PORT OF HOOD RIVER COMMISSION
AGENDA – LOT 1 SPECIAL WORK SESSION
Tuesday, February 28, 2023
Port of Hood River Conference Room
10:00 a.m. – 11:00 a.m.
1000 E. Port Marina Drive, Hood River

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1. Call to Order – 10:00 a.m.

2. Introduction and Purpose of the Meeting *(Ben Sheppard)*

3. Situation Assessment Discussion *(20 minutes, Ben Sheppard)*
    1. *Prior Planning Work, New Situation*
        - *Quick review of prior planning work and the economic, public policy, and Port priority assumptions the most recent work was based on (Walker|Macy, Group MacKenzie, etc.)*
        - *Discussion on current conditions and changes that would affect those assumptions; i.e., post-pandemic regional economy, zone change possibility, new Port priorities and goal timelines. What is important to keep?*

4. Community Need & Benefit Discussion *(20 minutes, Ben Sheppard)*
    1. *The Role of Lot 1 in the Community, as a Place*
    2. *Highest and best use of the Lot for the Community*

5. Next Steps *(20 minutes, Ben Sheppard)*
    1. *Composition and Formation of Planning Charrette*
    2. *Identify Port liaison to City, County, Urban Renewal*

6. Recess into Executive Session Under ORS 192.660(2)(e) to conduct deliberations with persons designated to negotiate real property transactions and OR 192.660(2)(h) to consult with legal counsel regarding current litigation or litigation likely to be filed.

7. Adjourn

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Commission Memo

Prepared by: Genevieve Scholl
Date: February 28, 2023
Re: Reference materials for discussion

For the purposes of providing reference materials to inform the Commission discussion on Lot 1 development, Commissioner Sheppard has requested that staff provide the Walker|Macy Conceptual Plan and Infrastructure Framework Plan, both attached.

RECOMMENDATION: Information only.

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LOT 1 - DEVELOPMENT PLAN

Port of Hood River, Oregon
FEBRUARY 2016

WALKER | MACY

INTRODUCTION

The Port of Hood River has been revitalizing the Columbia Riverfront into a vital mix of industry and recreational uses that is uniquely tailored to its location. Lot 1 represents the largest remaining parcel available for development. Given its location at the entry point to the waterfront and its size of almost 9 acres, Lot 1's development will be a signature piece of the waterfront area. The following summarizes the preferred approach to development of Lot 1.

CHANGES AT THE RIVERFRONT

Over the past decade, the riverfront has transformed from open yards and industrial uses to a vital mix of industry and recreation that is rarely found in waterfront locations. The Port of Hood River has taken the lead in accommodating the community's desire to be connected to the waterfront while fulfilling its own aspirations to provide economic and light industrial development. The two uses have been seamlessly connected to establish a mutually beneficial development plan. Businesses operate in contemporary facilities that have good vehicular access to I-84 and the surrounding region while providing their employees the benefits of being on the waterfront. The community has an unparalleled connection to the world famous Columbia River Gorge wind and water. Through a series of public open spaces, visitors and residents can directly access the river and its shores.

In order to determine a preferred approach for its development, the Port undertook a planning effort to identify priorities and the best potential use for the site. The work presented here is based on previous studies, most notably the Lot 1 - Preliminary Concept Plan by Group Mackenzie (February 2013).

PORTWAY AVE.

OPPORTUNITIES AND CONSTRAINTS

Lot 1's size and location on the waterfront creates significant opportunities to establish a signature development meeting the community's and Port's aspirations. Its picturesque setting within the world class Columbia River Gorge makes it a desirable destination with convenient access to the waterfront amenities and the downtown business district. There are clear lines of visibility into the site, and convenient access from the adjacent I-84. Based on the Port's Strategic Business Plan and prior successful efforts in the Waterfront Business Park, consideration of the primary public objectives is necessary to guide development of Lot 1. The following goals were identified through discussion with the Port Commission:

- Target competitive wage jobs
- Attain high-quality design and construction
- Complement Hood River's downtown core
- Seek waterfront-compatible businesses
- Create a superior pedestrian environment with broad public access
- Emphasize environmental sustainability

In addition, the community places high priority on continued access to the riverfront and improving its amenities. The following elements were requested:

- Sufficient parking primarily for summer use. Parking is at a premium during peak summer hours especially during weekends and events.
- Additional access for pedestrians and bicyclists. There are on-going efforts to establish connections to the riverfront. Access to the waterfront through Lot 1 is desirable.
- Views from the I-84 crossing to the river and hillsides to the north should be preserved.
- Lot 1 buildings should be of the same visual quality as those located along Portway Ave. The community expressed the strong desire for continuity with existing development.

While filled with tremendous opportunity, the site also presents potential constraints. Site access is limited to the entry at N 2nd St. and I-84. This area is challenged with limited vehicular access to the riverfront and downtown at peak times. Transportation upgrades would increase use to Lot 1, but come with significant cost. While the site is open and expansive, it is esentially flat, a characteristic which presents challenges when dealing with stormwater management.

OBJECTIVES

Lot 1 represents more than 50% of the developable industrial land in the Port's current portfolio. This limited resource will be developed in a way that helps sustain the Port over the long term and meets its business goals. The following Port objectives have been identified:

- Maximize long-term revenue
- Consider current market needs vs. future opportunities
- Adhere to the Port's financial policies
- Be consistent with articulated disposition policy
- Maintain design and development control
- Contribute to maintenance costs for public infrastructure
- Leverage other resources and seek financial partners

PROCESS

The Walker Macy team was selected to engage in a study of Lot 1 and develop a scenario that enables the Port to move forward with development. Through an interactive process with the Port and the community, the site was analyzed, scenarios developed and a final approach determined. The team included KPFF civil engineers, Surround Architecture and DKS transportation consultants. During the process, there were three meetings in which the Port Commission and the public participated in a dialogue with the Port about the development. There were productive dialogues with the community and the Port Commission on June 16, August 4, and September 15, 2015 in which the merits of the the site and plan were discussed. There were also discussions with the City to determine the best methods of review and approval of the final plan. Lot 1 will be developed in consideration of the input from the stakeholders and with the requirements and framework established in the City's recent Waterfront Refinement

SITE CONTEXT

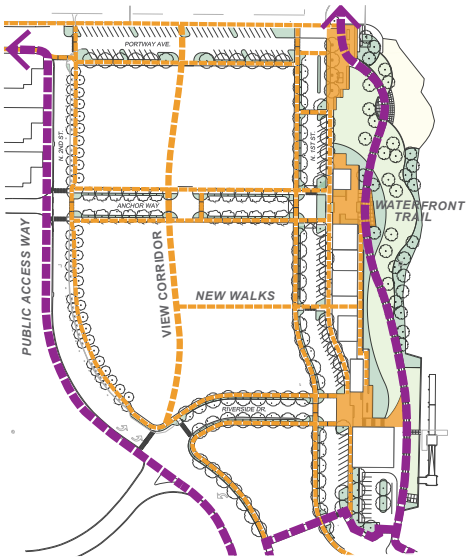
WATERFRONT REFINEMENT PLAN DESIGNATIONS

URBAN FORM

The team evaluated the site's physical and contextual aspects in order to establish recommendations for the form of development. Through the study of adjacent development, lot sizes and circulation patterns, the team arrived at a recommended urban form for the lot that would support the high quality of the waterfront. Given Lot 1's importance, these urban form elements should be included in all discussions with potential developers and the City.

The following provides the Port with definable elements that will contribute to the success of future development.

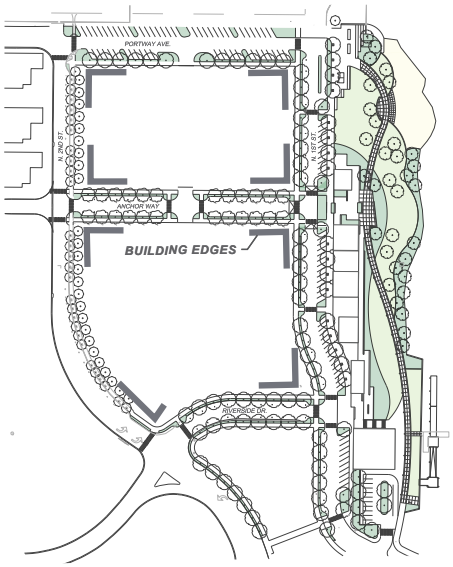
Urban Blocks: The Lot 1 parcels will continue the urban configuration found along Portway with the buildings located along the street frontage to provide visual definition of the street and a clear delineation of public and private uses. Streets will have an interconnected system of walks to encourage pedestrian use and establish a lively public realm.



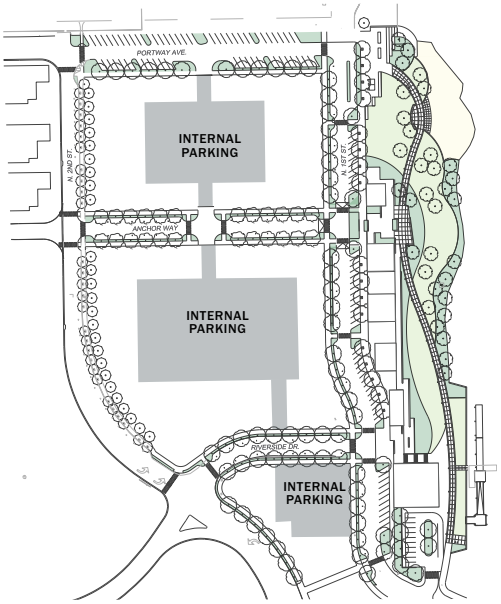
Pedestrian Network: A multi-modal circulation system will provide a clear and convenient access for pedestrians and bicyclists to travel to and from buildings as well as through the site. Site development should establish safe and easily accessed connections along the parcel edges, to primary building entries, and most importantly, through Lot 1 to facilitate district wide circulation.

VIEW OF SITE

View Corridor: Lot 1's location serves as an important connection to the waterfront. Views to and through the site from the I-84 bridge serve as a direct visual and physical connection. A primary pedestrian corridor will be tree-lined and include facilities for stormwater treatment. It will provide a convenient and inviting access through the site and the waterfront.



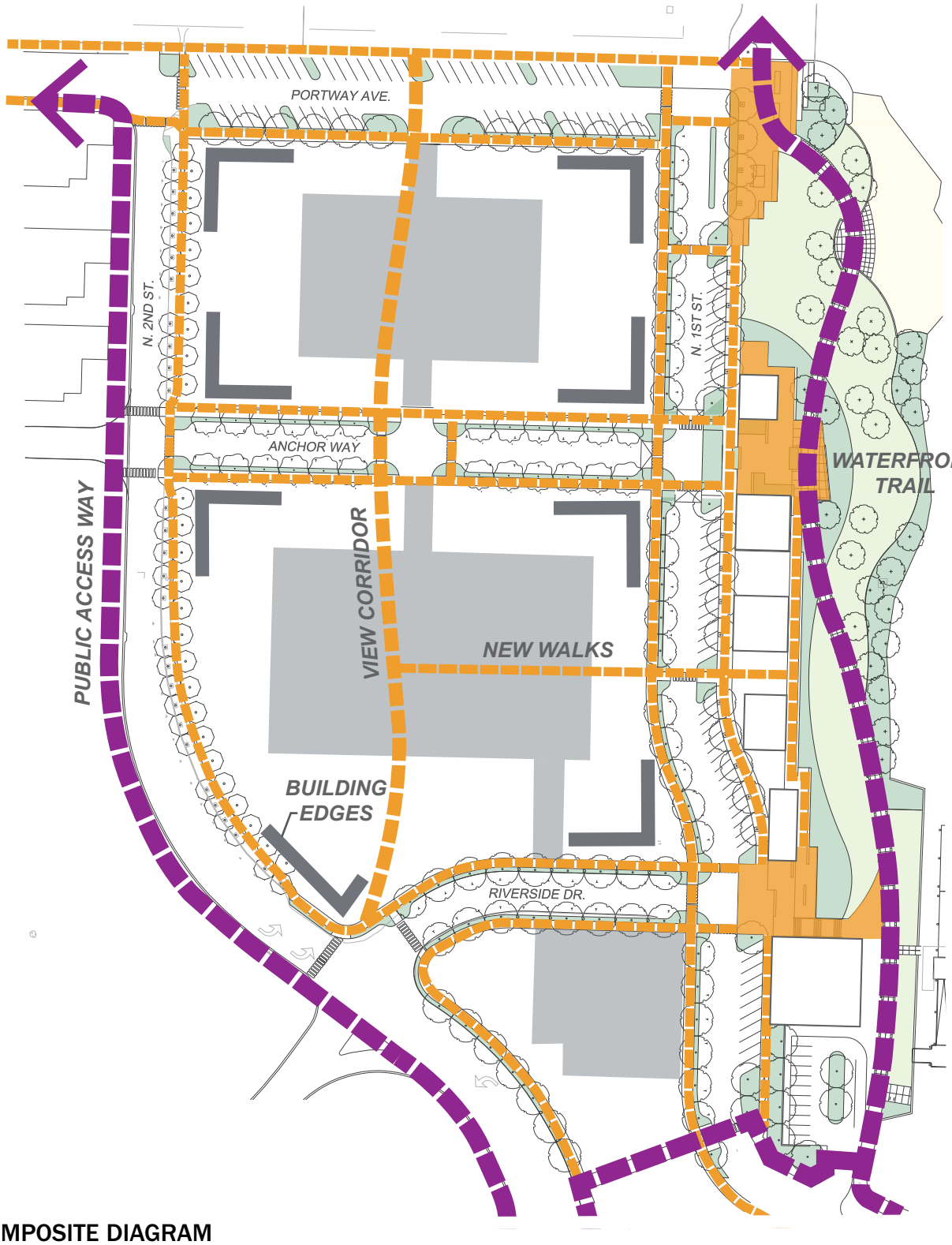
Significant Edges: Buildings can define edges to the streets that serve as an organizing feature on the site. The interface of building and street together with landscaped areas and screening of vehicular areas, will establish a neighborhood-like level of visual quality to the site and create a high quality pedestrian environment. Given the limitations on the size of buildings, it is important that new buildings are positioned to support the street edge. Locating buildings on corners provides a clear edge for those looking down street. Openings between buildings should be visually continued with plant material or masonry walls to reinforce the edge condition of the street and to screen service and parking areas.



Internal Parking: On-site circulation and parking is intended to be conveniently located to facilitate site functions. Parking configurations will be constructed to city standards. Access driveways will be located and configured for safe access, easy to locate and provide direct routing to buildings. Parking lots will be screened to minimize their visual impact, but while still providing safe access and egress and allowing good surveillance and monitoring.

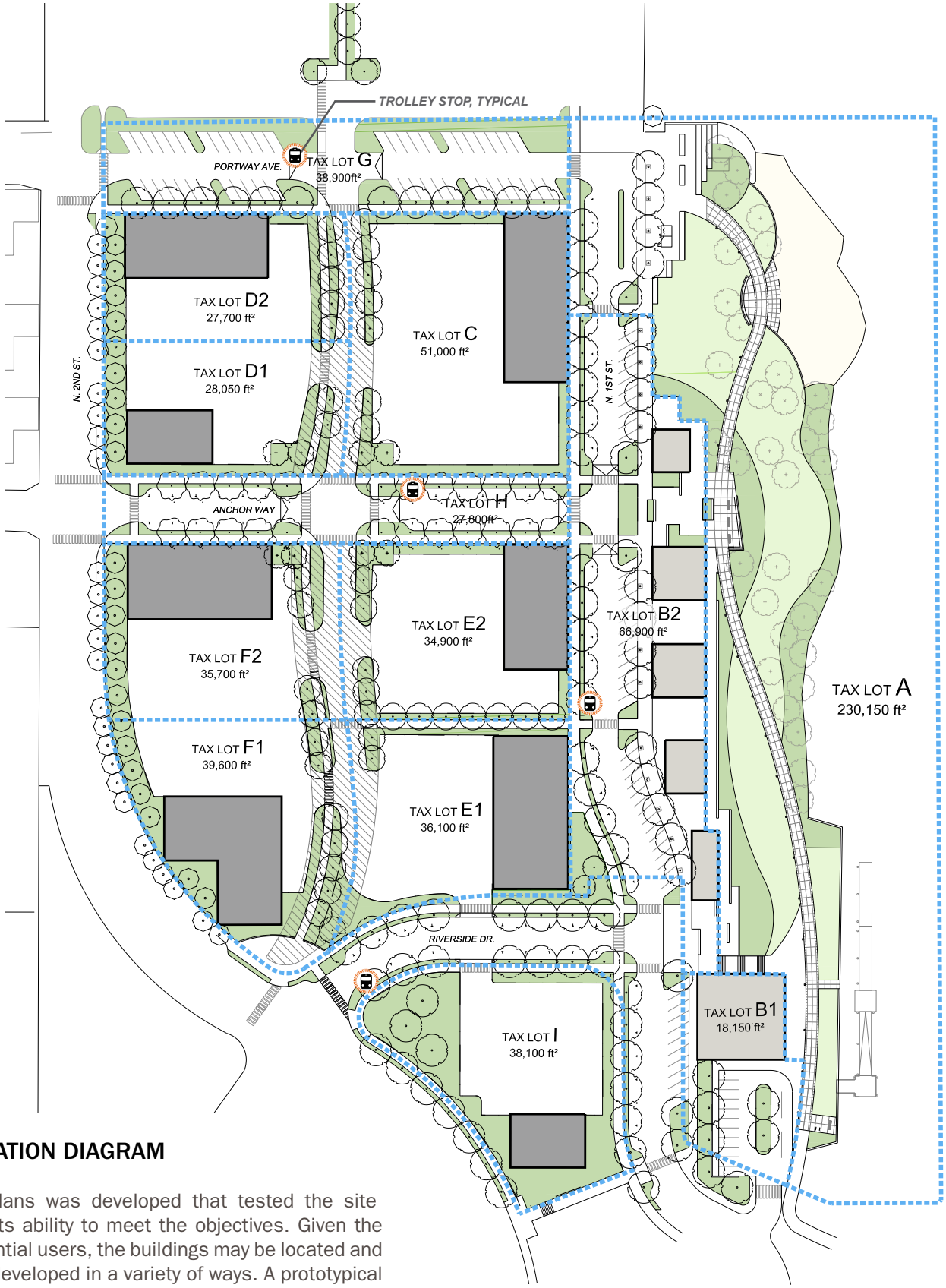
Lot 1's parking will be developed to facilitate use by the public during non-work hours. This parking will provide an important benefit to the waterfront's accessibility during peak use times. Monitoring and collection of revenue should be carefully assessed to establish a viable parking system.

Sustainability: The Port and the community have a commitment to support sustainable development. New buildings and facilities will be designed, built and maintained "*to create conditions under which humans and nature can co-exist in productive harmony, and that permit fulfilling the social, economic, and other requirements of present and future generations*"(Environmental Protection Agency, 2009). Stormwater facilities and possibly other services can be jointly developed to provide mutually beneficial development incentives while conserving resources.



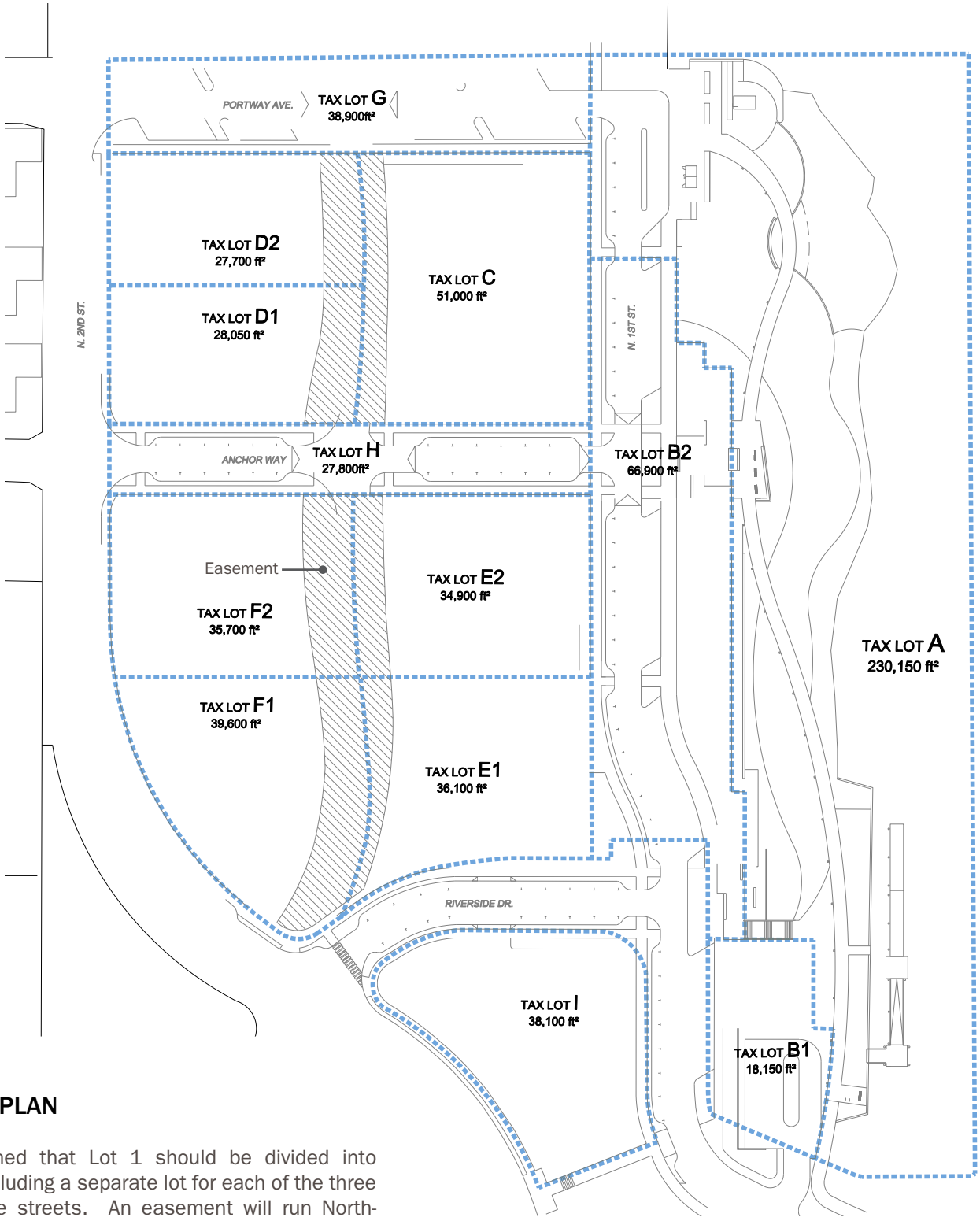
URBAN FORM COMPOSITE DIAGRAM

This diagram illustrates a conceptual framework for the site. It identifies the spatial configuration and is consistent with the objectives prioritized by the Port and the community.



DEMONSTRATION DIAGRAM

A series of plans was developed that tested the site capacity and its ability to meet the objectives. Given the variety of potential users, the buildings may be located and sites may be developed in a variety of ways. A prototypical approach was taken in developing a demonstration diagram that meets the objectives of the Port and community and remains consistent with the urban form guidelines. This diagram depicts one possible scenario of site development. See the Demonstration Development Plan Calculations and Parking Requirements for additional information.



SUBDIVISION PLAN

It was determined that Lot 1 should be divided into multiple lots, including a separate lot for each of the three proposed private streets. An easement will run North-South, allowing the phased development of an additional access route through the site. This layout allows for lots to be developed individually while maintaining a cohesive overall plan.

DEMONSTRATION DIAGRAM CALCULATIONS

The following tables indicate the development potential of the proposed taxlots based on City of Hood River zoning code, development standards, and the Demonstration Diagram.

TAXLOT	TOTAL AREA(SF)	BUILDING FOOTPRINT(SF)	BUILD-OUT(SF) (FOOTPRINT)(# OF FLOORS)	REQUIRED LANDSCAPE AREA(SF) (10% TAX LOT)	LANDSCAPE AREA SHOWN(SF)	REQUIRED STORMWATER TREATMENT AREA(SF) (TAXLOT-LAND.)(8% IMPERVIOUS)	ADDITIONAL LANDSCAPE AREA NEEDED TO MEET 10% (SF) (REQ. LAND. - REQ. SW)	AREA REMAINING(SF) (TAXLOT-(REQ. LAND. + REQ. SW))
A	230,150	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B1	18,150	6,580	6,580	1,815	1,994	1,307	508	16,335
B2	66,900	9,925	9,925	6,690	7,520	4,817	1,873	60,210
C	51,000	9,480	23,700	5,100	6,132	3,672	1,428	45,900
D1	28,050	4,000	10,000	2,805	6,346	2,020	785	25,245
D2	27,700	8,040	20,100	2,770	4,838	1,994	776	24,930
E1	36,100	10,010	25,025	3,610	4,881	2,599	1,011	32,490
E2	34,900	7,020	17,550	3,490	4,899	2,513	977	31,410
F1	39,600	10,200	25,500	3,960	8,575	2,851	1,109	35,640
F2	35,700	9,450	23,625	3,570	5,936	2,570	1,000	32,130
G	38,900	N/A	N/A	3,890	8,888	2,801	1,089	35,010
H	27,800	N/A	N/A	2,780	4261	2,002	778	25,020
I	38,100	3,500	8,750	3,810	14,721	2,743	1,067	34,290

PARKING REQUIREMENTS

TAXLOT	INDUSTRIAL PARKING (1 STALL/1000 SF)	INDUSTRIAL PARKING (3 STALLS/1000 SF)	COMMERCIAL PARKING (1 STALL/200 SF)	COMMERCIAL PARKING (1 STALL/300 SF)
A	N/A	N/A	N/A	N/A
B1	N/A	N/A	33	22
B2	N/A	N/A	50	33
C	24	71	N/A	N/A
D1	10	30	N/A	N/A
D2	20	60	N/A	N/A
E1	25	75	N/A	N/A
E2	18	53	N/A	N/A
F1	26	77	N/A	N/A
F2	24	71	N/A	N/A
G	N/A	N/A	N/A	N/A
H	N/A	N/A	N/A	N/A
I	9	26	N/A	N/A

SUMMARY

Total Potential Buildout: 145,000 SF to +200,000 SF

Subtotals:

Taxlots (A + B1+ B2) = 85,050 SF

Taxlot (I) = 38,100 SF

Taxlots (Other) = 47,605 SF

ASSUMPTIONS:

1. Building Footprint and Build-Out Areas are based on the Demonstration Diagram.
2. Required Landscape Area as per section 17.17.040 General Landscaping Standards, City of Hood River Municipal Code.
3. Required Stormwater Treatment is based on estimate provided by Civil.
4. Parking Standards as per requirements described in the Waterfront Refinement Plan Section 17.03.130 E. 7. and Section 17.03.060.G. Light Industrial Zone, City of Hood River Municipal Code.

UTILITIES

The site is generally well served by utilities for the anticipated development (See Phased Utility Concept Plan). The following summarizes the development needs for utility services.

Sanitary: Based on available survey data, the downstream reaches of the existing sanitary sewer lines are laid at minimal slopes and cannot be lowered to accommodate gravity flow from the new development. Therefore, a lift station is required to manage sanitary flows. The concept plan suggests locating the lift station to the north along Portway Avenue or within the Event Site parking lot to allow easy access for maintenance. Sanitary service connections for each lot can tie into a new gravity line flowing north to the lift station; the size and System Development Charges (SDC) fees associated with each service will be coordinated through City of Hood River Public Works as each development applies for a building permit. The current SDC fee schedule is included with the Preliminary Construction Cost Estimate.

Water: There is an existing public water main that loops Lot 1. The Lot 1 - Preliminary Concept Plan indicates this main provides adequate capacity to support redevelopment. These mains will be preserved and new fire hydrants installed in coordination with the reconstruction of the roadways. New domestic and fire services can be provided to each proposed lot from these mains. The size and SDC fees associated with each service will be coordinated through City of Hood River Public Works as each development applies for a building permit. The current SDC fee schedule is included with the Preliminary Construction Cost Estimate.

Franchise Utilities: The proposed concept plan for Lot 1 will align the new east-west roadway with Anchor Way. As a result, it may be necessary to realign the franchise utilities that were constructed with the North 2nd Street improvements to clear the area for redevelopment of proposed Lots E2 and F2. Terra Surveying has indicated that there is no easement recorded at the City for these lines. See the Phased Utility Concept Plan for additional information.

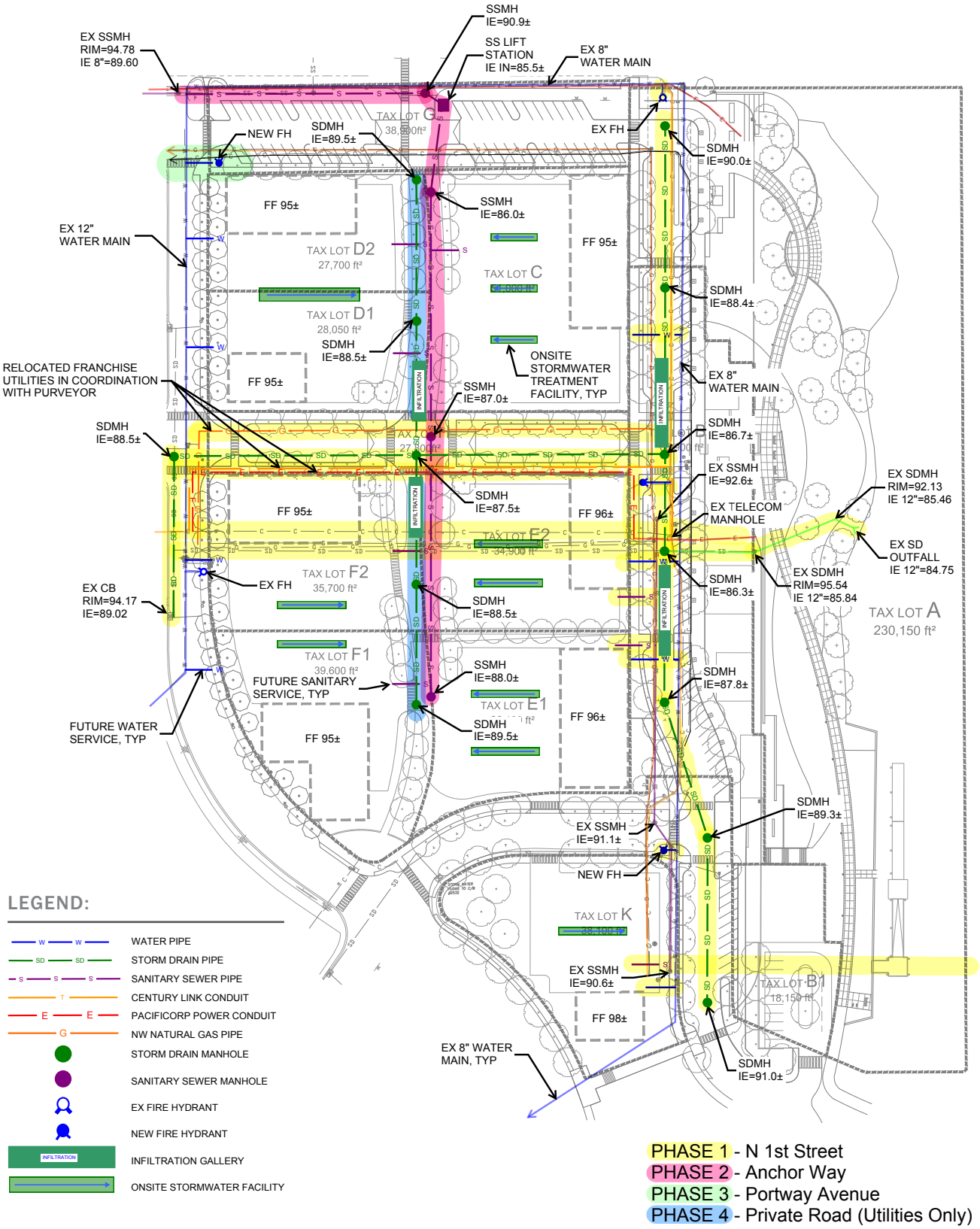
Stormwater: All stormwater runoff from new impervious surfaces will be managed in accordance with City of Hood River requirements. New development will include fine grading the site to capture, convey and treat surface runoff before it is released to an acceptable discharge location. Site design will accommodate the capture, treatment and infiltration of all runoff from the new development for the 100-year modeled storm event, with an emergency overflow to the existing 12-inch outfall to Nichols Basin.

Prior to final design, additional soil investigations and infiltration testing will be required to verify infiltration rates at proposed facility locations. The new public and private roadways will be designed with vegetated stormwater infiltration facilities that discharge to a new conveyance system. Supplemental below grade infiltration facilities will manage flows up to the 100-year modeled storm event with an overflow that ties into the relocated storm main. Each lot will be required to manage their own drainage for water quality and infiltration before tying any overflow to the Port's storm system.

See the Preliminary Construction Cost Estimate for initial cost evaluation, and the Stormwater Management Concept Plan for additional information.

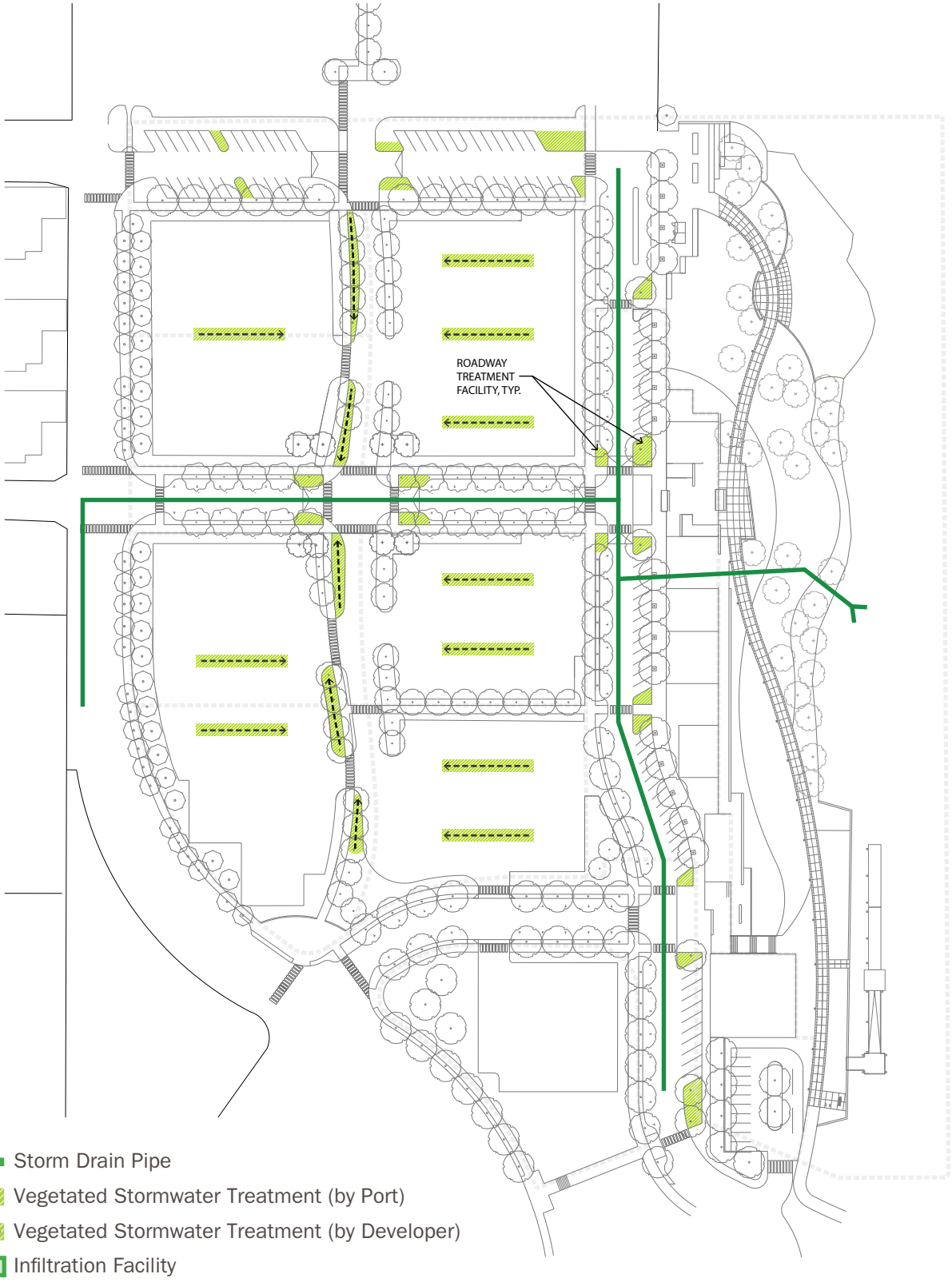
PHASED UTILITY CONCEPT PLAN

This diagram depicts the proposed utility improvements to serve the new roadways and future development. The colored highlights depict the potential phasing of infrastructure as each roadway is constructed.



STORMWATER MANAGEMENT CONCEPT PLAN

This diagram indicates the strategy to maximize onsite cleaning, detention and infiltration of stormwater. Runoff from the new improvements releases to the outfall in an overflow condition.



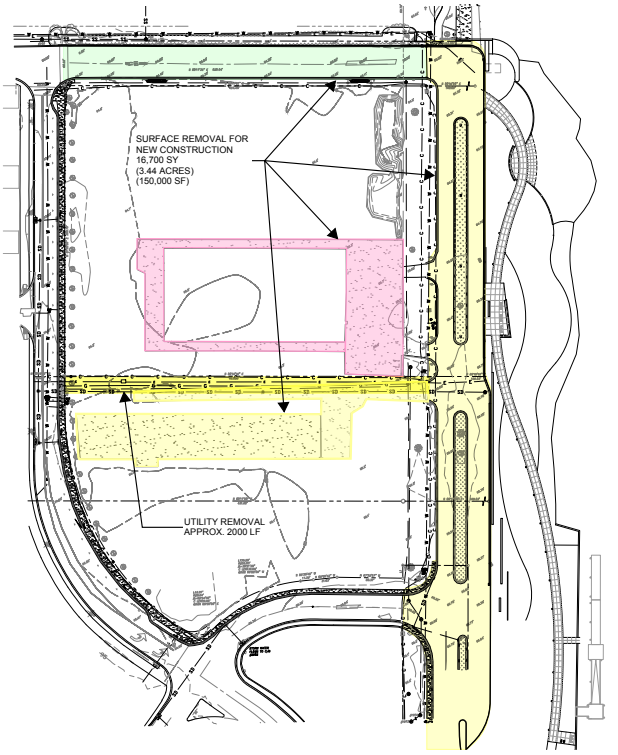
PRELIMINARY CONSTRUCTION COST ESTIMATE

The following estimate is provided to establish order of magnitude costs for primary development elements. It is understood that the Port intends to develop and maintain the streets as privately owned. Utility relocation cost allowances are planning level estimates developed in coordination with franchise utility representatives.

				PHASE 1: 1ST STREET		PHASE 2: ANCHOR WAY		PHASE 3: PORTWAY AVE		PHASE 4: PRIVATE ROAD		
CATEGORY	ITEM	UNIT	UNIT PRICE	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	TOTAL COST
Demolition	Erosion Control	ALLOW	$ 2,000	1	$ 2,000	1	$ 2,000	1	$ 2,000		$ -	$ 6,000
	Surface Removal	SY	$ 6	12000	$ 72,000	2800	$ 16,800	2800	$ 16,800		$ -	$ 105,600
	Rough Grading (1'/SF)	ACRE	$16,000	1.75	$ 28,000	0.75	$ 12,000	1	$ 16,000		$ -	$ 56,000
Streets	N 1st Street	LF	$ 1,000	1000	$1,000,000		$ -		$ -		$ -	$ 1,000,000
	Anchor Way	LF	$ 850		$ -	436	$ 370,600		$ -		$ -	$ 370,600
	Portway Avenue	LF	$ 1,050		$ -		$ -	436	$ 457,800		$ -	$ 457,800
Utilities	Water- Fire Hydrants	EA	$ 5,000	2	$ 10,000		$ -	1	$ 5,000		$ -	$ 15,000
	Storm - 12" pipe	LF	$ 60	835	$ 50,100		$ -		$ -	540	$ 32,400	$ 82,500
	Storm - manholes	EA	$ 4,000	5	$ 20,000		$ -		$ -	4	$ 16,000	$ 36,000
	Storm - infiltration	EA	$25,000	2	$ 50,000		$ -		$ -	2	$ 50,000	$ 100,000
	Sewer - 8" pipe	LF	$ 70		$ -	900	$ 63,000		$ -		$ -	$ 63,000
	Sewer - manholes	EA	$ 4,000		$ -	4	$ 16,000		$ -		$ -	$ 16,000
	Sewer - lift station	ALLOW	$75,000		$ -	1	$ 75,000		$ -		$ -	$ 75,000
Utility Relocation	Existing Utility Removal	LF	$ 15	2000	$ 30,000		$ -		$ -		$ -	$ 30,000
	Storm Main Relocation	ALLOW	$75,000	1	$ 75,000		$ -		$ -		$ -	$ 75,000
	Gas Main Relocation	ALLOW	$30,000	1	$ 30,000		$ -		$ -		$ -	$ 30,000
	Power Relocation	ALLOW	$35,000	1	$ 35,000		$ -		$ -		$ -	$ 35,000
	Telecom Relocation	ALLOW	$25,000	1	$ 25,000		$ -		$ -		$ -	$ 25,000
			Subtotal:		**$ 1,427,100**		**$ 555,400**		**$ 497,600**		**$ 98,400**	
			30% Estimating Contingency:		**$ 428,130**		**$ 166,620**		**$ 149,280**		**$ 29,520**	
			Subtotal:		**$ 1,855,230**		**$ 722,020**		**$ 646,880**		**$ 127,920**	
			12% Overhead & Profit:		**$ 222,628**		**$ 86,642**		**$ 77,626**		**$ 15,350**	
			Phase Subtotals:		**$ 2,077,858**		**$ 808,662**		**$ 724,506**		**$ 143,270**	
			30% Permitting & Design Fees:		**$ 623,357**		**$ 242,599**		**$ 217,352**		**$ 42,981**	
			Phase Totals:		**$ 2,701,215**		**$ 1,051,261**		**$ 941,857**		**$ 186,252**	

GRAND TOTAL: $ 4,880,585

Note: Cost Estimate is based on 2015 unit pricing and does not account for cost escalation.



PHASED DEMOLITION PLAN

Hood River Utility SDC and Connection Fees

(per Resolution 2003-11, Water and Wastewater System Development Charges)

Water - Domestic & Fire Services

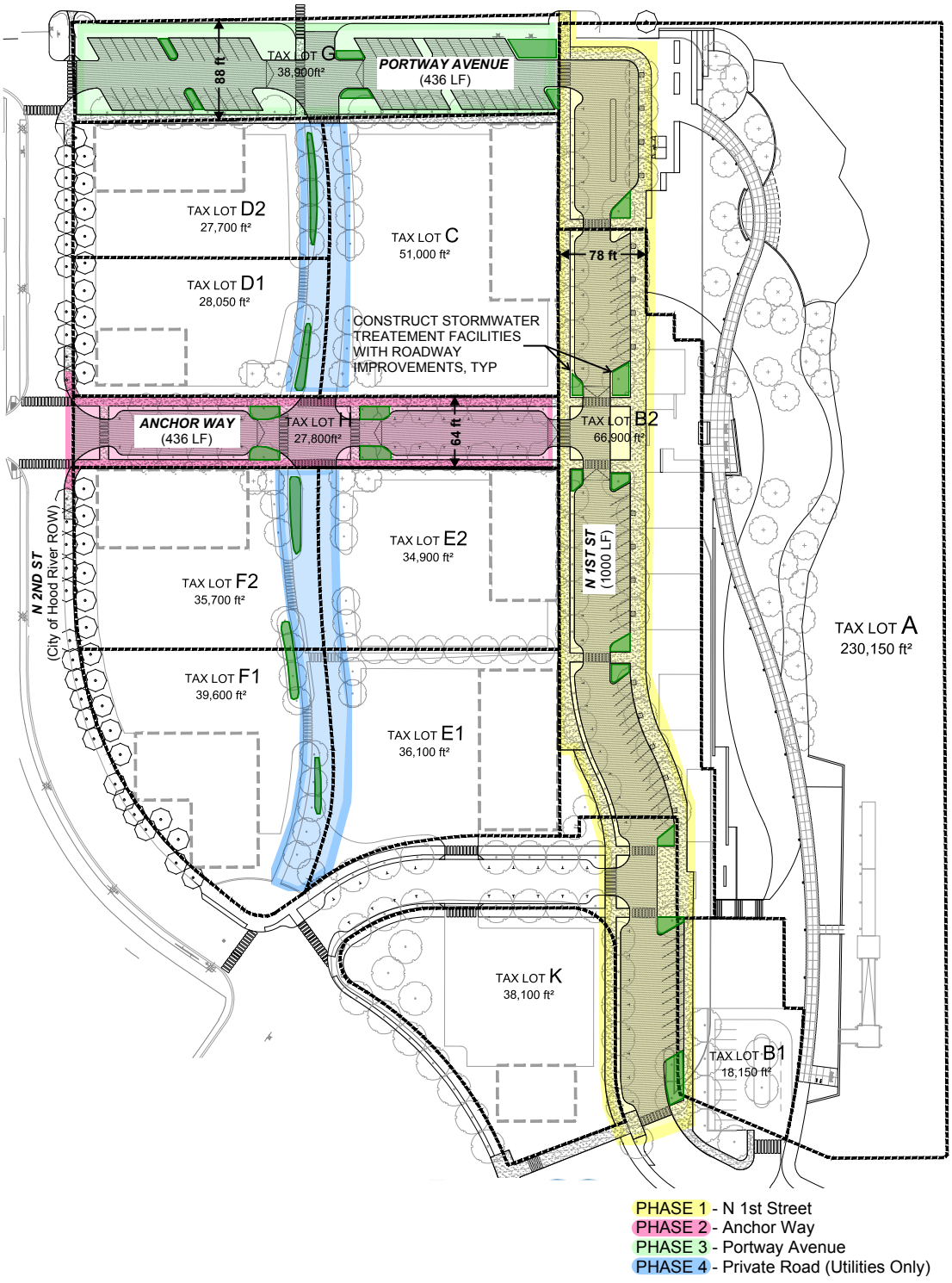
Size	SDC	Connection
3/4"	$2,585	$1,298
1"	$4,309	$1,358
1-1/2"	$8,616	$1,642
2"	$13,786	$2,717
3"	$30,159	Actual cost + 10%
4"	$51,700	Actual cost + 10%
6"	$107,709	Actual cost + 10%
8"	$155,100	Actual cost + 10%

Wastewater

Size	SDC	Connection
3/4"	$1,408	n/a
1"	$2,347	n/a
1-1/2"	$4,692	n/a
2"	$7,507	n/a
3"	$16,424	n/a
4"	$28,154	n/a
6"	$58,655	n/a
8"	$84,463	n/a

PHASED ROADWAY IMPROVEMENTS PLAN

This diagram depicts the phasing of the proposed roadway improvements. The interior private road denoted as Phase 4 will be constructed as part of future lot development and is not included in the the Preliminary Construction Cost Estimate.



PHASING

Based on capital investment costs, it is anticipated that the Port will proceed with a phased plan for development. Street improvements and utility modifications should precede parcel development to establish the desired configuration for full build-out of the site, and allow for access and utility connections for each parcel. The order of street development is anticipated as follows:

Phase 1. N. 1st Street
Phase 2. Anchor Way
Phase 3. Portway Avenue
Phase 4. Private Road

Refer to the Preliminary Construction Cost Estimate and the Phased Road Improvements Plan for additional information.

SUBDIVISION APPLICATION PROCESS

After review of the draft Development Plan by the City Manager and Senior Planner for the City of Hood River, it was recommended that the Port pursue a Subdivision application to establish the street and developable area layout. Following Subdivision approval, site plans for the parcels can be submitted for review when building locations and elevations have been established. Adherence to existing codes and the Waterfront Refinement Plan will be incorporated. The following summarizes the steps in the process.

1. Pre-Application Conference. This requires materials to be submitted in advance (see Pre-App Form)

2. Neighborhood Meeting (17.09.130). This is required for subdivisions, and required before an Application is submitted. This is not the same as a Hearing.

3. Prepare Application for Preliminary Plat (see Hood River Zoning Code Chapter 16.08)

4. The Planning Dept. prepares a written staff report which includes a recommendation for approval, approval with conditions, or denial. Criteria are described in zoning code Chapter 16.08.

5. All subdivisions must conform to design standards in Chapter 16.12. This includes an Access Permit, with ODOT review due to proximity to interchange and a Traffic Impact Analysis.

6. Public Hearings. At least twenty (20) days before a scheduled quasi-judicial public hearing (Planning Commission), notice of the hearing shall be mailed to owners of property within 250 feet of the subject property and any affected governmental agency, department, or public district.

7. Planning Commission to issue a Notice of Decision following Hearing.

8. Planning Commission decisions may be appealed to the City Council. Preliminary Plat is valid for 2 years.

9. Prepare Application for Final Plat (Ministerial Review). This decision can be appealed to the Planning Commission.

Refer to the Subdivision Plan for additional information.

SITE PLAN REVIEW

Once a subdivision Final Plat is approved, development on each new lot must go through Site Plan Review. Requirements are listed in 17.16.030 and criteria are in 17.16.040. The Planning Director reviews all site plan review applications (Administrative Review).

- Site Plan Review includes a Pre-Application Conference.

- Site Plan Review triggers the standards of the Waterfront Overlay (17.03.130).

- Site Plan Review requires a Traffic Impact Analysis. Access to streets and roads within the IAMP Overlay Zone are subject to joint review by the City and ODOT.

- Approval is valid for 2 years.

- Site Plan Review is followed by submittal of Building and Site Development (Grading) Permits to the Building Department.

SCHEDULE

Pre-application conferences are typically scheduled three- to four weeks after required application materials are submitted. The planning department has up to 30 days to determine if the application is complete. After a land use application is deemed complete, the City has up to 120 days to render a final decision. Verify with the City for current timelines. This suggests a total timeline of about 1.5 years for a project to complete Subdivision and Site Plan Review.

FEES

Pre-application Conference = $675.00

Subdivision = $3,007.00
(+ Per Lot fee in addition to Subdivision fee = $99.00)

Final Plat Approval (Subdivisions) = $843.00

Site Plan Review (Administrative/Planning Director) = $1,253.00

> 5 acres (Quasi-judicial/Planning Commission) = $4,303.00

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LOT 1 - PUBLIC INFRASTRUCTURE FRAMEWORK PLAN

PORT OF HOOD RIVER
HOOD RIVER, OREGON
JANUARY 2019

WALKER|MACY

Contents

ACKNOWLEDGEMENTS:

Port of Hood River

City of Hood River

Walker Macy

KPFF Consulting Engineers

Surround Architecture

Introduction

The Port and the Hood River Urban Renewal Agency (URA) seek to continue longstanding efforts to revitalize and enhance the Hood River Waterfront, an important local and regional resource. The largest remaining contiguous upland property that is crucial to this revitalization effort is Lot 1.

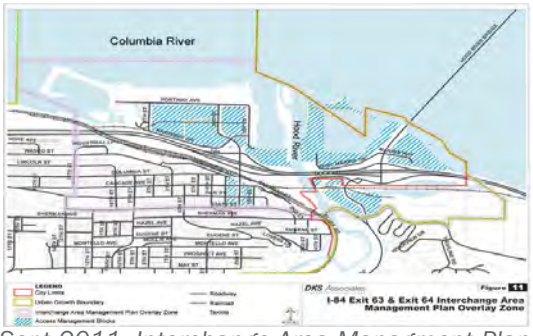
Lot 1 is approximately 9 acres in size, sits at the most visible corner of the waterfront and represents the largest undeveloped industrial property in Hood River. It provides a key opportunity for future job creation and added tax base to the community. Equally important, the site can establish important visual, physical, and commercial links between downtown and the waterfront, and provide new locations for active public spaces and recreational access. The site will be challenging to develop in a way that meets the many public expectations for it. But the Port, the URA, other local and state partners and residents alike have long considered the lot's development as the capstone to a thriving waterfront.

Through the 2014 Waterfront Refinement plan, the Port and the City were able to implement policies governing zoning and development that would leverage the Port's innovative development goals with City code to maximize use and access by the many diverse interests in the area. This "Public Infrastructure Framework Plan" is built upon those previous efforts and represents the next step in achieving the community's goals for the property.

Project Purpose

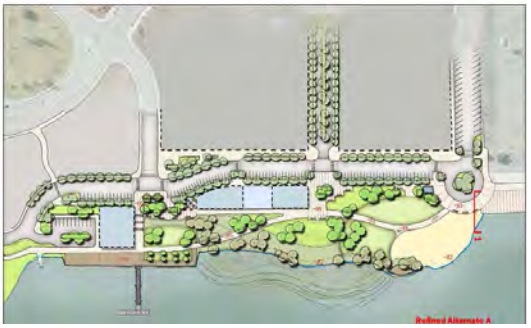
For Lot 1 to be viable for development, significant improvements are needed to roads and utility systems. In 2016, a collaborative effort between the Port, City, and the public resulted in preparation of a Long-Term Plan for Lot 1 which described the public goals, urban design principles, and overall concept for future development of Lot 1. The purpose of the current work is to summarize the public infrastructure required to achieve the full build-out of Lot 1 consistent with the 2014 Plan. It is also intended to provide key information for the URA to determine whether tax increment resources should be allocated to help finance the cost of needed public infrastructure.

2007-08 Waterfront Development Strategy
Group Mackenzie



Sept 2011: Interchange Area Managment Plan
DKS Associates

February 2013: Lot 1 Preliminary Concept Plan
Group Mackenzie



March 2014: Nichols Basin West Edge Trail
Walker Macy

Project Goals

The following project goals associated with the Public Infrastructure Framework Plan were identified through multiple discussions with the Port of Hood River Commission and Hood River Urban Renewal Board:

1. Illustrate the full build-out of Lot 1 based on prior approved concept plans, consistent with zoning.

2. Describe the type, location, and cost of public infrastructure that will be necessary to enable full build-out.

3. Identify other public amenities that could help create an accessible and active public interface.

4. Describe the potential extent and timing of private investment if public infrastructure projects are implemented.

5. Identify approaches to phase in the installation of infrastructure projects. Ensure that all projects identified are consistent with the 2008 Waterfront Urban Renewal Plan.

6. Provide a basis for the Hood River Urban Renewal Agency to determine whether to invest tax increment resources in Lot 1 infrastructure.

Development Objectives

Lot 1 represents the largest developable parcel remaining on the Hood River Waterfront. Throughout multiple planning efforts, the Port, the City, and local citizens have seen its development as a singular opportunity to meet multiple, long-standing community needs and fulfill the long-standing vision of a thriving, environmentally responsible "front door" to Hood River. The 2016 "Lot 1 Development Plan" articulated the following objectives that are important in the long-term implementation of this community vision:

a. Target competitive wage jobs.

b. Ensure high quality design and construction.

c. Complement Hood River's downtown core.

d. Seek waterfront-compatible businesses.

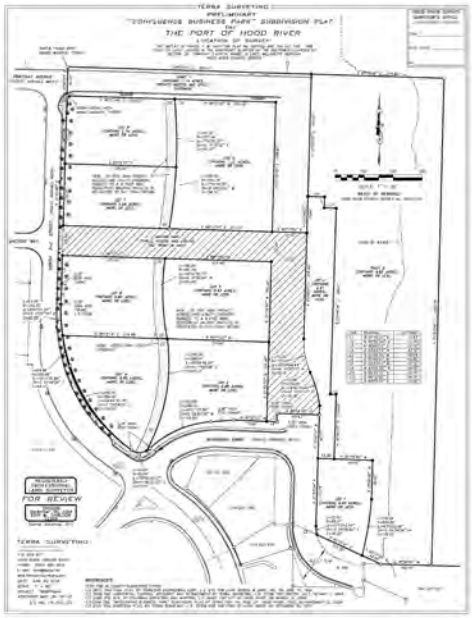
e. Create a superior pedestrian environment with broad public access.

f. Emphasize environmental sustainability.

Process

The Walker|Macy team, including KPFF Civil Engineers and Surround Architecture, was tasked to provide a basis for understanding the components required to develop Lot 1. Through an interactive process with the Port and City, the team identified the extent of needed infrastructure projects, developed scenarios, and prepared materials describing the preferred approach. This work is intended for public review and review by the URA and the Port Board of Commissioners.

Lot 1 - Development Plan (2016)



Subdivision Plat - Port of Hood River (2016)

Trends

The Hood River waterfront is a very attractive place for businesses to locate and thrive. The high quality and diversity of businesses and their investments in the area increase the value of adjoining properties. Given its location and size, Lot 1 should benefit from the success of the adjacent waterfront businesses in attracting high quality development. These new businesses will bring additional employment to the city and increase its tax base.

The team examined the recent development pattern at the riverfront to ascertain what general trends may apply to Lot 1.

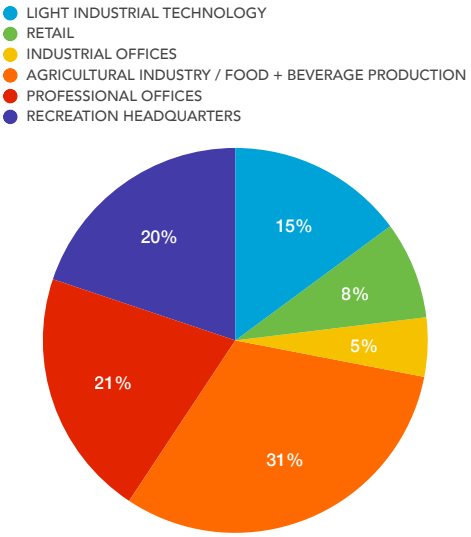
The following summarizes the building size and the employment generated in recent projects built in the area. The diversity of business types has generated 280 jobs within these projects.

Commonalities include:

- Building types - there are combination multi-tenant buildings, and single user buildings.
- Densities- Buildings of up to 3 stories accommodate mixed user types in multi-tenant buildings.
- Urban design and users experience - mixed uses makes a rich community of various user types and flexibility for long term success.
- User types- Most common business type comes from the agriculture and food production industry.

AREA OCCUPANCIES

OCCUPANCY	AREA (SF)
Light Industrial Technology	30,000
Retail	16,500
Industrial Offices	10,000
Agricultural Industry / Food + Beverage Production	63,000
Professional Offices	42,000
Recreation Headquarters	40,000



USES/ACRE

HOOD RIVER WATERFRONT

PROJECT	LOT AREA (SF)	LOT AREA (ACRES)	BUILDING AREA (SF)	BUILDING AREA/ACRE*	EMPLOYMENT	EMPLOYMENT/ACRE**	PARKING	PARKING/ACRE***
303 Portway	34,950	0.8	20,505	25,631.25	50	62.5	48	60
505 Portway	54,450	1.25	40,769	32,615.2	100	80	62	49.6
602 Anchor Way	55,182	1.27	32,000	25,196.85	30	23.62	27	21.26
489 N. Eighth	69,770	1.6	30,000	18,750	50	31.25	50	31.25
Nichols Way	37,805	0.87	29,896	34,363.22	50	57.47	64	73.56
TOTAL	252,157	5.79	153,170	*26,454.23*	280	*48.36*	251	*43.35*

Summary:

* An average building area of 26,500 SF per acre of mixed use employment

** An average of 48 jobs per acre of mixed use employment

*** An average of 43 parking spots per acre of mixed use employment

Trends

LOT ONE *EXTRAPOLATED* DATA

LOT ONE HOOD RIVER

BUILDING	LOT AREA (SF)	LOT AREA (ACRES)	BUILDING AREA/ACRE*	BUILDING AREA (SF)	EMPLOYMENT/ACRE**	EMPLOYMENT (AVG.)	PARKING/ACRE***	PARKING
Tax Lot B	66,900	1.54	- - - - -	7,000	- -	20	- -	40
Tax Lot C	51,000	1.17	26,500	31,005	48	56.16	43	50.31
Tax Lot D1	28,050	0.64	26,500	16,960	48	30.72	43	27.52
Tax Lot D2	27,700	0.64	26,500	16,960	48	30.72	43	27.52
Tax Lot E1	36,100	0.83	26,500	21,995	48	39.84	43	35.69
Tax Lot E2	34,900	0.8	26,500	21,200	48	38.4	43	34.4
Tax Lot F1	39,600	0.91	26,500	24,115	48	43.68	43	39.13
Tax Lot F2	35,700	0.82	26,500	21,730	48	39.36	43	35.26
TOTAL	319,950	7.35	26,500	160,925	48	299	43	290

* An average building area of 26,500 SF per acre of mixed use employment

** An average of 48 jobs per acre of mixed use employment

*** An average of 43 parking spots per acre of mixed use employment

These businesses built over 200,000 sf of buildings over a 9 year period which equates to a development rate of 22,000sf per year.

If these trends are applied to Lot 1, it could generate over 170,000 sf of buildings in less than an 8 year period providing over 300 jobs and $40 – $50M in improvements.

These trends are encouraging and provide a possible scenario for development of Lot 1 that could benefit both the Port and the City of Hood River. Economic analysis should be undertaken to determine specifics of market demand, the potential of attracting desired types of businesses, and financial conditions that will influence the likely development.

Illustrative Perspectives

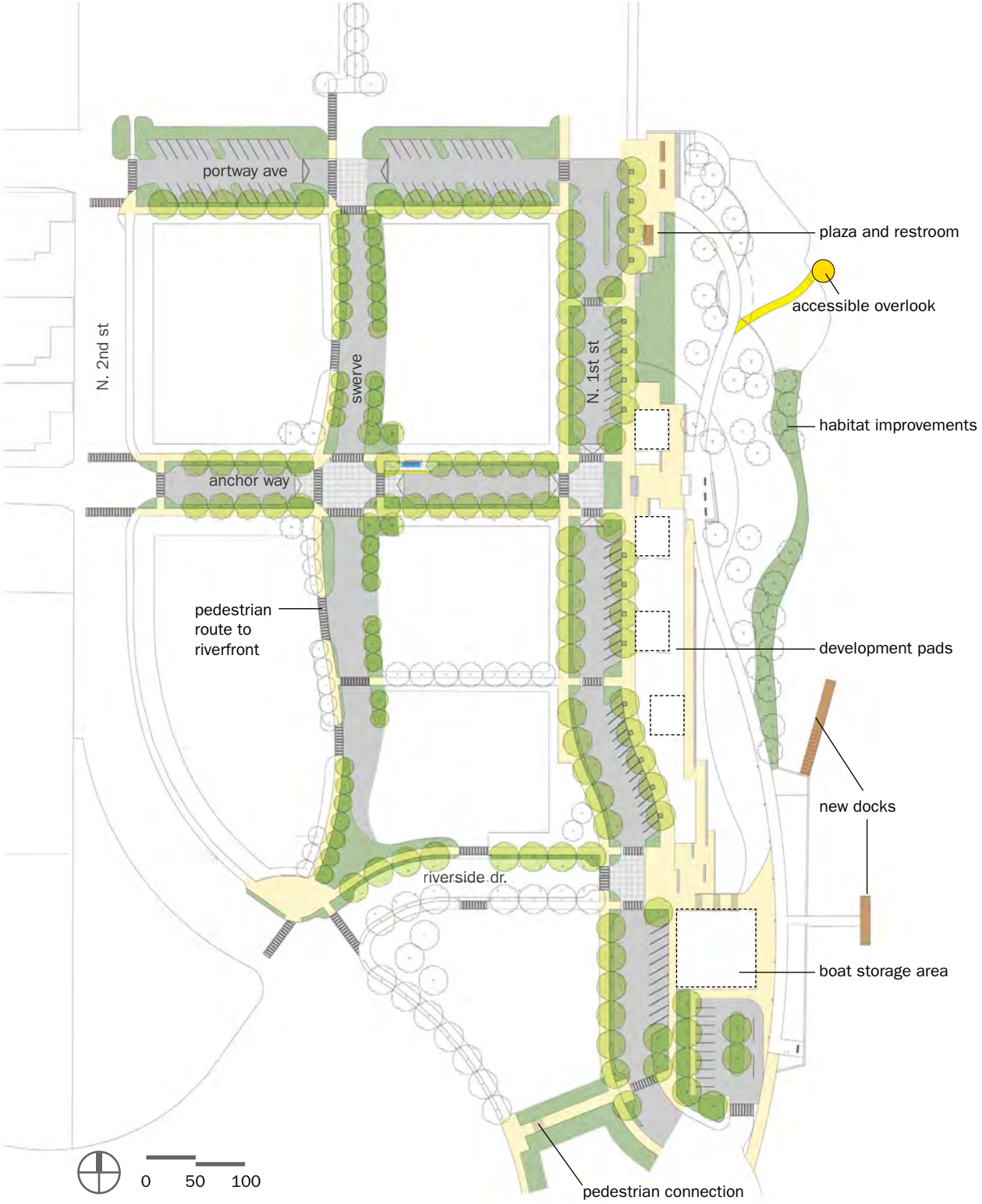
Description

In 2015 the City Council provided significant direction for the development of Lot 1 by adopting a Waterfront Refinement Plan and a Waterfront Overlay zone. Following this direction, the Port provided the 2016 planning effort completed by the Walker Macy team (Lot 1 - Development Plan) which outlined further refinement for future development. This report builds on the previous plan's concepts and further refines the potential appearance and development of Lot 1. The Port believes that Lot #1 should be developed in a manner that continues the high standards of design and construction quality that has been carried out on the riverfront in recent years and seeks a mix of uses that will add to this vital and active waterfront district.

Illustrative Perspectives

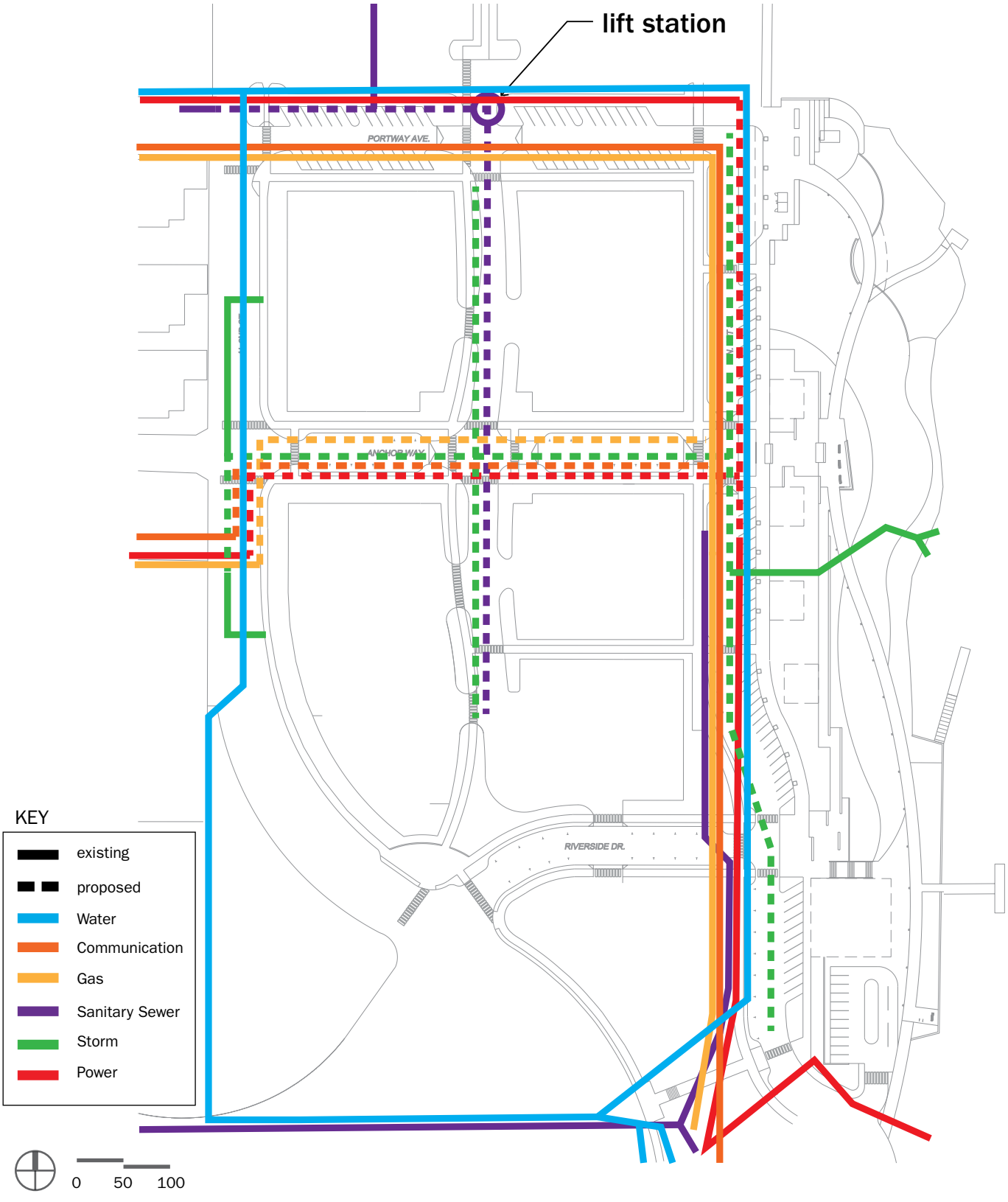
Comprehensive Infrastructure & Enhancement Plan

This plan illustrates the physical improvements proposed for Lot 1 to support development. These improvements are further described in the report.



Comprehensive Utility Plan

This plan illustrates the new and existing utilities needed to support development of Lot 1. These improvements are further described in the report.



Required Public Infrastructure

Description

In order for Lot 1 to be viable for development, streets, walks, landscape and utilities are needed. The following pages describe each of the improvement elements and their projected costs calculated in 2021 dollars.

The following summarizes the costs of the infrastructure improvements:	Estimated Costs:
• 1st Street (south)	$2,076,350
• 1st Street (north)	$1,459,100
• Portway Avenue	$1,951,300
• The Swerve	$1,285,100
• Anchor Way	$1,547,200

*Project: **1st Street (south)***

Description

Building the south end of 1st Street provides a new active street edge to adjacent development parcels and contributes towards creating a better connected waterfront.

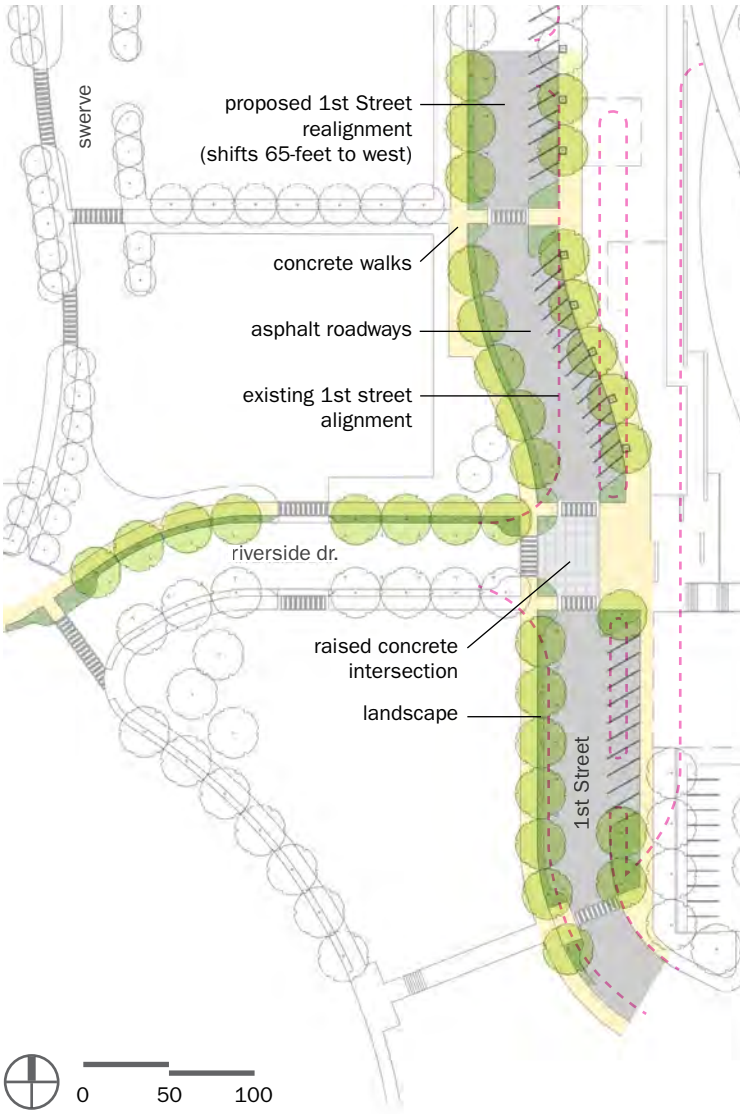
Components include:

- Realign street with parking and walks
- Curbside stormwater basins
- Utility improvements include:
- New electrical
- New storm sewer

Order of Magnitude Cost

1. Streets/Walks	$811,740
2. Utilities	$172,750
3. Landscape	$111,260
Subtotal	***$1,095,750***
Escalation	$172,717
Contingency	$328,725
Subtotal	***$1,597,192***
Permitting & Design Fees	$479,158
Total	***$2,076,350***

NOTE: Estimates based on 2021 dollars.



Location

Raised Intersection Example

*Project: **1st Street (north)***

Description

Realignment of 1st Street to the north provides a new street with safe pedestrian crossings, on-street parking and new plantings. As a result, adjoining lots are accommodated at the west edge of the new 1st Street, and new pedestrian connections.

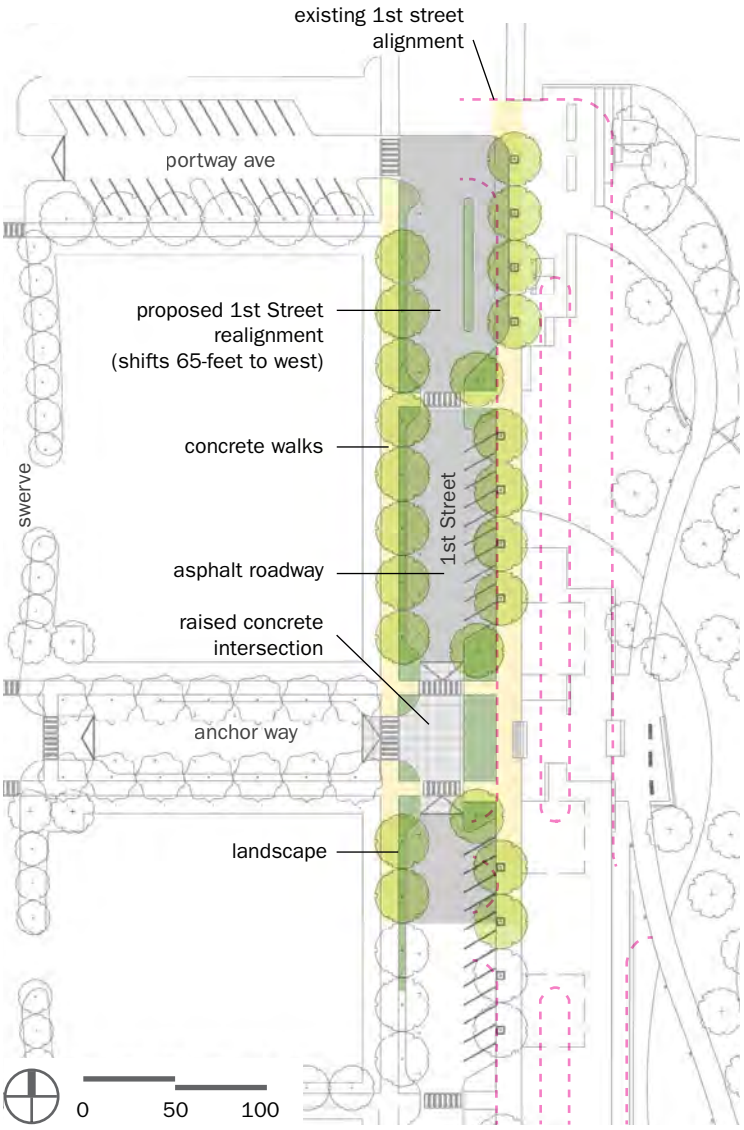
Built components include:

- Realigned 1st Street with parking and walks
- Festival street opportunity
- Utility improvements include: new electrical service, new storm sewer

Order of Magnitude Cost

1. Streets/Walks	$546,000
2. Utilities	$99,000
3. Landscape	$125,000
Subtotal	***$770,000***
Escalation	$121,371
Contingency	$231,009
Subtotal	***$1,122,380***
Permitting & Design Fees	$336,720
Total	***$1,459,100***

NOTE: Estimates based on 2021 dollars.



Location

Festival Street Example

Project: ***Portway Avenue***

Description

Rebuilding of Portway Avenue provides safer pedestrian connections, drainage upgrades and improved on-street parking. Mid-block pedestrian and vehicular movements accommodate build-out of adjacent lots and establish safe access to the beachfront.

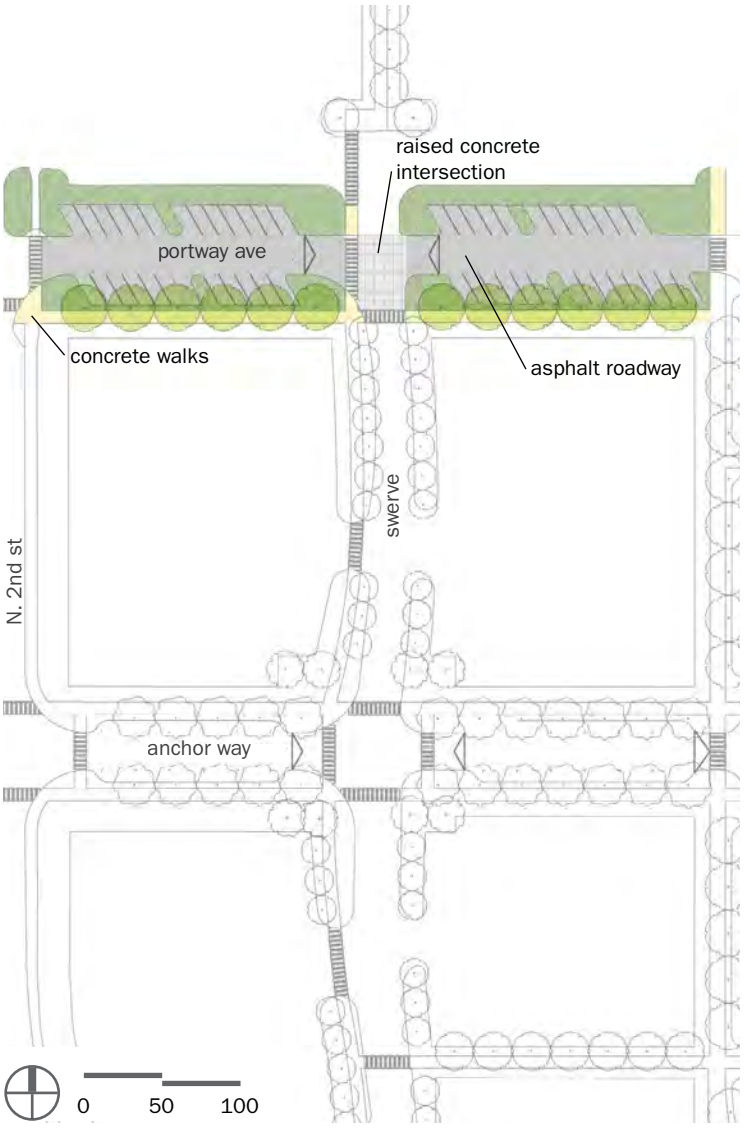
Built components include:

- Improved street including parking and walks
- Mid-block pedestrian connections
- Sanitary sewer to be extended from south to a new lift station

Order of Magnitude Cost

1. Streets/Walks	$439,500
2. Utilities	$250,250
3. Landscape	$340,000
Subtotal	***$1,029,750***
Escalation	$162,314
Contingency	$308,935
Subtotal	***$1,500,999***
Permitting & Design Fees	$450,301
Total	***$1,951,300***

NOTE: Estimates based on 2021 dollars.



Location

Mid-block Crossing Example

Project: ***Swerve***

Description

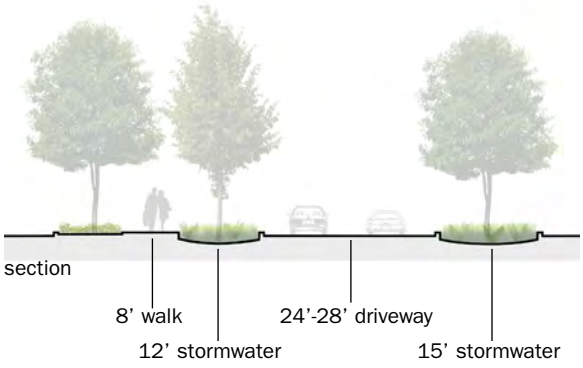
The Swerve will provide multiple functions including:

- A pedestrian connection from downtown Hood River to the popular riverfront event site
- Vehicular access to future off-street parking lots within the interior of Lot 1
- Basins to capture & clean stormwater runoff of adjacent pavements

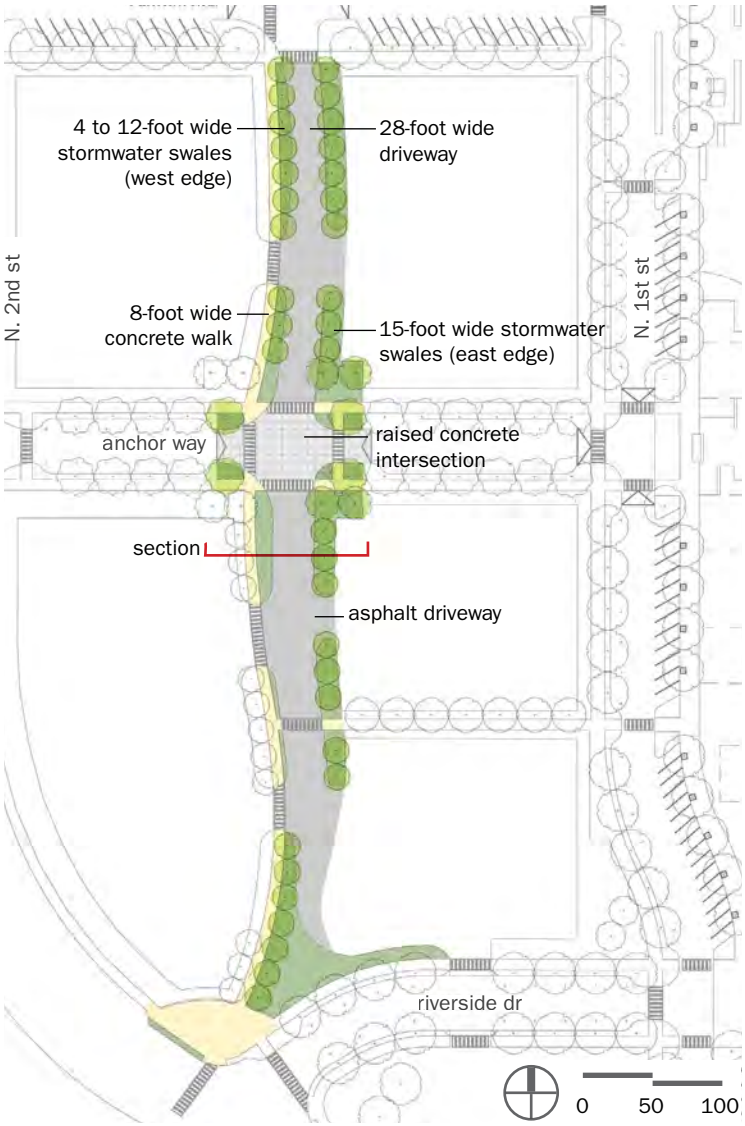
Order of Magnitude Cost

1. Streets/Walks	$348,200
2. Utilities	- - -
3. Landscape	$306,000
4. Furnishings	$24,000
Subtotal	***$678,200***
Escalation	$106,901
Contingency	$203,460
Subtotal	***$988,561***
Permitting & Design Fees	$296,539
Total	***$1,285,100***

NOTE: Estimates based on 2021 dollars.



Location



Pedestrian Walk Example

Project: ***Anchor Way***

Description

Building Anchor Way on Lot 1 extends the existing alignment of Anchor Way from the west of 2nd Street and connects to Nichols Basin waterfront. The streetscape provides space for two-way vehicular movement, parallel parking on both sides, pedestrian walks and mid-block crossings. This alignment also enables direct access to future development lots. Existing utilities will be relocated to align with the new street.

Built components include:

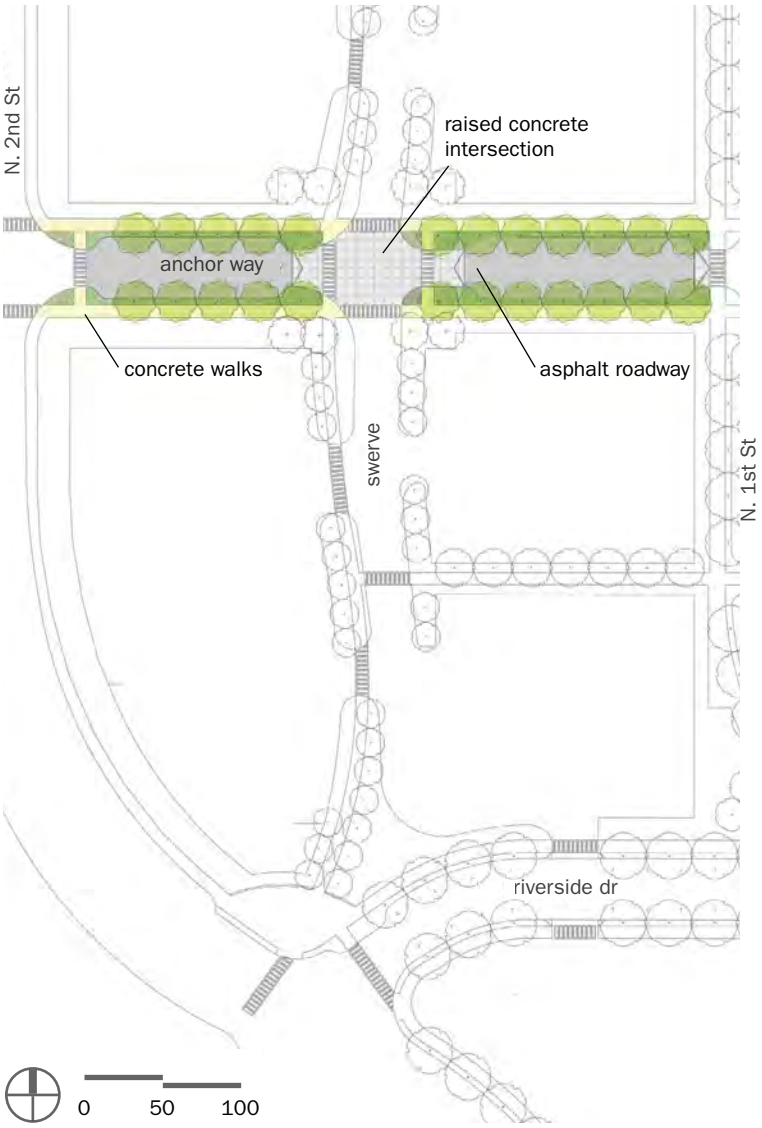
- New street through Lot 1 to align with existing Anchor Way with parking and walks
- Realignment of utilities including:

  electrical power, stormwater, sanitary sewer, communication, and gas

Order of Magnitude Cost

1. Streets/Walks	$424,500
2. Utilities	$277,000
3. Landscape	$115,000
Subtotal	***$816,500***
Escalation	$128,701
Contingency	$244,954
Subtotal	***$1,190,155***
Permitting & Design Fees	$357,045
Total	***$1,547,200***

NOTE: Estimates based on 2021 dollars.



Location

Stormwater Treatment Example

Enhancement Projects

Description

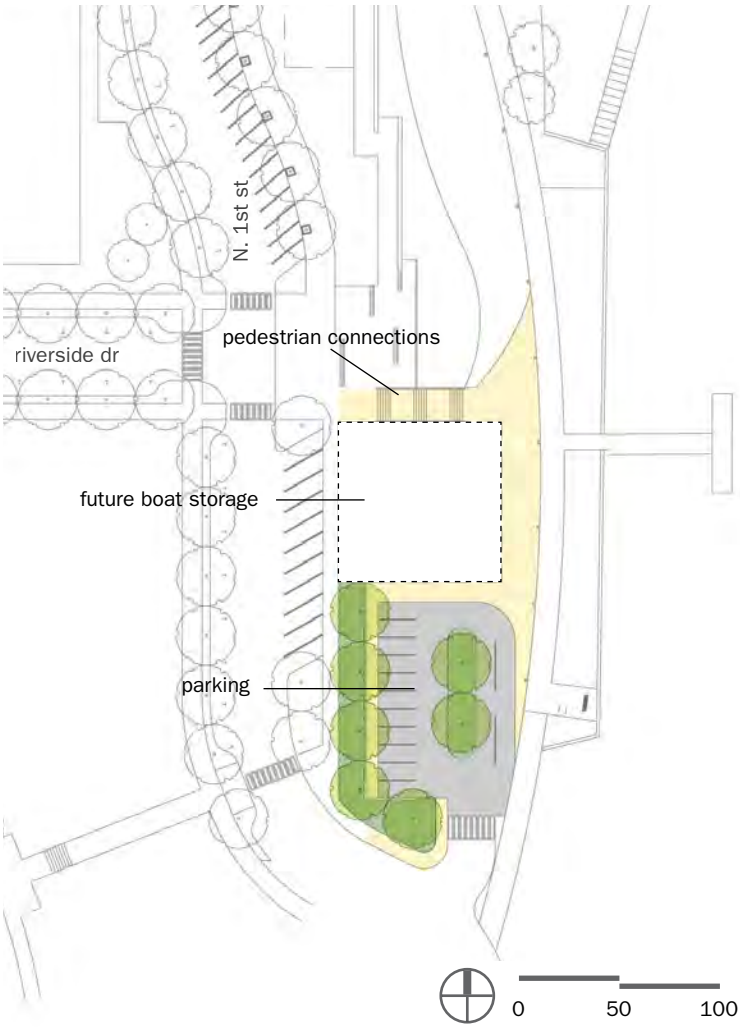
Through the public dialogue, there have been a number of enhancements proposed that will improve the public open spaces and provide enhanced connections. Many of these elements can be developed as infrastructure gets improved. Others can be implemented based on community desires for improvements in the area.

The following summarizes the costs of the enhancement projects:	Estimated Costs:
• Boat Storage Area	$350,360
• North Plaza	$1,224,280
• Anchor Way Plaza	$129,330
• Riverside Plaza	$164,000
• Overpass Connection	$224,000
• Accessible Overlook	$305,000
• Riparian Edge Restoration	$349,810
• Transit Stop	$23,990
• Boat Dock Extension	$209,900
• Small Craft Launch Dock	$211,890
• South End Connection to Nichols Park	$109,940

Enhancement Project: ***Boat Storage Area***

Description

Boat storage will provide the community a waterfront amenity. The upper level of the structure could allow for various activities, including office space and/or small retail space. The lower level could be used for boat storage. An updated parking lot could be built to accomodate use and better fit to the 1st Street realignment.

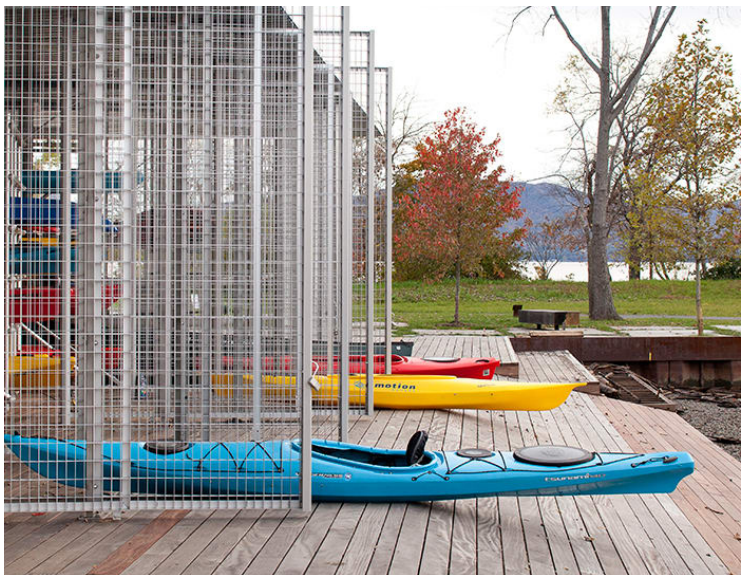


Order of Magnitude Cost

1. Paving/Demo	$112,275
2. Landscape	$63,000
Subtotal	***$175,275***
Mobilization	$14,022
Escalation	$27,628
Contingency	$52,583
Subtotal	***$269,507***
Permitting & Design Fees	$80,853
Total	***$350,360***

NOTE: Estimates based on 2021 dollars. Building costs are in addition to this estimate.

Location

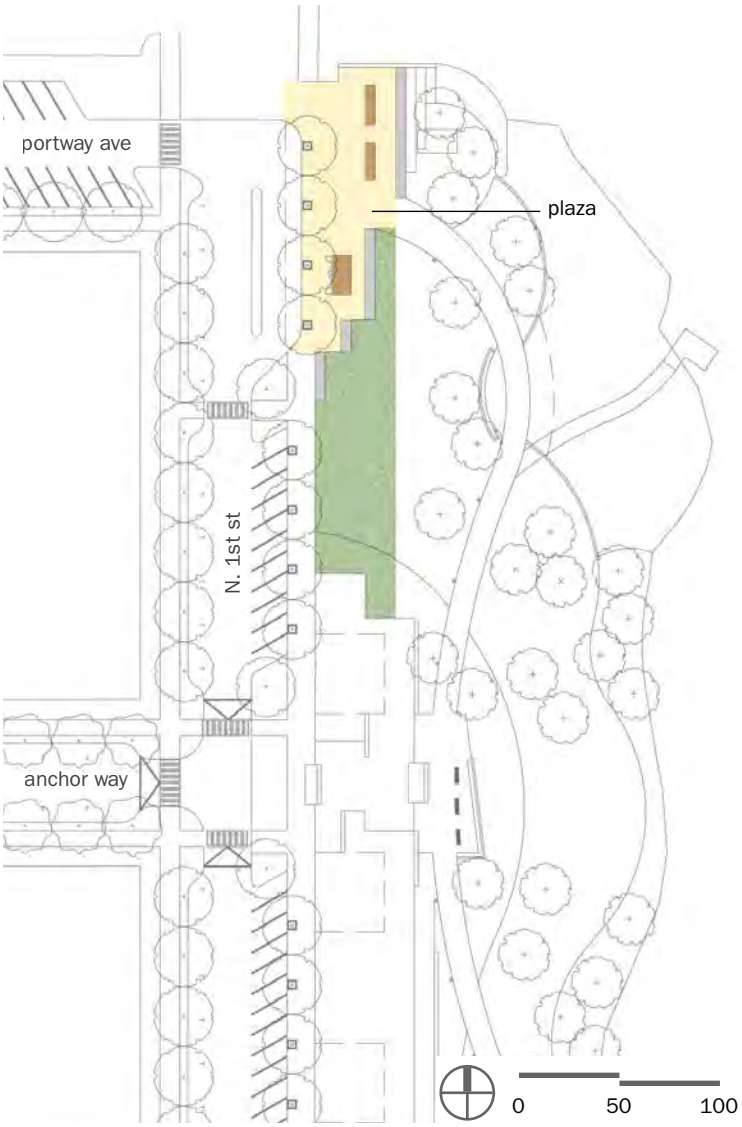


Boat Storage Example

Enhancement Project: ***North Plaza***

Description

The North Plaza project will provide pedestrian connections from 1st Street and Portway, as well as adjacent waterfront trail paths. The project accommodates a curbside drop-off zone, a plaza for events, seating areas, and a restroom building.

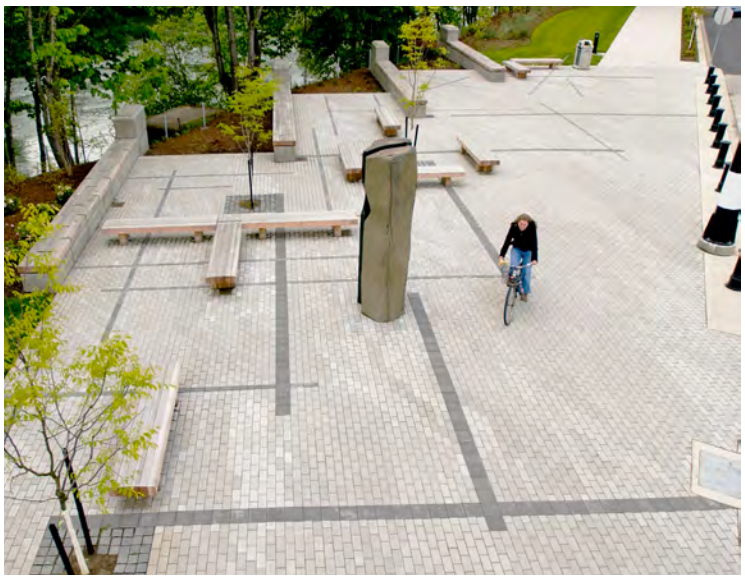


Order of Magnitude Cost

1. Demo/Paving	$181,475
2. Restroom and Amenities	$275,000
3. Furnishings	$6,000
4. Landscape	$150,000
Subtotal	***$612,475***
Mobilization	$48,998
Escalation	$96,541
Contingency	$183,743
Subtotal	***$941,757***
Permitting & Design Fees	$282,523
Total	***$1,224,280***

NOTE: Estimates based on 2021 dollars.

Location

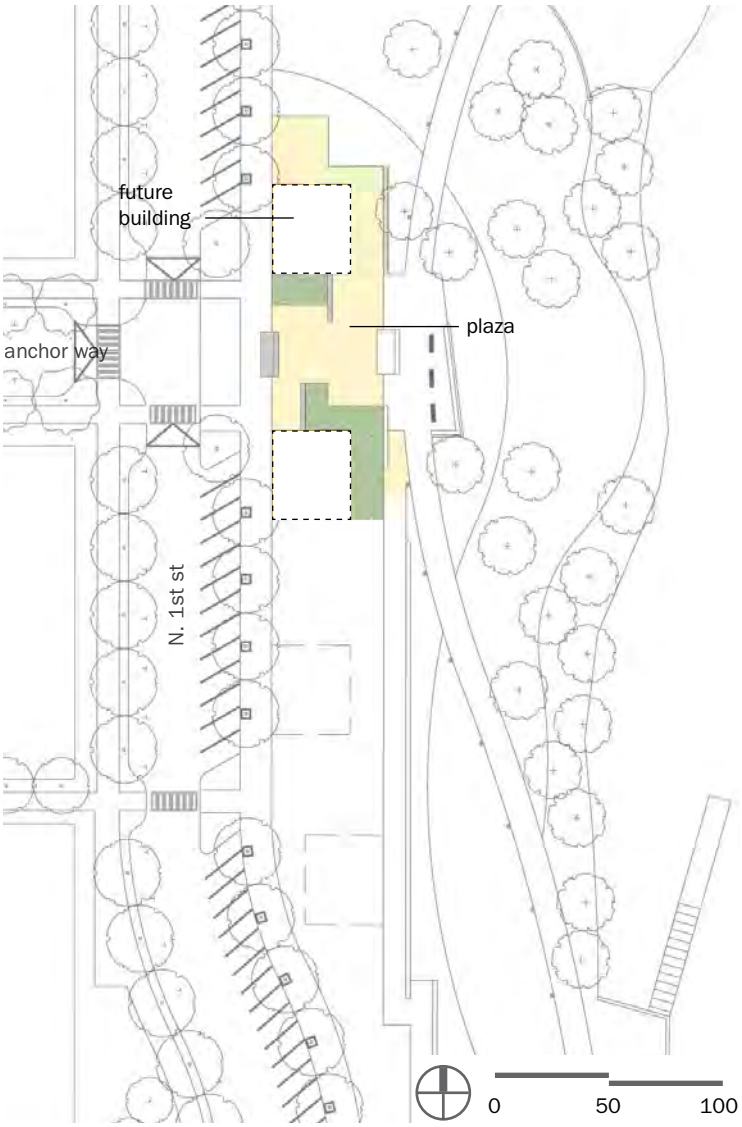


Plaza Example

Enhancement Project: ***Anchor Way Plaza***

Description

Anchor Plaza will establish an eastern terminus to Anchor Way and connect to the existing Nichols Basin park. Seating, plaza paving and planting will be primary components to the project.



Order of Magnitude Cost

1. Demo/Paving	$60,700
2. Landscape	$4,000
Subtotal	***$64,700***
Mobilization	$5,176
Escalation	$10,198
Contingency	$19,411
Subtotal	***$99,485***
Permitting & Design Fees	$29,845
Total	***$129,330***

NOTE: Estimates based on 2021 dollars.

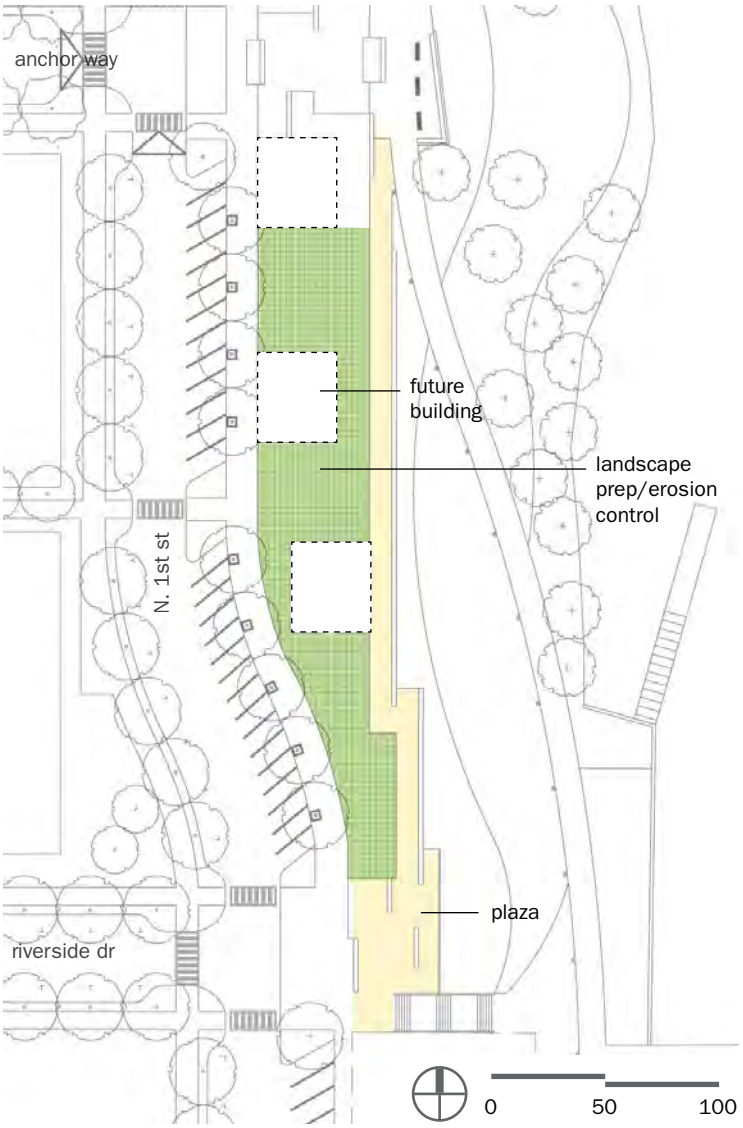
Location

Plaza Seating Example

Enhancement Project: ***Riverside Plaza***

Description

Riverside Plaza will formalize pedestrian connections from updated crossings at Riverside Drive, 1st Street and provide a connection to the waterfront trail pathway. The plaza project will focus on pedestrian users and include paving, seating and interpretation elements.



Order of Magnitude Cost

1. Demo/Paving	$60,700
2. Interpretation	$20,000
3. Prep/Erosion Control	$4,000
Subtotal	***$82,050***
Mobilization	$6,564
Escalation	$12,933
Contingency	$24,610
Subtotal	***$126,157***
Permitting & Design Fees	$37,843
Total	***$164,000***

NOTE: Estimates based on 2021 dollars.

Location

Street & Plaza Integration Example

Enhancement Project: ***Overpass Connection***

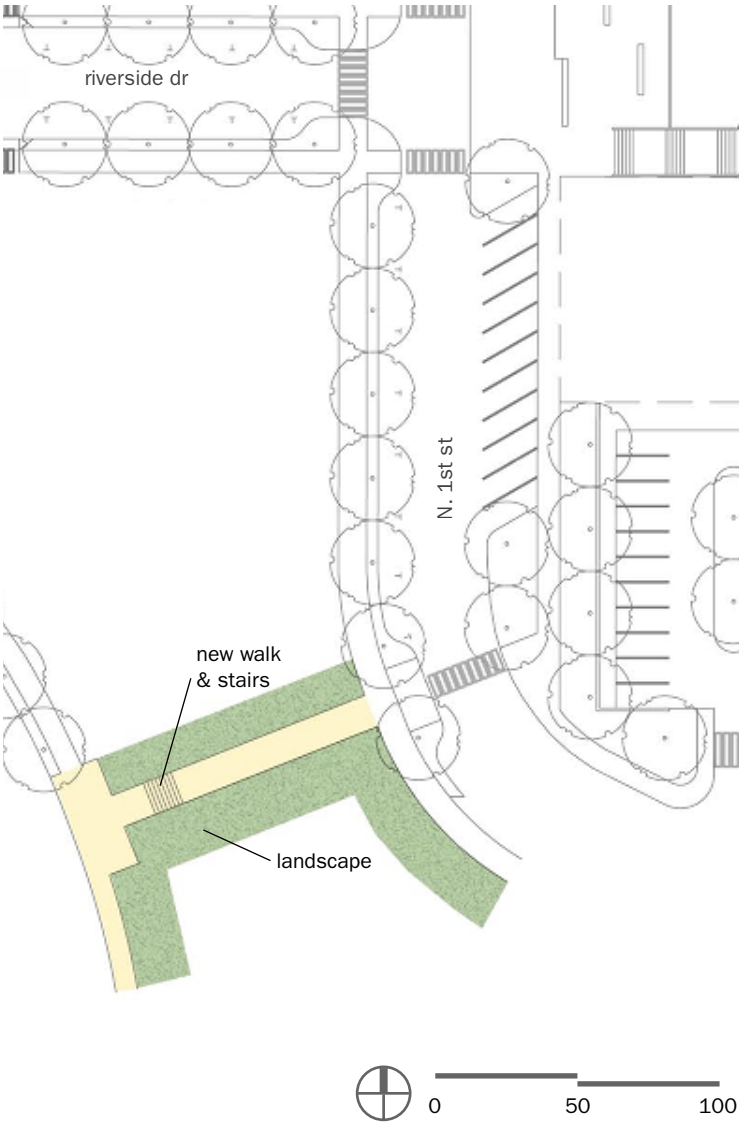
Description

An improved connection will better welcome pedestrians leading from the I-84 overpass to the southern end of Nichols Basin Park. Pedestrian oriented signage, public art, lighting, plantings, and crossings at 1st Street will benefit this connection.

Order of Magnitude Cost

1. Demo/Paving	$44,100
2. Art	$20,000
3. Landscape	$48,000
Subtotal	***$112,100***
Mobilization	$8,968
Escalation	$17,670
Contingency	$33,652
Subtotal	***$172,390***
Permitting & Design Fees	$51,710
Total	***$224,100***

NOTE: Estimates based on 2021 dollars.



Location

Existing Conditions at Site

Enhancement Project: ***Accessible Overlook***

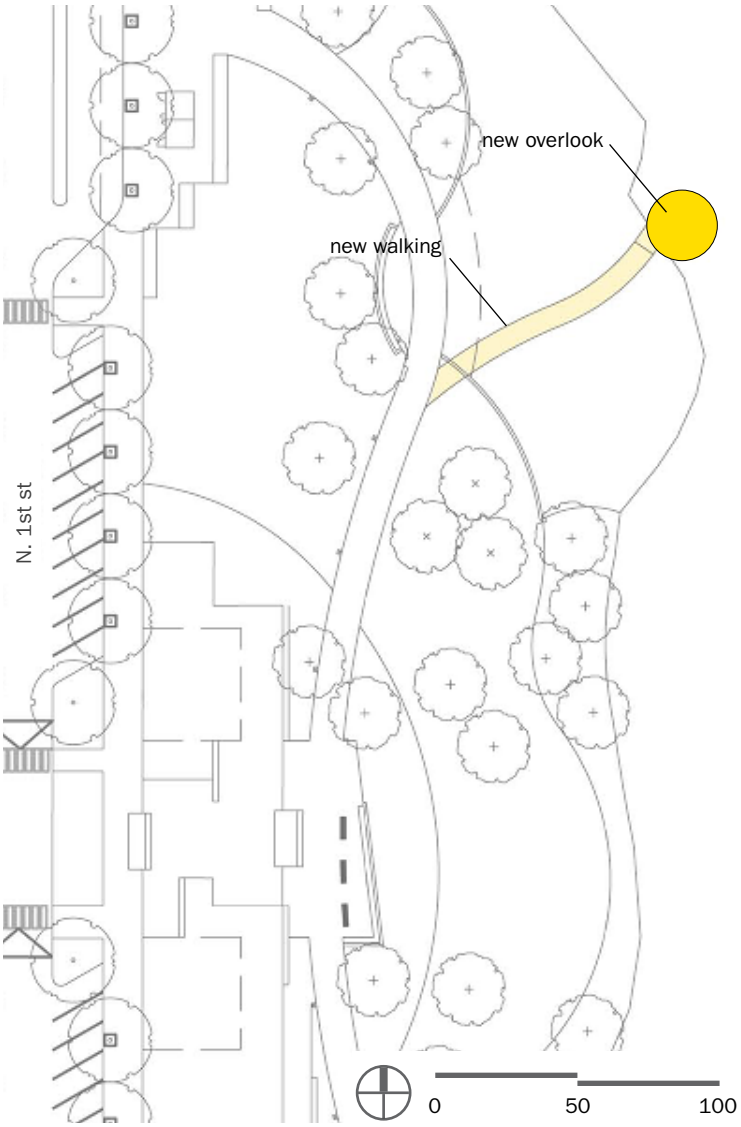
Description

An accessible overlook could be located where existing industrial pilings jut above water adjacent to the beach. A new concrete pathway would lead to a new structure built above the water enabling accessible viewing of the river and water activities.

Order of Magnitude Cost

1. Demo/Paving	$32,600
2. Amenities	$120,000
Subtotal	***$152,600***
Mobilization	$12,208
Escalation	$24,054
Contingency	$45,780
Subtotal	***$234,642***
Permitting & Design Fees	$70,358
Total	***$305,000***

NOTE: Estimates based on 2021 dollars.



Location

Existing Conditions at Site

Enhancement Project: ***Riparian Edge Restoration***

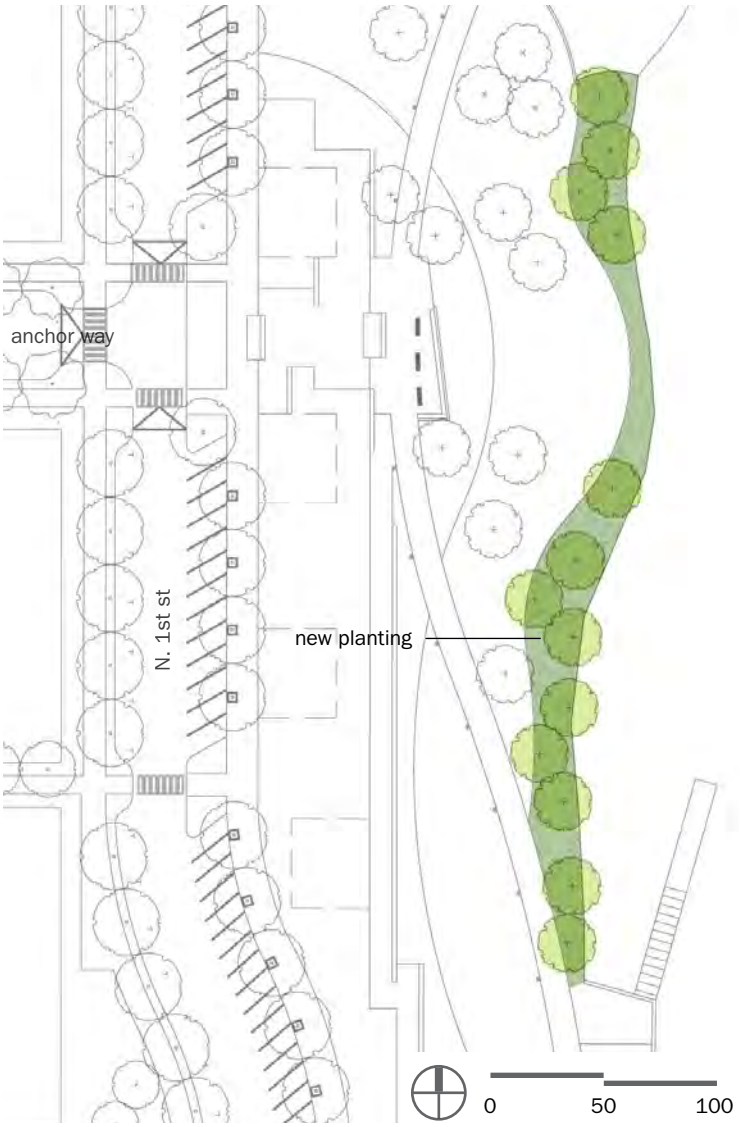
Description

This restoration effort aims to mitigate a neglected expanse of riparian environment and could contribute to a healthier aquatic ecosystem along this portion of Nichols Basin. Appropriate aquatic and engineering measures to be undertaken during construction to ensure its viability.

Order of Magnitude Cost

1. Demo	$5,000
2. Landscape	$170,000
Subtotal	***$175,000***
Mobilization	$14,000
Escalation	$27,584
Contingency	$52,500
Subtotal	***$269,084***
Permitting & Design Fees	$80,726
Total	***$349,810***

NOTE: Estimates based on 2021 dollars.



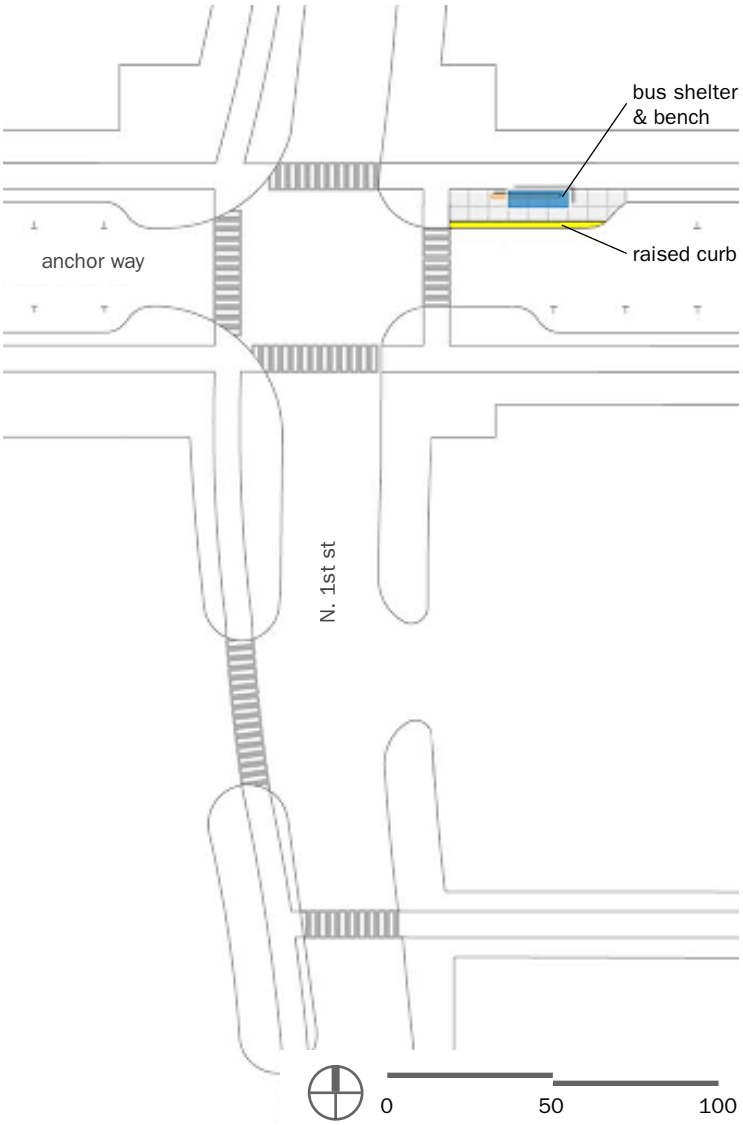
Location

Existing Conditions at Site

Enhancement Project: ***Transit Stop***

Description

A new transit stop will be installed at mid-block position on Anchor Way to provide primary public transporation connection on Lot 1. A new shelter, bench, and accessible curb conditions will meet city standards.



Order of Magnitude Cost

1. Amenities	$12,000
Subtotal	***$12,000***
Mobilization	$960
Escalation	$1,892
Contingency	$3,600
Subtotal	***$18,452***
Permitting & Design Fees	$5,538
Total	***$23,990***

NOTE: Estimates based on 2021 dollars.

Location

Transit Stop Example

Enhancement Project: ***Existing Dock Extension***

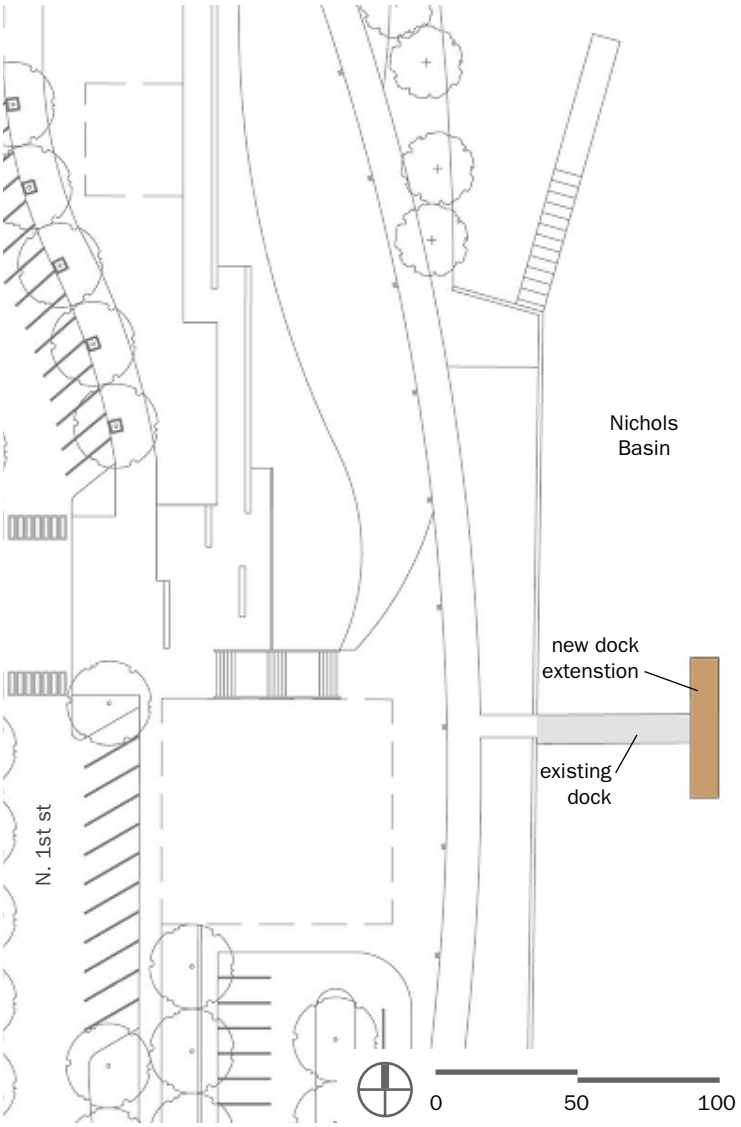
Description

This project will provide additional small watercraft loading/exiting capacity. New pilings, floating platform, and other required structures will be built to connect to the east end of existing gangway structure.

Order of Magnitude Cost

1. Demo	$5,000
2. Amenities	$100,000
Subtotal	***$105,000***
Mobilization	$8,400
Escalation	$16,551
Contingency	$31,500
Subtotal	***$161,451***
Permitting & Design Fees	$48,439
Total	***$209,900***

NOTE: Estimates based on 2021 dollars.



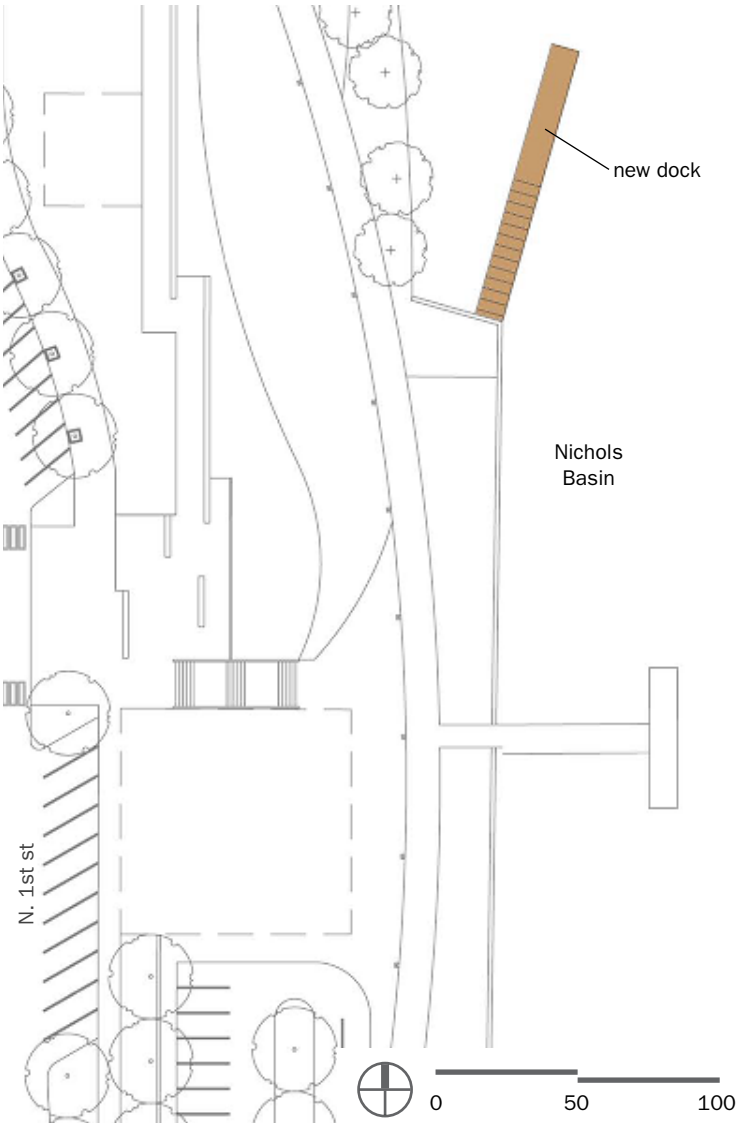
Location

Existing Conditions at Site

Enhancement Project: ***Small Craft Floating Dock***

Description

The small craft dock will be located at the north end of the existing seawall and will serve as an additional public launch point for small watercraft. Components include; new pilings, ramp, floating platform, and other required structures.



Order of Magnitude Cost

1. Demo	$5,000
2. Amenities	$101,000
Subtotal	***$106,000***
Mobilization	$8,480
Escalation	$16,800
Contingency	$31,805
Subtotal	***$162,993***
Permitting & Design Fees	$48,897
Total	***$211,890***

NOTE: Estimates based on 2021 dollars.

Location

Existing Conditions at Site

Enhancement Project: ***South End Connection***

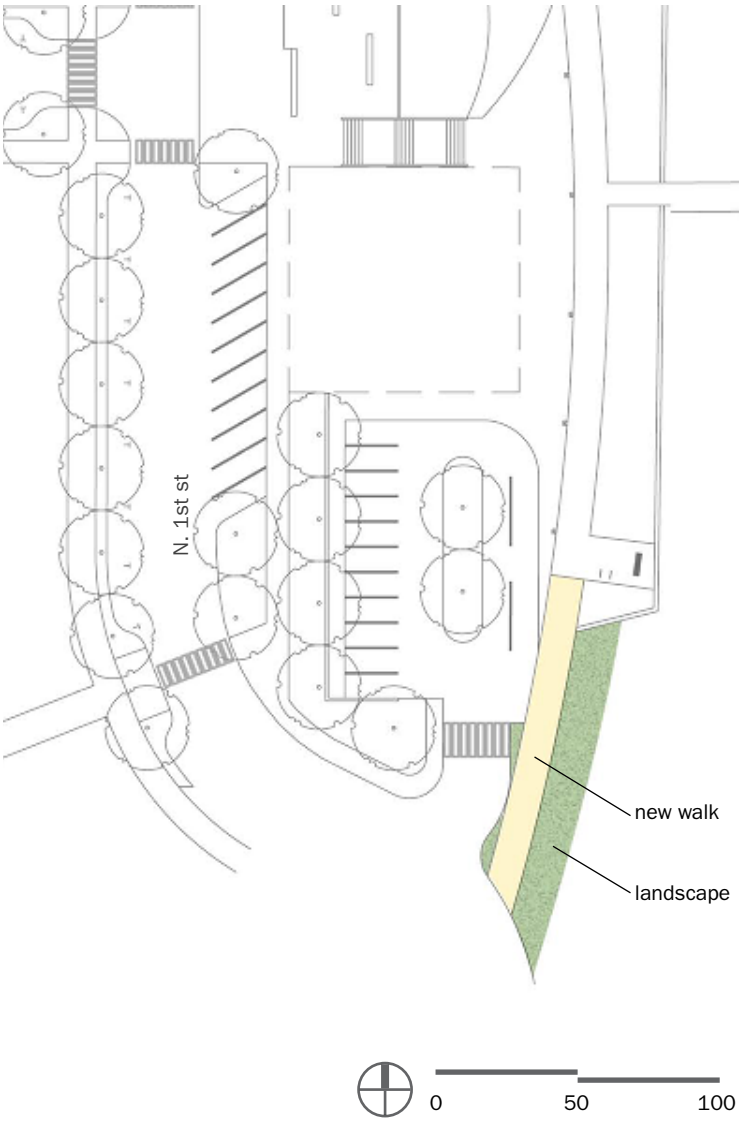
Description

This southern connection project will improve pedestrian connections between Nichols Basin park and Nichols Parkway as well as to the waterfront trail. The link will provide an accessible route at this location.

Order of Magnitude Cost

1. Demo/Paving	$31,000
2. Landscape	$24,000
Subtotal	**$55,000**
Mobilization	$4,400
Escalation	$8,669
Contingency	$16,500
Subtotal	**$84,569**
Permitting & Design Fees	$25,371
Total	**$109,940**

NOTE: Estimates based on 2021 dollars.



Location

Existing Conditions at Site

Appendix

USES/ACRE

HOOD RIVER WATERFRONT

PROJECT	LOT AREA (SF)	LOT AREA (ACRES)	BUILDING AREA (SF)	BUILDING AREA/ACRE*	EMPLOYMENT	EMPLOYMENT/ACRE**	PARKING	PARKING/ACRE***
303 Portway	34,950	0.8	20,505	25,631.25	50	62.5	48	60
505 Portway	54,450	1.25	40,769	32,615.2	100	80	62	49.6
602 Anchor Way	55,182	1.27	32,000	25,196.85	30	23.62	27	21.26
489 N. Eighth	69,770	1.6	30,000	18,750	50	31.25	50	31.25
Nichols Way	37,805	0.87	29,896	34,363.22	50	57.47	64	73.56
TOTAL	252,157	5.79	153,170	*26,454.23*	280	*48.36*	251	*43.35*

Summary:

* An average building area of 26,500 SF per acre of mixed use employment

** An average of 48 jobs per acre of mixed use employment

*** An average of 43 parking spots per acre of mixed use employment

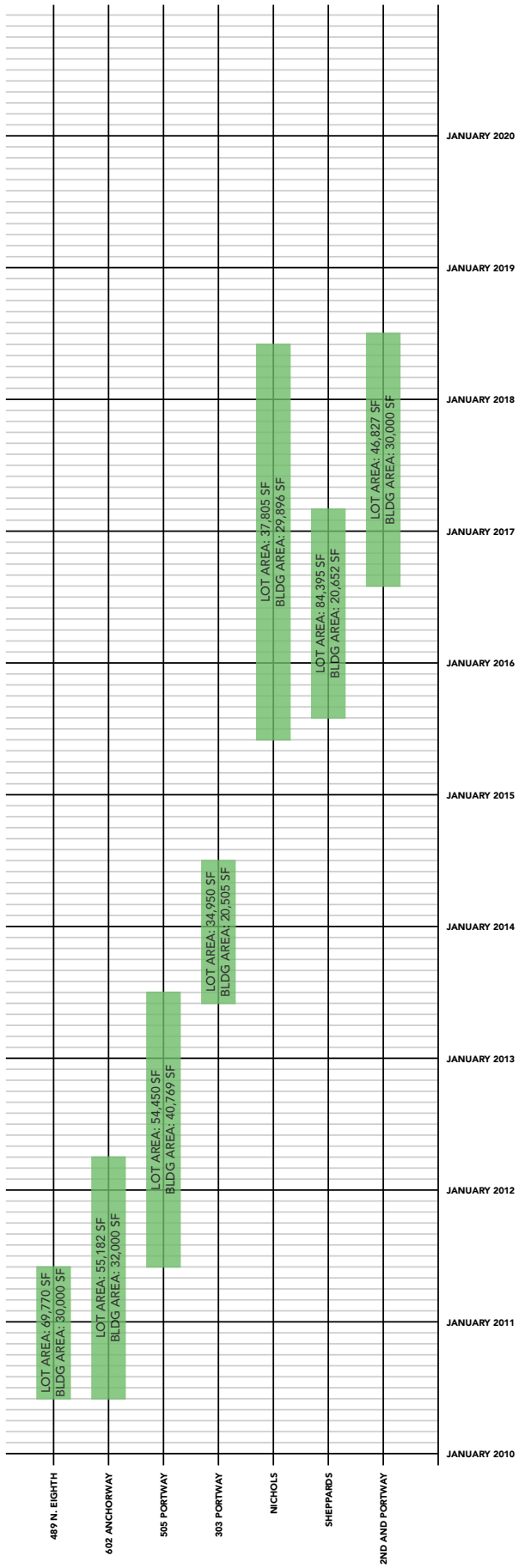
USERS

- DENTAL
- MEDICAL
- RESTAURANTS
- DAKINE INTERNATIONAL HEADQUARTERS
- TURTLE ISLAND FOODS
- LIGHT INDUSTRIAL
- RETAIL
- CIVIL ENGINEER
- HOOD TECH
- ADVANCED NAVIGATION AND POSITIONING CORPORATION
- CAMP 1805
- CNC FABRICATOR
- URGENT CARE CLINIC
- STOKED ROASTERS + COFFEEHOUSE
- PFRIEM FAMILY BREWERS
- SOLSTICE WOOD FIRE PIZZA, BAR, AND CATERING
- OVERWATCH IMAGING
- HOOD RIVER CHIROPRACTIC
- INTER-FLUVE, INC.
- WATERFRONT ENDODONTICS

AREA/YEAR

$$\frac{\text{BUILDING AREA (SF)}}{\text{NUMBER OF YEARS}} = \frac{203{,}822\ \text{SF}}{9\ \text{YEARS}} = 22{,}647\ \text{SF / YEAR}$$

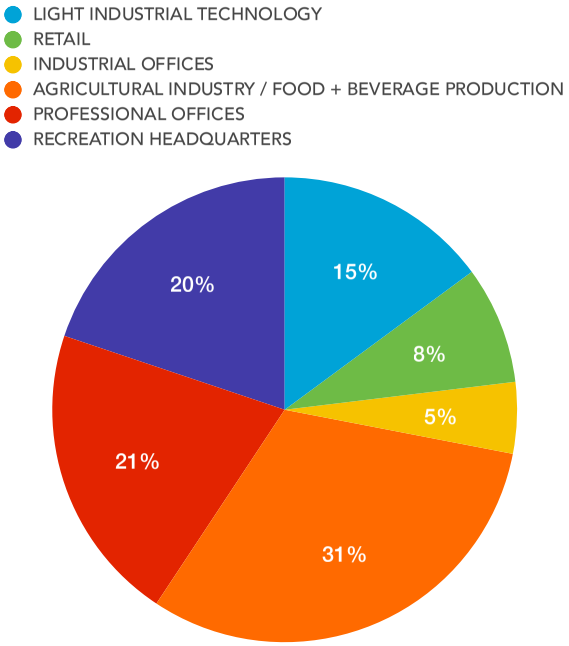
$$\frac{\text{LOT AREA (SF)}}{\text{NUMBER OF YEARS}} = \frac{383{,}379\ \text{SF}}{9\ \text{YEARS}} = 42{,}598\ \text{SF / YEAR}$$



OCCUPANCY CHART

AREA OCCUPANCIES

OCCUPANCY	AREA (SF)
Light Industrial Technology	30,000
Retail	16,500
Industrial Offices	10,000
Agricultural Industry / Food + Beverage Production	63,000
Professional Offices	42,000
Recreation Headquarters	40,000



BREAKDOWN

- 489 N. EIGHTH
  LIGHT INDUSTRIAL (30,000 SF)
- 602 ANCHOR WAY
  AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION (32,000 SF)
- 505 PORTWAY
  RECREATION HEADQUARTERS (40,000 SF)
  RETAIL (1,000 SF)
- 303 PORTWAY
  PROFESSIONAL OFFICES (17,000 SF)
  RETAIL (10,000 SF)
- NICHOLS
  PROFESSIONAL OFFICES (20,000 SF)
  RETAIL (10,000 SF)
- SHEPPARDS
  AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION (21,000 SF)
- 2ND AND PORTWAY
  AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION (10,000 SF)
  PROFESSIONAL OFFICES (5,000 SF)
  INDUSTRIAL OFFICES (10,000 SF)

LOTONE SITEPLAN

- L.I. (LIGHT INDUSTRIAL) ZONE HAS 45' HEIGHT LIMIT
- L.I. ZONE ALLOWS UNLIMITED "INDUSTRIAL OFFICE"
- L.I. ZONE ALLOWS UNLIMITED "LIGHT INDUSTRIAL TECHNOLOGY"
- L.I. ZONE LIMITS RETAIL TO 2,500 SF AND MUST BE RELATED USES
- L.I. ZONE ALLOWS UNLIMITED PROFESSIONAL OFFICES EXCLUDING MEDICAL USES
- TAX LOT A HAS 7,000 SF TOTAL ALLOWED FOR COMMERCIAL USES AND 9,000 SF OF "PUBLIC FACILITIES"

LOT ONE EXTRAPOLATED DATA

LOT ONE HOOD RIVER

BUILDING	LOT AREA (SF)	LOT AREA (ACRES)	BUILDING AREA/ACRE*	BUILDING AREA (SF)	EMPLOYMENT/ACRE**	EMPLOYMENT (AVG.)	PARKING/ACRE***	PARKING
Tax Lot B	66,900	1.54	-----	7,000	--	20	--	40
Tax Lot C	51,000	1.17	26,500	31,005	48	56.16	43	50.31
Tax Lot D1	28,050	0.64	26,500	16,960	48	30.72	43	27.52
Tax Lot D2	27,700	0.64	26,500	16,960	48	30.72	43	27.52
Tax Lot E1	36,100	0.83	26,500	21,995	48	39.84	43	35.69
Tax Lot E2	34,900	0.8	26,500	21,200	48	38.4	43	34.4
Tax Lot F1	39,600	0.91	26,500	24,115	48	43.68	43	39.13
Tax Lot F2	35,700	0.82	26,500	21,730	48	39.36	43	35.26
TOTAL	319,950	7.35	26,500	160,925	48	299	43	290

* An average building area of 26,500 SF per acre of mixed use employment

** An average of 48 jobs per acre of mixed use employment

*** An average of 43 parking spots per acre of mixed use employment

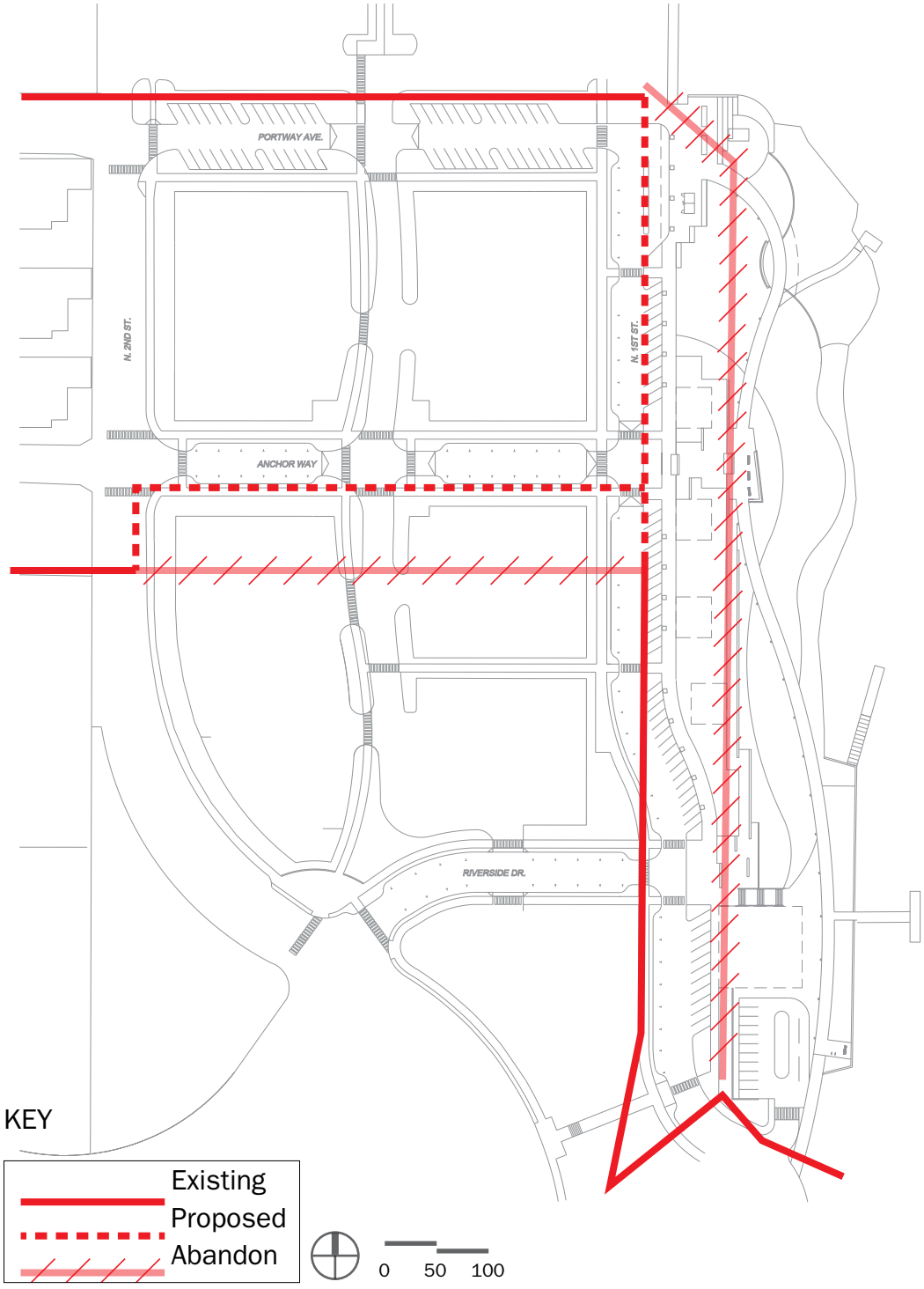
$$\text{LOT AREA / YEAR} = \frac{319{,}950 \text{ SF TOTAL LOTS AREA}}{42{,}598 \text{ SF/YEAR}} = 7.5 \text{ YEARS TO BUILD OUT}$$

BASED ON HISTORIC BUILD OUT

Utility Component: ***Power***

Description

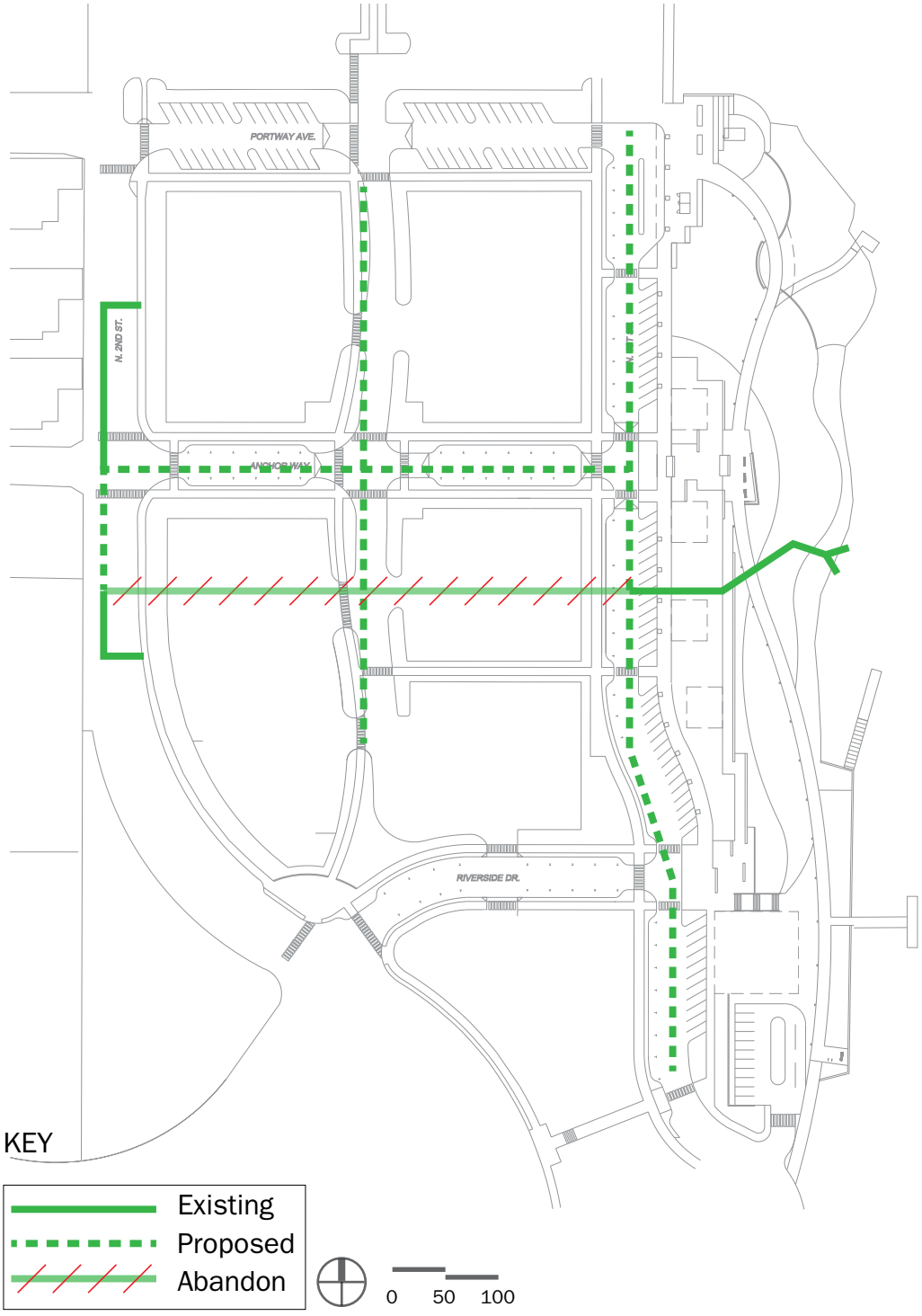
Underground existing power to be abondoned at the edge of Nichols Basin Park and relocated at the realigned 1st Street. In addition, the existing east-west run through Lot 1 will be abandoned in place of a new alignment which will align with the new Anchor Way.



Utility Component: ***Storm***

Description

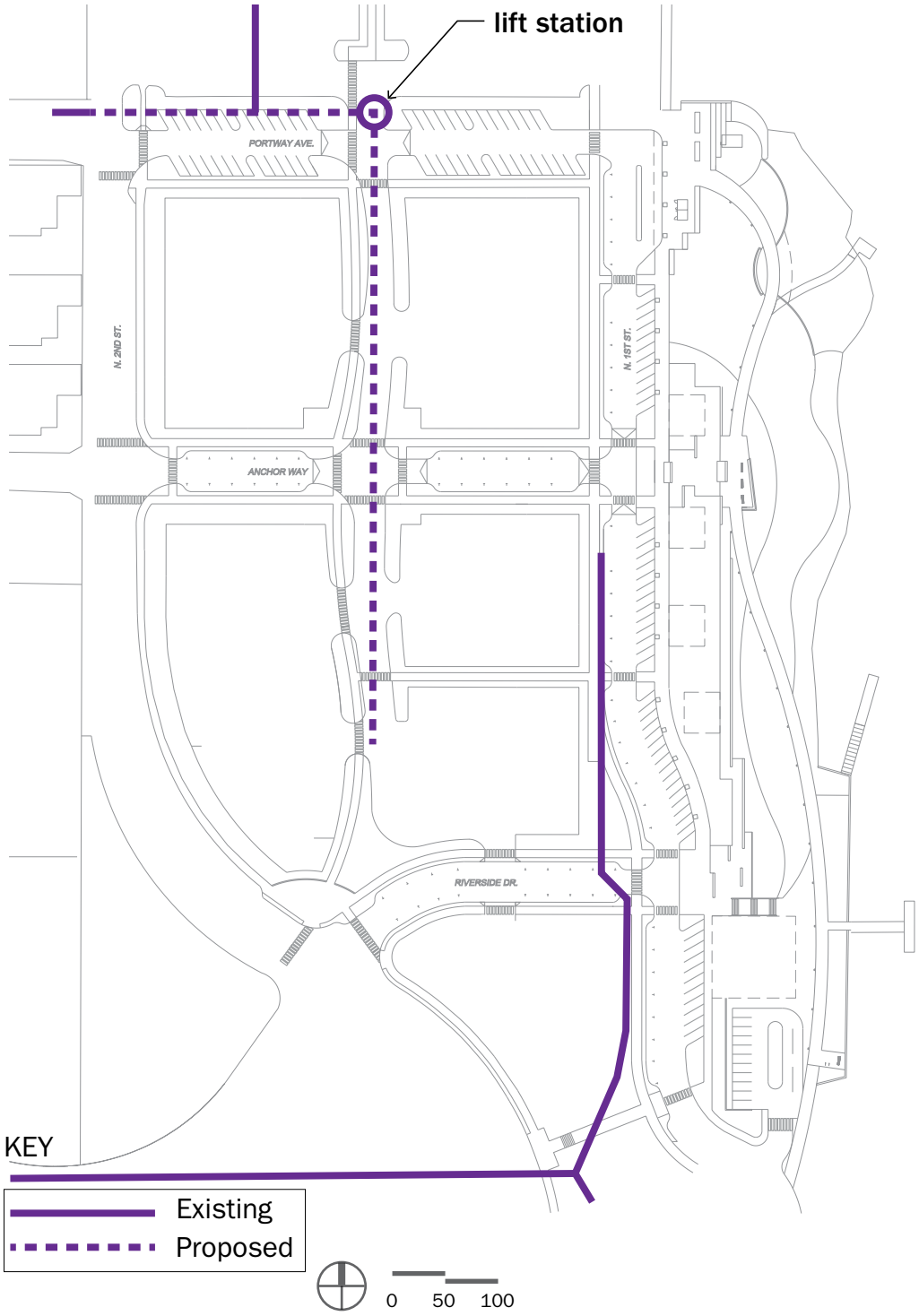
Existing east-west storm utility to be abandoned and realigned along new Anchor Way. This will connect to a new north-south run at 1st Street and connect to the existing outfall which daylights at Nichols Basin. Given the capacity of this outfall and requirements for cleaning of stormwater, new lots and streets will need to clean, infiltrate, and in some cases detain stormwater in order to assure proper functioning of the outfall. Additionally, a new north-south pipe will align with the Swerve driveway. This will capture surface water after cleaning from new pavements.



Utility Component: ***Sanitary Sewer***

Description

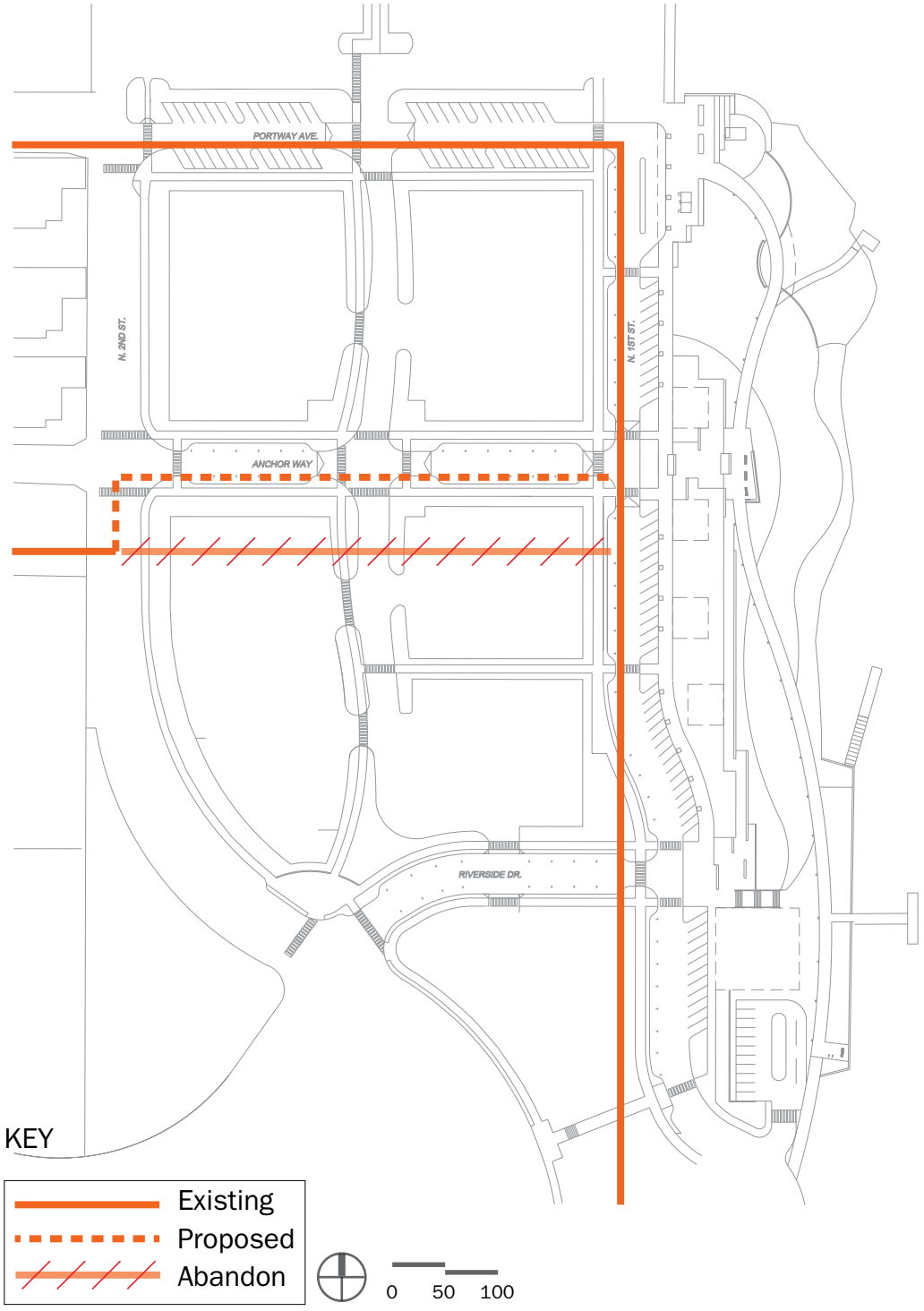
In order to serve the primary upland lots, new sewer lines will be extended from the northwest corner of Lot 1 and run along a north-south alignment along the "Swerve." Due to grading challenges and elevation of existing sewer, an in-line lift station will need to be located along Portway Avenue.



Utility Component: ***Communication***

Description

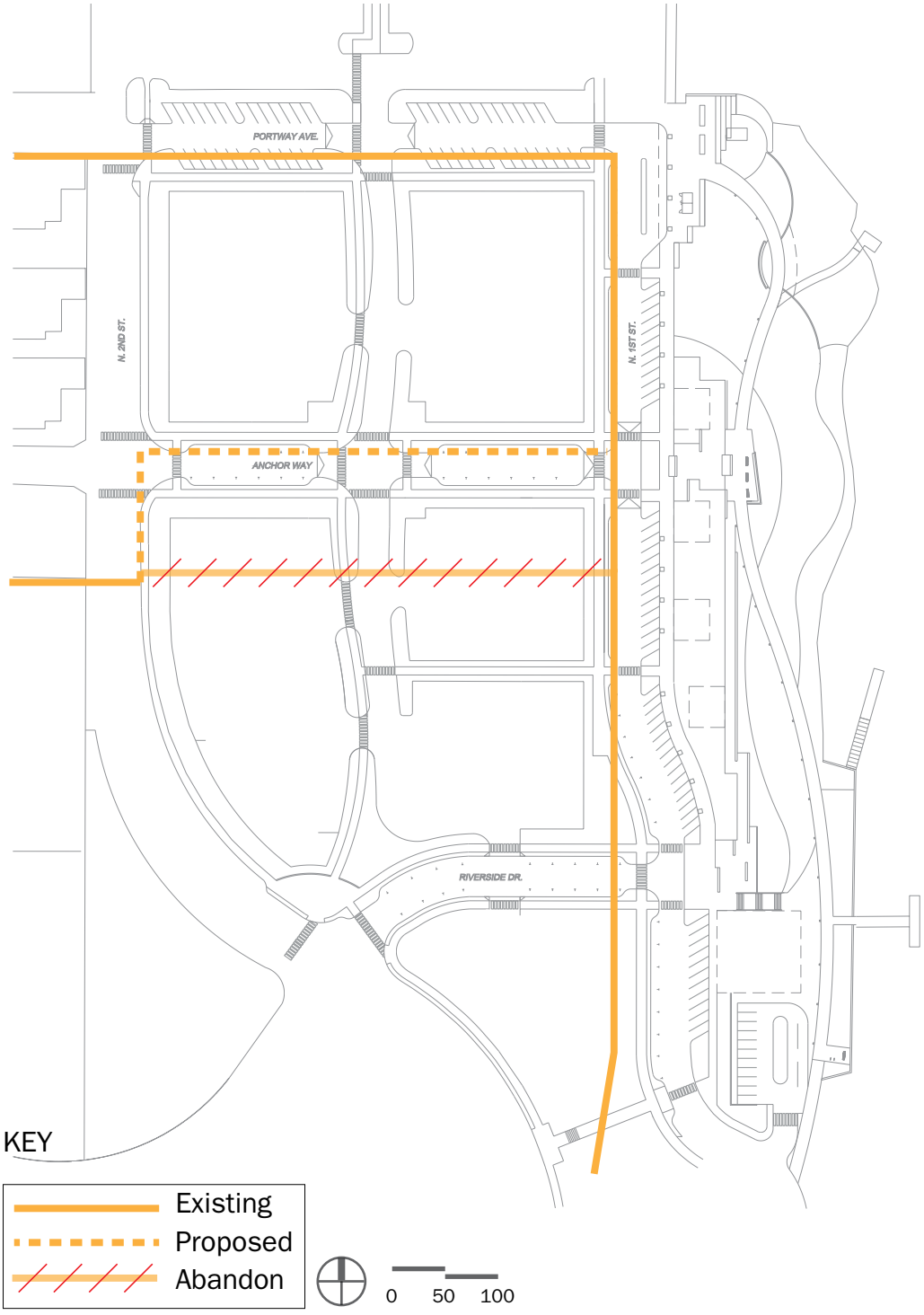
Existing east-west communication utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



Utility Component: ***Gas***

Description

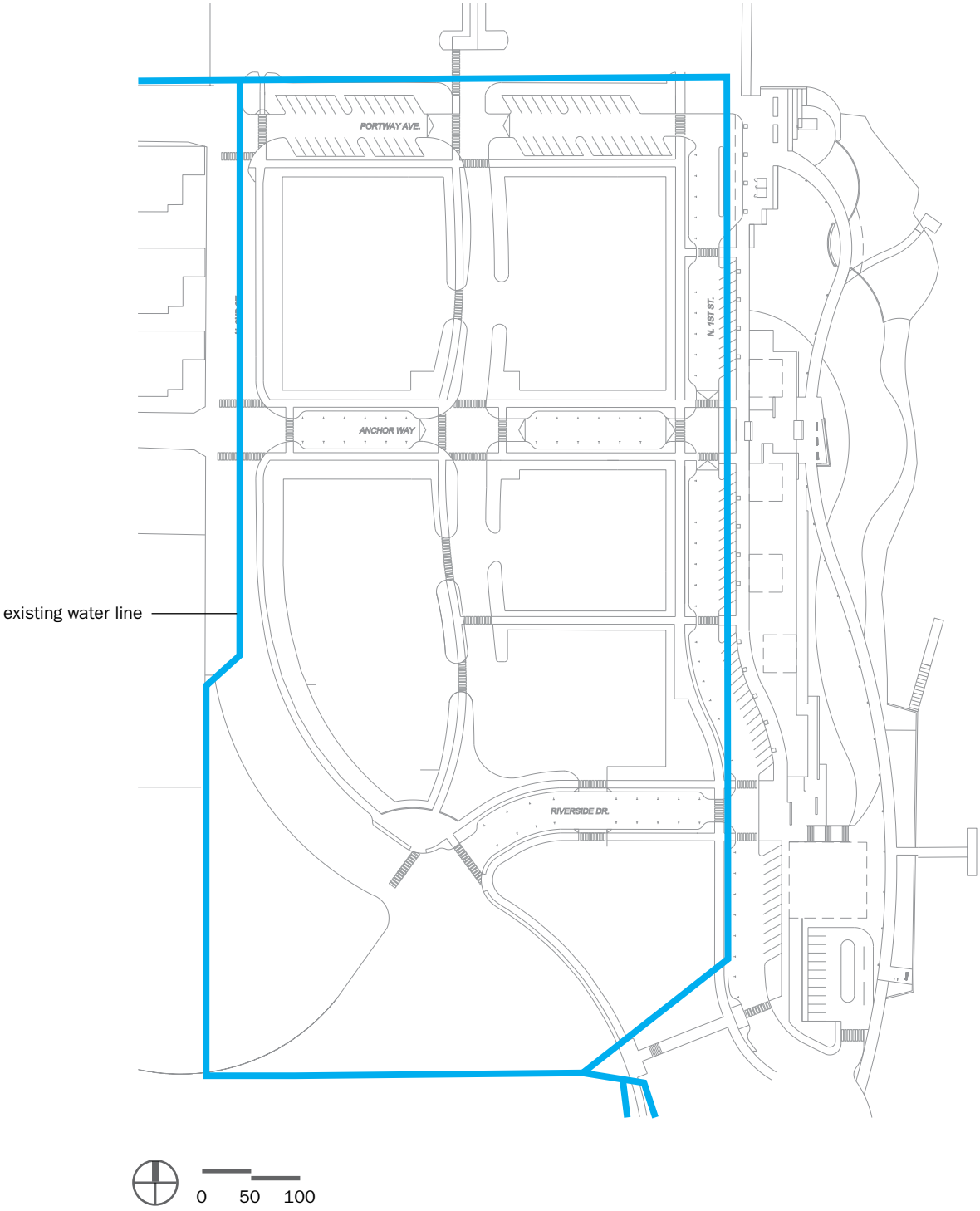
Existing east-west gas utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



Utility Component: ***Water***

Description

The existing water utility loop around Lot 1 is sufficient to serve all of the new development lots. Therefore, there is not a need for a new water mainline.



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Hood River
Lot 1 Development

Roadway Cost Calculator

			1ST ST (SOUTH)		1ST ST (NORTH)		PORTWAY AVE		ANCHOR WAY		RIVERSIDE DRIVE		SWERVE	
ITEM	UNIT	UNIT PRICE	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL
Asphalt Concrete Pavement	SF	$ 6.00	21843	$ 131,058	16183	$ 97,098	22906	$ 137,436	11766	$ 70,596	1951	$ 11,706	11200	$ 67,200
Concrete Pavement	SF	$ 12.00	3435	$ 41,220	3342	$ 40,104	1065	$ 12,780	4687	$ 56,244	381	$ 4,572	0	$ -
Concrete Curb & Gutter	LF	$ 32.00	1261	$ 40,352	1188	$ 38,016	1800	$ 57,600	859	$ 27,488	339	$ 10,848	1000	$ 32,000
Landscaping	SF	$ 20.00	4091	$ 81,820	4519	$ 90,380	12667	$ 253,340	4273	$ 85,460	1472	$ 29,440	15300	$ 306,000
Concrete Sidewalk	SF	$ 8.00	14308	$ 114,464	9358	$ 74,864	3818	$ 30,544	6840	$ 54,720	2600	$ 20,800	4150	$ 33,200
Specialty Concrete Sidewalk	SF	$ 10.50	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2000	$ 21,000
CIP Concrete Seat Walls	LF	$ 225.00		$ -		$ -	0	$ -		$ -	0	$ -	50	$ 11,250
Bollards	EA	$ 1,200.00	16	$ 19,200	16	$ 19,200	0	$ -	12	$ 14,400	0	$ -	0	$ -
Street Lights	EA	$ 12,000.00	5	$ 60,000	5	$ 60,000	4	$ 48,000	4	$ 48,000	2	$ 24,000	0	$ -
			Subtotal:	$ 488,114		$ 419,662		$ 539,700		$ 356,908		$ 101,366		$ 470,650

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Hood River
Lot 1 Development
Preliminary Construction Cost Estimate

Summary of Public Infrastructure Projects

CATEGORY	ITEM	UNIT	UNIT PRICE	1ST ST (SOUTH)		RIVERSIDE DRIVE		1ST ST (NORTH)		PORTWAY AVE		ANCHOR WAY		SWERVE		TOTAL COST
				QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	
Demolition	Erosion Control	ALLOW	$ 5,000	1	$ 5,000	1	$ 5,000	1	$ 5,000	1	$ 5,000	1	$ 5,000	1	$ 5,000	$ 30,000
	Surface Removal	SY	$ 10	4400	$ 44,000	600	$ 6,000	5000	$ 50,000	2250	$ 22,500	550	$ 5,500		$ -	$ 128,000
	Rough Grading (1'/SF)	ACRE	$ 32,000	1.25	$ 40,000	0.25	$ 8,000	1.75	$ 56,000	1.00	$ 32,000	0.75	$ 24,000		$ -	$ 160,000
	Rough Grading (2'/SF)	ACRE	$ 64,000		$ -		$ -		$ -		$ -		$ -	0.3	$ 19,200	$ 19,200
Streets	N 1st Street (South)	LS	$ 650,000	1	$ 650,000		$ -		$ -		$ -		$ -		$ -	$ 650,000
	N 1st Street (North)	LS	$ 560,000		$ -		$ -	1	$ 560,000		$ -		$ -		$ -	$ 560,000
	Portway Avenue	LS	$ 720,000		$ -		$ -		$ -	1	$ 720,000		$ -		$ -	$ 720,000
	Anchor Way	LS	$ 480,000		$ -		$ -		$ -		$ -	1	$ 480,000		$ -	$ 480,000
	Riverside Drive	LS	$ 140,000		$ -	1	$ 140,000		$ -		$ -		$ -		$ -	$ 140,000
	Swerve	LS	$ 630,000		$ -		$ -		$ -		$ -		$ -	1	$ 630,000	$ 630,000
	Furnishings	ALLOW	$ 24,000		$ -		$ -		$ -		$ -		$ -	1	$ 24,000	$ 24,000
	Temp Connection	ALLOW	$ 25,000	1	$ 25,000		$ -		$ -		$ -	1	$ 25,000		$ -	$ 50,000
Utilities	Water- Fire Hydrants	EA	$ 8,000	1	$ 8,000		$ -	1	$ 8,000	1	$ 8,000		$ -		$ -	$ 24,000
	Storm - 12" pipe	LF	$ 80	475	$ 38,000		$ -	450	$ 36,000	450	$ 36,000	950	$ 76,000		$ -	$ 186,000
	Storm - manholes	EA	$ 5,000	4	$ 20,000		$ -	3	$ 15,000	3	$ 15,000	4	$ 20,000		$ -	$ 70,000
	Storm - infiltration	EA	$ 40,000	1	$ 40,000		$ -	1	$ 40,000	1	$ 40,000	1	$ 40,000		$ -	$ 160,000
	Sewer - 8" pipe	LF	$ 90		$ -		$ -		$ -	625	$ 56,250	275	$ 24,750		$ -	$ 81,000
	Sewer - manholes	EA	$ 5,000		$ -		$ -		$ -	3	$ 15,000	1	$ 5,000		$ -	$ 20,000
	Sewer - lift station	ALLOW	$ 80,000		$ -		$ -		$ -	1	$ 80,000		$ -		$ -	$ 80,000
Utility Relocation	Existing Utility Removal	LF	$ 15	1200	$ 18,000		$ -		$ -		$ -	2000	$ 30,000		$ -	$ 48,000
	Gas Main Relocation	ALLOW	$ 35,000		$ -		$ -		$ -		$ -	1	$ 35,000		$ -	$ 35,000
	Power Relocation	ALLOW	$ 65,000	0.75	$ 48,750		$ -		$ -		$ -	0.25	$ 16,250		$ -	$ 65,000
	Telecom Relocation	ALLOW	$ 30,000		$ -		$ -		$ -		$ -	1	$ 30,000		$ -	$ 30,000
	Estimated Const Year	*Escalation**		**Subtotal:**	**$ 936,750**		**$ 159,000**		**$ 770,000**		**$ 1,029,750**		**$ 816,500**		**$ 678,200**	
	2021	*15.8%*		**Cost Escalation**	**$ 147,655**		**$ 25,062**		**$ 121,371**		**$ 162,314**		**$ 128,701**		**$ 106,901**	
				30% Estimating Contingency:	**$ 281,025**		**$ 47,700**		**$ 231,000**		**$ 308,925**		**$ 244,950**		**$ 203,460**	
				Construction Cost:	**$ 1,365,430**		**$ 231,762**		**$ 1,122,371**		**$ 1,500,989**		**$ 1,190,151**		**$ 988,561**	
				30% Permitting & Design Fees:	**$ 409,629**		**$ 69,529**		**$ 336,711**		**$ 450,297**		**$ 357,045**		**$ 296,568**	
				Totals:	**$ 1,775,059**		**$ 301,291**		**$ 1,459,083**		**$ 1,951,286**		**$ 1,547,196**		**$ 1,285,130**	

* - Cost Escalation is based on a 5% increase in construction costs per year with 2018 base year.

Public Infrastructure Projects Total $ 8,319,045

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Hood River
Lot 1 Development
Preliminary Construction Cost Estimate

Summary of Public Enhancement Projects

CATEGORY	ITEM	UNIT	UNIT PRICE	NORTH PLAZA		SOUTH PARK CONNECTION		BOAT STORAGE		OVERPASS CONNECTION		RIPARIAN EDGE		ADA OVERLOOK	
				QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL
Demolition	Erosion Control - Small	ALLOW	$ 2,000	1	$ 2,000	1	$ 2,000	1	$ 2,000	1	$ 2,000		$ -		$ -
	Erosion Control - Large	ALLOW	$ 5,000		$ -		$ -		$ -		$ -	1	$ 5,000	1	$ 5,000
	Rough Grading (1'/SF)	ACRE	$ 32,000	0.1	$ 3,200		$ -		$ -	0.1	$ 3,200		$ -	0.1	$ 3,200
	Rough Grading (2'/SF)	ACRE	$ 64,000		$ -	0.1	$ 6,400	0.3	$ 19,200		$ -		$ -		$ -
	Pile Demolition	ALLOW	$ 8,000		$ -				$ -		$ -		$ -	1	$ 8,000
Paving	Ped Specialty Concrete	SF	$ 10.5	6550	$ 68,775	1200	$ 12,600		$ -		$ -		$ -		$ -
	Pedestrian Concrete	SF	$ 8.5	10000	$ 85,000		$ -	2350	$ 19,975	3200	$ 27,200		$ -	800	$ 6,800
	Asphalt Conc Pavement	SF	$ 6		$ -		$ -	7250	$ 43,500		$ -		$ -	1600	$ 9,600
	Conc Curb & Gutter	LF	$ 32		$ -		$ -		$ -		$ -		$ -		$ -
	CIP Concrete Seat Wall	LF	$ 225	100	$ 22,500		$ -		$ -		$ -		$ -		$ -
	Retaining Wall	LF	$ 100		$ -		$ -		$ -		$ -		$ -		$ -
	Concrete Stairs	LF	$ 75		$ -		$ -	288	$ 21,600	28	$ 2,100		$ -		$ -
	Handrails	LF	$ 100		$ -	100	$ 10,000	60	$ 6,000	96	$ 9,600		$ -		$ -
Amenities	Landscaping	SF	$ 20	7500	$ 150,000	1200	$ 24,000	3150	$ 63,000	2400	$ 48,000	8500	$ 170,000		$ -
	Furnishings	ALLOW	Site Specific	1	$ 6,000		$ -		$ -		$ -		$ -		$ -
	Arts	ALLOW	$ 20,000		$ -		$ -		$ -	1	$ 20,000		$ -		$ -
	Restroom Building	LS	$ 275,000	1	$ 275,000		$ -		$ -		$ -		$ -		$ -
	Dock	SF	$ 150		$ -		$ -		$ -		$ -		$ -		$ -
	Gangplank	ALLOW	$ 50		$ -		$ -		$ -		$ -		$ -		$ -
	Pier	SF	$ 250		$ -		$ -		$ -		$ -		$ -	480	$ 120,000
	Ex Pier Modifications	ALLOW	$ 1,000		$ -		$ -		$ -		$ -		$ -		$ -
			Subtotal:		**$ 612,475**		**$ 55,000**		**$ 175,275**		**$ 112,100**		**$ 175,000**		**$ 152,600**
Estimated Const Year	*Escalation**		**8% Mobilization**		**$ 48,998**		**$ 4,400**		**$ 14,022**		**$ 8,968**		**$ 14,000**		**$ 12,208**
2021	*15.8%*		**Cost Escalation**		**$ 96,541**		**$ 8,669**		**$ 27,628**		**$ 17,670**		**$ 27,584**		**$ 24,054**
			30% Estimating Contingency:		**$ 183,743**		**$ 16,500**		**$ 52,583**		**$ 33,630**		**$ 52,500**		**$ 45,780**
			Construction Cost:		**$ 941,757**		**$ 84,569**		**$ 269,507**		**$ 172,368**		**$ 269,084**		**$ 234,642**
			30% Permitting & Design Fees:		**$ 282,527**		**$ 25,371**		**$ 80,852**		**$ 51,710**		**$ 80,725**		**$ 70,392**
			Totals:		**$ 1,224,284**		**$ 109,940**		**$ 350,359**		**$ 224,078**		**$ 349,810**		**$ 305,034**

* - Cost Escalation is based on a 5% increase in construction costs per year with 2018 base year.

Hood River
Lot 1 Development
Preliminary Construction Cost Estimate

Summary of Public Enhancement Projects Cont.

CATEGORY	ITEM	UNIT	UNIT PRICE	FLOATING DOCK QTY	FLOATING DOCK SUBTOTAL	ALTERNATIVE DOCK QTY	ALTERNATIVE DOCK SUBTOTAL	ANCHOR PLAZA QTY	ANCHOR PLAZA SUBTOTAL	RIVERSIDE PLAZA QTY	RIVERSIDE PLAZA SUBTOTAL	BUS SHELTER QTY	BUS SHELTER SUBTOTAL
Demolition	Erosion Control - Small	ALLOW	$ 2,000		$ -		$ -	1	$ 2,000	1	$ 2,000		$ -
	Erosion Control - Large	ALLOW	$ 5,000	1	$ 5,000	1	$ 5,000		$ -		$ -		$ -
	Rough Grading (1'/SF)	ACRE	$ 32,000		$ -		$ -	0.1	$ 3,200	0.1	$ 3,200		$ -
	Rough Grading (2'/SF)	ACRE	$ 64,000		$ -		$ -		$ -		$ -		$ -
	Pile Demolition	ALLOW	$ 8,000		$ -		$ -		$ -		$ -		$ -
Paving	Ped Specialty Concrete	SF	$ 10.5		$ -		$ -	4000	$ 42,000	2800	$ 29,400		$ -
	Pedestrian Concrete	SF	$ 8.5		$ -		$ -		$ -		$ -		$ -
	Asphalt Conc Pavement	SF	$ 6		$ -		$ -		$ -		$ -		$ -
	Conc Curb & Gutter	LF	$ 32		$ -		$ -		$ -		$ -		$ -
	CIP Concrete Seat Wall	LF	$ 225		$ -		$ -	60	$ 13,500	42	$ 9,450		$ -
	Retaining Wall	LF	$ 100		$ -		$ -		$ -	140	$ 14,000		$ -
	Concrete Stairs	LF	$ 75		$ -		$ -		$ -		$ -		$ -
	Handrails	LF	$ 100		$ -		$ -		$ -		$ -		$ -
Amenities	Landscaping	SF	$ 20		$ -		$ -		$ -		$ -		$ -
	Furnishings	ALLOW	Site Specific		$ -		$ -	1	$ 4,000	1	$ 4,000	1	$ 12,000
	Arts	ALLOW	$ 20,000		$ -		$ -		$ -	1	$ 20,000		$ -
	Restroom Building	LS	$ 275,000		$ -		$ -		$ -		$ -		$ -
	Dock	SF	$ 150	500	$ 75,000	500	$ 75,000		$ -		$ -		$ -
	Gangplank	ALLOW	$ 50	500	$ 25,000	500	$ 25,000		$ -		$ -		$ -
	Pier	SF	$ 250		$ -		$ -		$ -		$ -		$ -
	Ex Pier Modifications	ALLOW	$ 1,000		$ -	1	$ 1,000		$ -		$ -		$ -
			Subtotal:		**$ 105,000**		**$ 106,000**		**$ 64,700**		**$ 82,050**		**$ 12,000**
Estimated Const Year	*Escalation**		**8% Mobilization**		**$ 8,400**		**$ 8,480**		**$ 5,176**		**$ 6,564**		**$ 960**
2021	*15.8%*		**Cost Escalation**		**$ 16,551**		**$ 16,708**		**$ 10,198**		**$ 12,933**		**$ 1,892**
			30% Estimating Contingency:		**$ 31,500**		**$ 31,800**		**$ 19,410**		**$ 24,615**		**$ 3,600**
			Construction Cost:		**$ 161,451**		**$ 162,988**		**$ 99,484**		**$ 126,162**		**$ 18,452**
			30% Permitting & Design Fees:		**$ 48,435**		**$ 48,896**		**$ 29,845**		**$ 37,849**		**$ 5,535**
			Totals:		**$ 209,886**		**$ 211,885**		**$ 129,330**		**$ 164,011**		**$ 23,987**

Enhancement Projects Total $ 3,302,604

Port of Hood River: ***Previous Planning Studies***

Description

The following represents some of the important planning efforts related to the Development of Lot 1.

June 2006: Port Properties Vision Plan (Phase 1)
Yost Grube Architecture
Cost: $15,000

Predominately a research effort. Topics such as zoning, ownership, climate, natural factors, real estate activities, etc. that will affect the plan's evolution [were examined]. Summary memorandum delivered June 2006.

July 2006: Waterfront Industrial Market Assessment
E.D. Hovee & Company, LLC
Cost: $20,000

Provided an industrial market assessment for waterfront real estate. The assessment involved an examination of the economic context, interviews with representatives of 20 industrial and related firms operating in Hood River County and nearby Gorge communities, as well as a business survey. The assesment provided information on industrial land needs and opportunities.

2007-08 Waterfront Development Strategy
Group Mackenzie
Cost: $50,000

Intended to define community objectives; identify an overall concept that provides the framework for future waterfront development; and describe specific actions to guide the Port's investments, marketing, and business development over the coming 5-10 years.

September 2011: Interchange Area Management Plan
DKS Associates
Cost: $85,000

I-84 Exit 63 and Exit 64 interchanges, acting as refinement areas of the City of Hood River and Hood River County Transportation System Plans (TSPs) and as a facility plan fo rthe Oregon Department of Transportation. It established the desired function of these interchanges and provided a long-range plan for infrastructure improvments and operations to achieve agency and community goals.