mined and reclaimed. The original area was 300 acres. DEA recently completed the reclamation plans for the remaining 110 acres of the site. We prepared reclamation plans so that the property could be immediately redeveloped for industrial purposes. Drainage basin planning ensured that the pre-mining drainage basins were properly balanced. DEA's plans managed the needs of the ongoing mining operations while allowing redevelopment to simultaneously occur. DEA provided permitting, planning, surveying engineering, and landscape architectural services.

Lot 13 in Puget Acres (Boeing 777X Wing Facility), Mukilteo, Washington. Mr. Molver served as project manager. DEA provided site civil engineering services for a new 30,000 square foot temperature-controlled building for Electroimpact. The facility will house the carbon fiber-laying machines that produce the Boeing 777X's giant carbon fiber composite wings.

Lots 28 & 29 Corner Bay Parking Lot, Mukilteo, Washington. Mr. Molver served as project manager. Since 1997, Jack has assisted Electroimpact in the development of their industrial campus in Mukilteo, Washington. From the construction of their first High Bay building in 1997, until the most recent permitting of Building H, Jack has provided this leading edge, world renowned industrial manufacturing firm with permitting

guidance and civil engineering services. Jack's relationship with Electroimpact has also provided DEA structural engineers opportunities to assist Electroimpact with analysis and design of components to support complex robotic structures to be deployed at aerospace manufacturing facilities. The combination of local permitting requirements, professional relationships and technical expertise has allowed DEA to contribute to the success of the major employer in Mukilteo, which is located next to Paine Field.

Halls Lake Office, Lynnwood, Washington. Mr. Molver served as project manager. DEA conducted a traffic analysis and prepared plans for landscape, irrigation, and stream restoration.

Mount Baker Terminal Access Roadway and Utility Improvements, Everett, Washington. Mr. Molver served as project manager. DEA provided project management, civil engineering, and landscape architecture for improvements at the Mount Baker Terminal. The construction drawings include road improvement plans reviewed by the City of Mukilteo and water and sewer plans reviewed by the Mukilteo Water and Wastewater District. Permit applications were prepared for work in both the City of Everett and City of Mukilteo, as well as for the waterline crossing under the BNSF Railroad, and to DOE for coverage under the Statewide NDPES permit for construction activities. JARPA applications were prepared for hydraulic project approvals for the two crossings of Japanese Creek. This project provides public access to the waterfront developed as part of the Port's rail/barge terminal facility by providing a crossing of the BNSF rail tracks at Mount Baker Avenue and constructing a new portion of First Street. The project includes roadway and sidewalk improvements, decorative lighting, storm drainage improvements, water and sewer extensions, and landscaping. The project includes coordination with the City of Mukilteo, City of Everett, Mukilteo Water and Wastewater District, Washington State Ferries, BNSF, and the Tulalip Tribes.

