

Figure 20. Perspective view of Pier 9 point cloud (looking from the northeast direction).



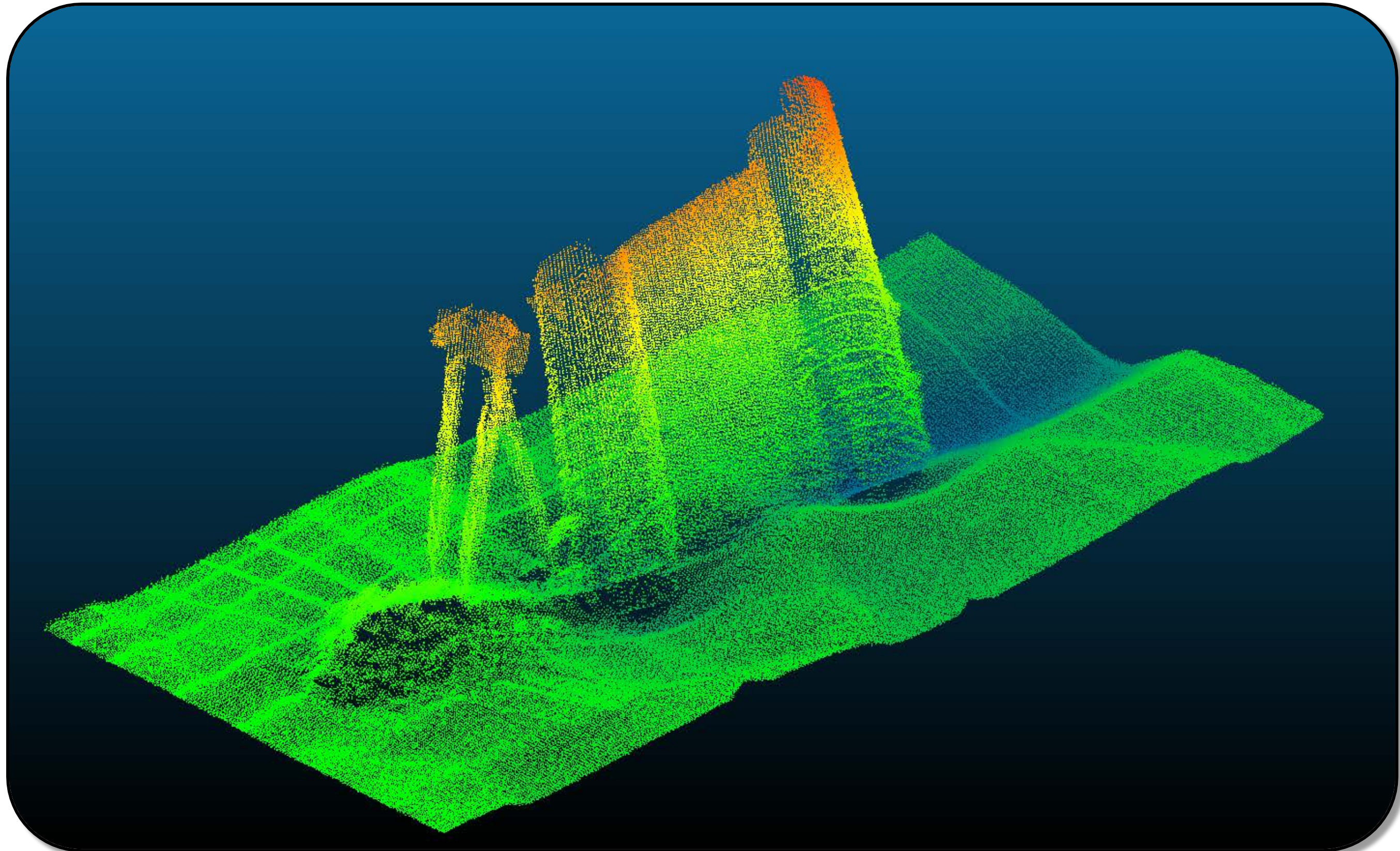


Figure 21. Perspective view of Pier 10 point cloud (looking from the northeast direction).



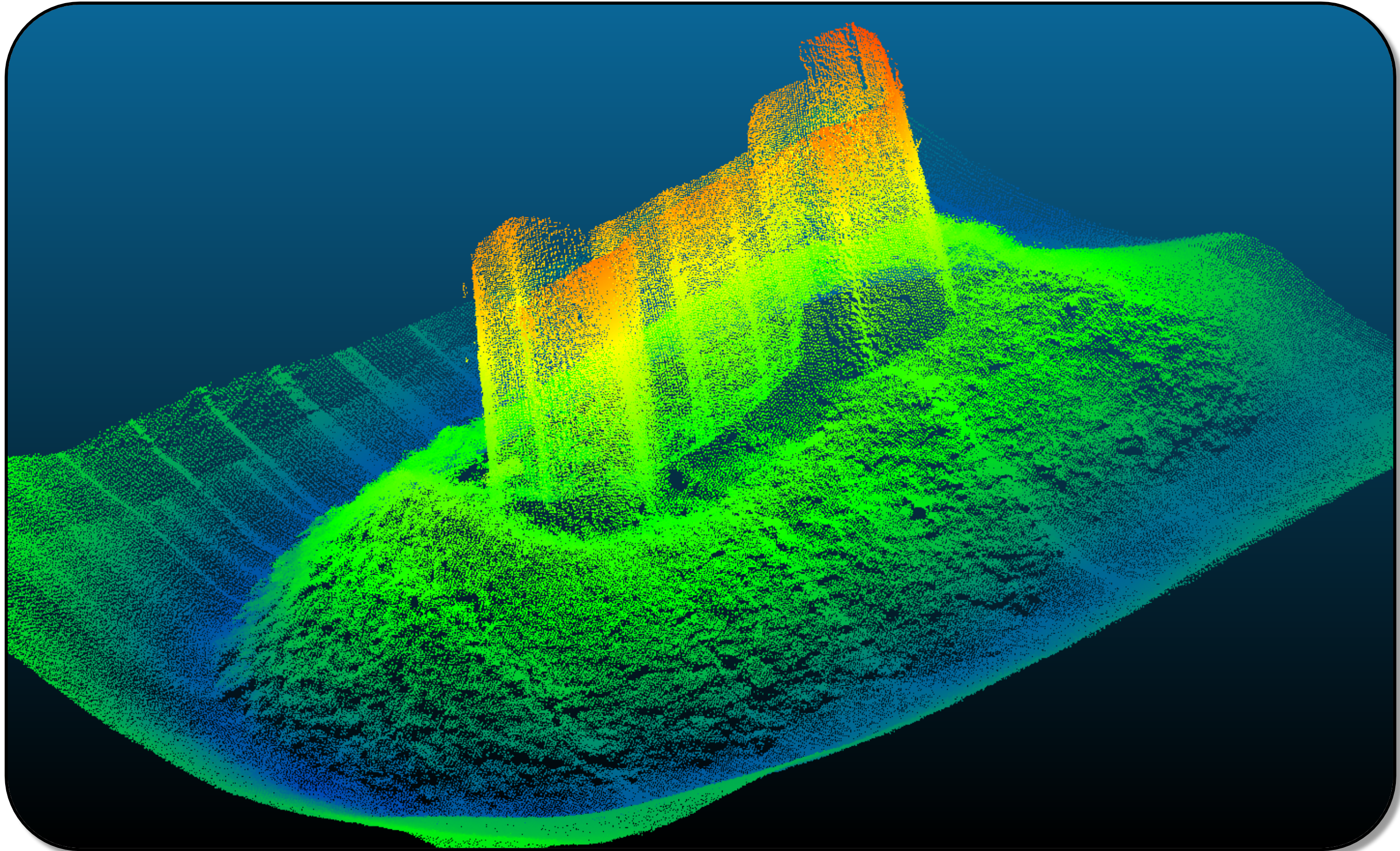


Figure 22. Perspective view of Pier 11 point cloud (looking from the northeast direction).



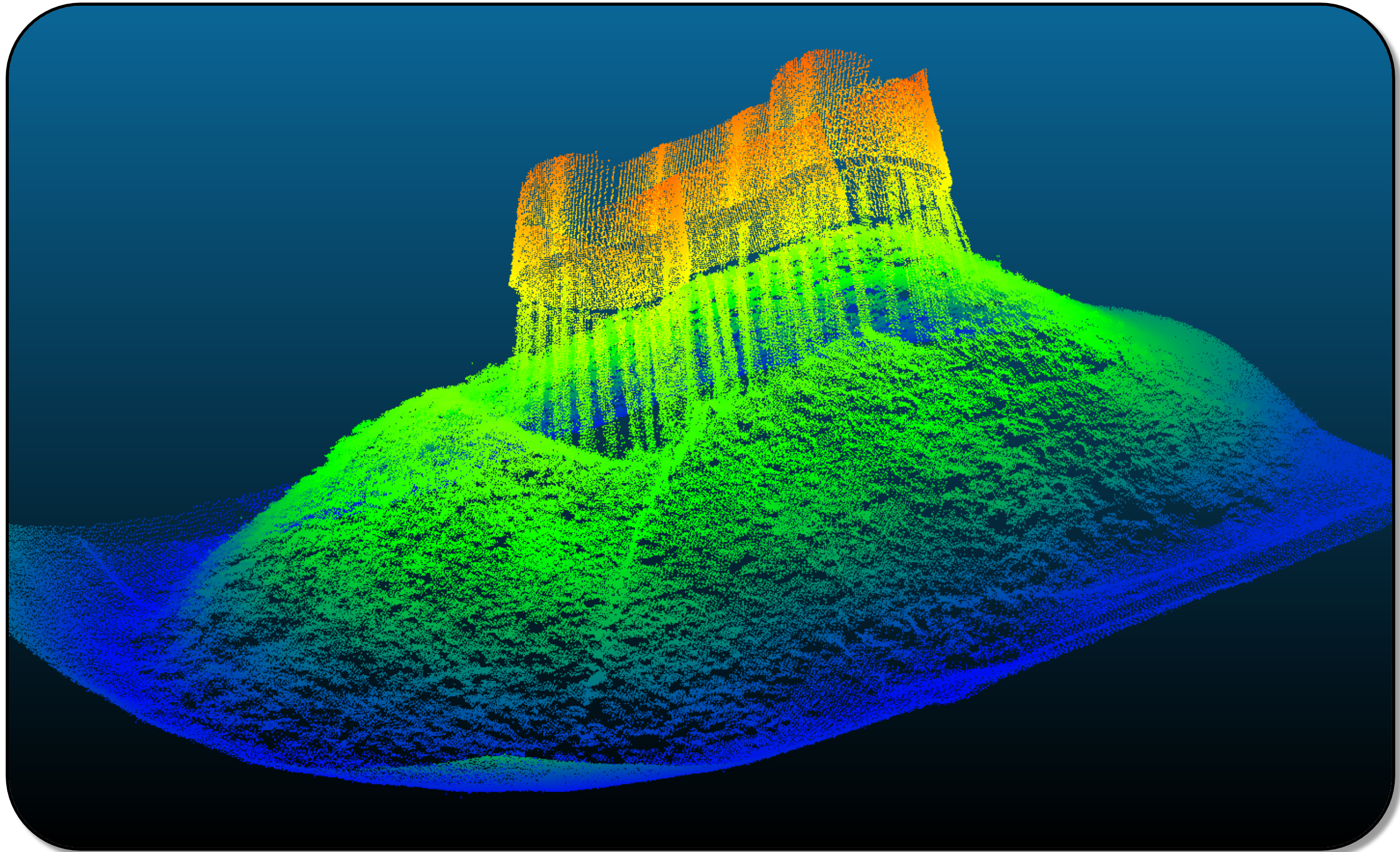


Figure 23. Perspective view of Pier 12 point cloud (looking from the northeast direction).



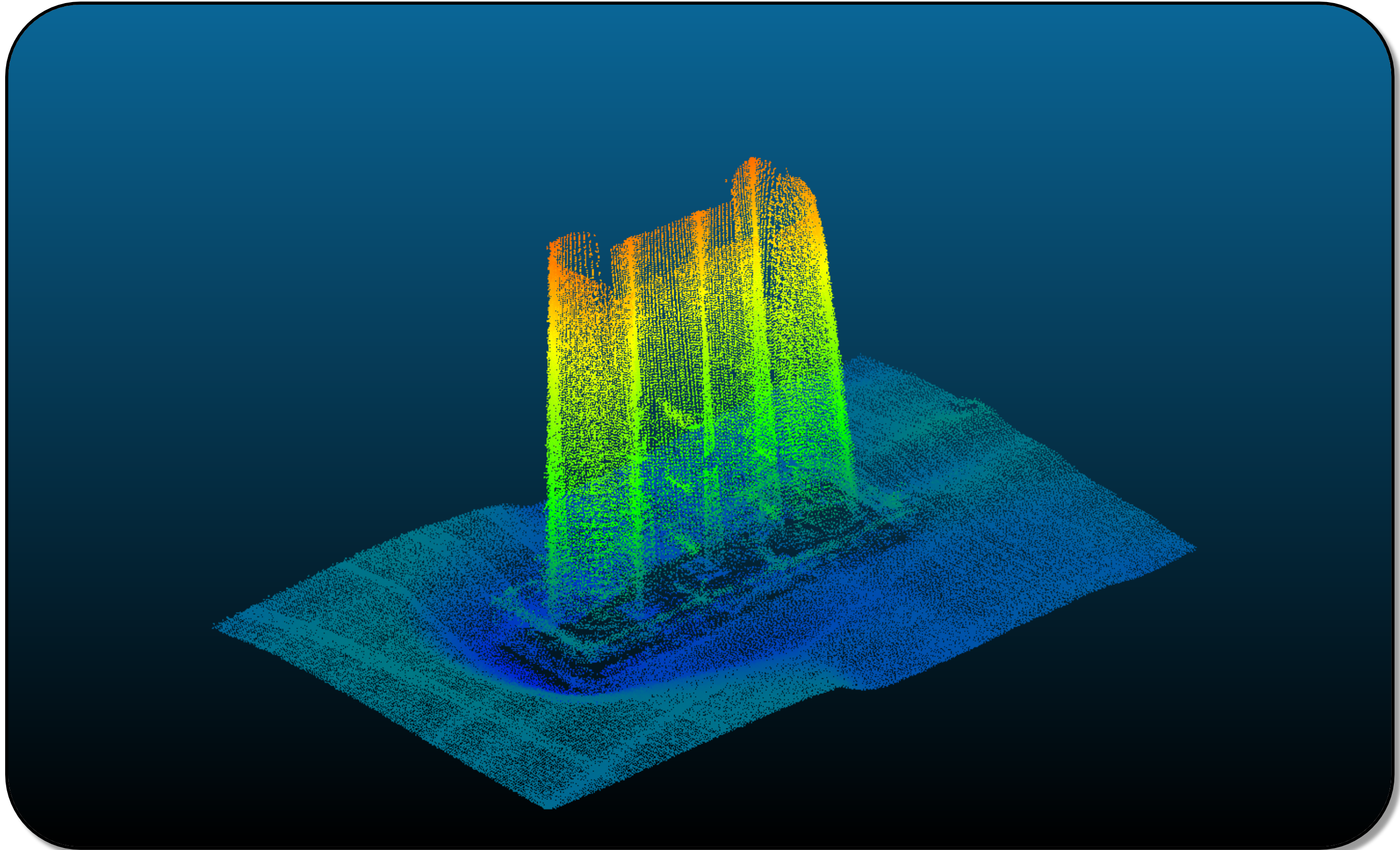


Figure 24. Perspective view of Pier 13 point cloud (looking from the northeast direction).

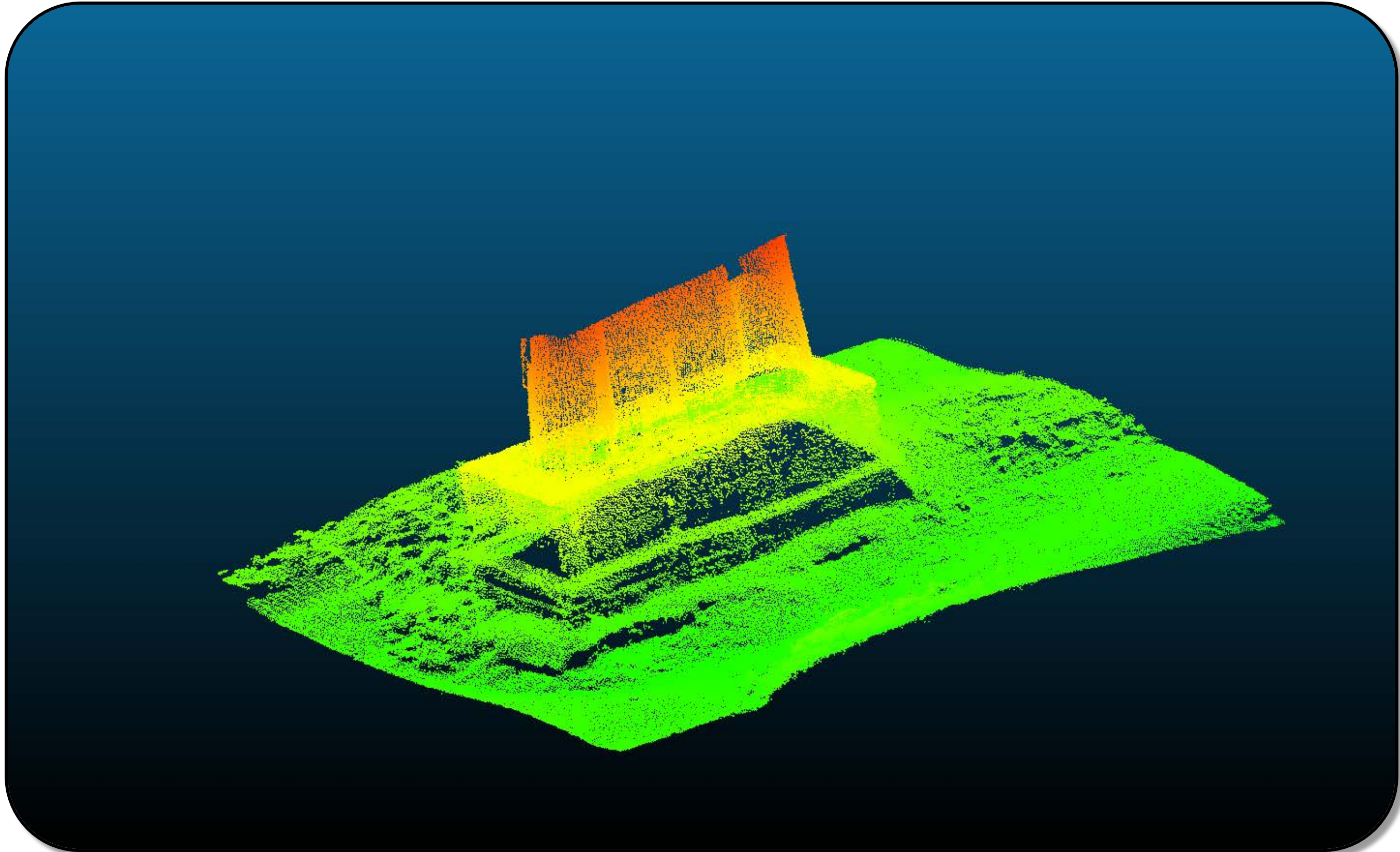


Figure 25. Perspective view of Pier 14 point cloud (looking from the northeast direction).



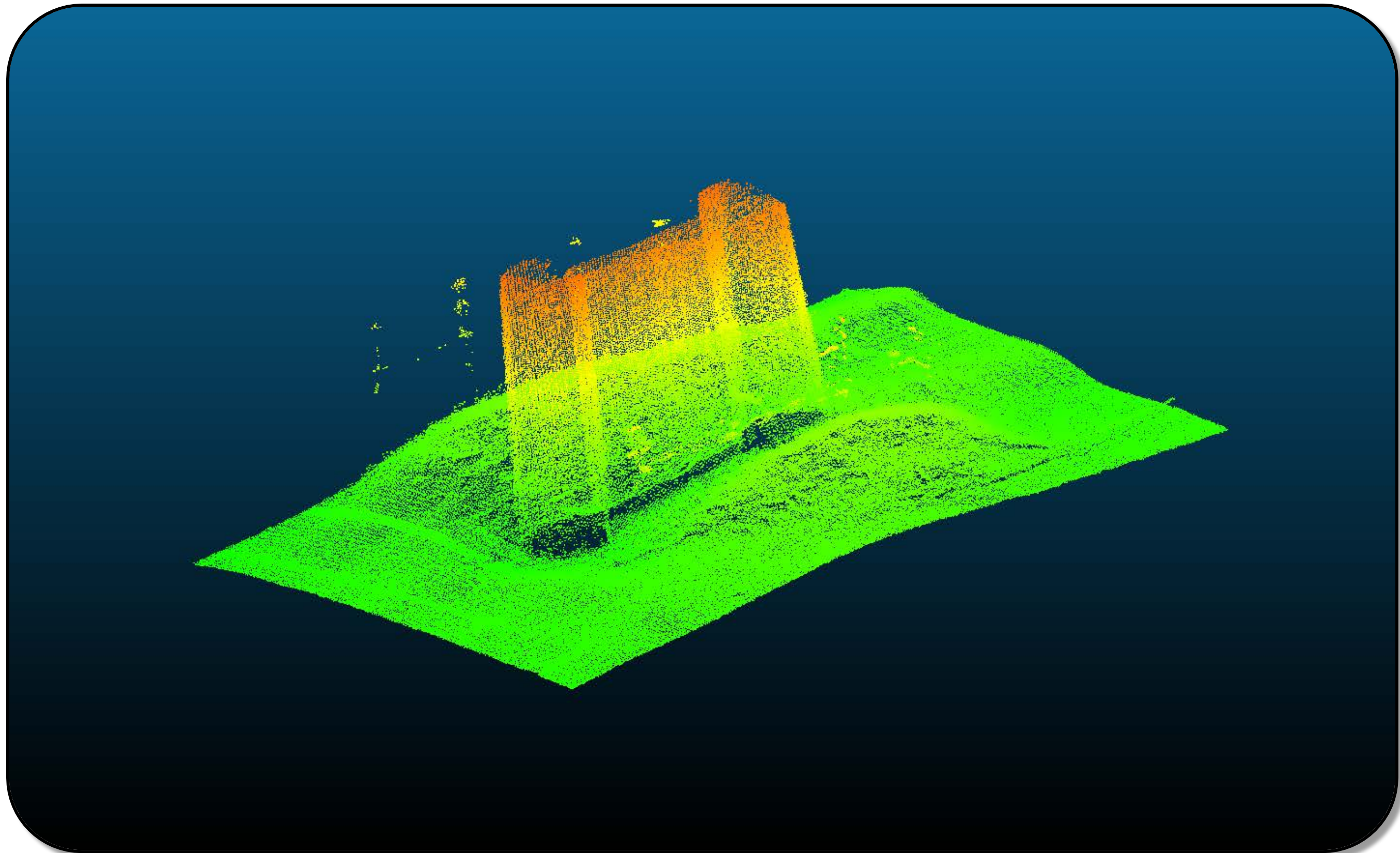


Figure 26. Perspective view of Pier 15 point cloud (looking from the northeast direction).

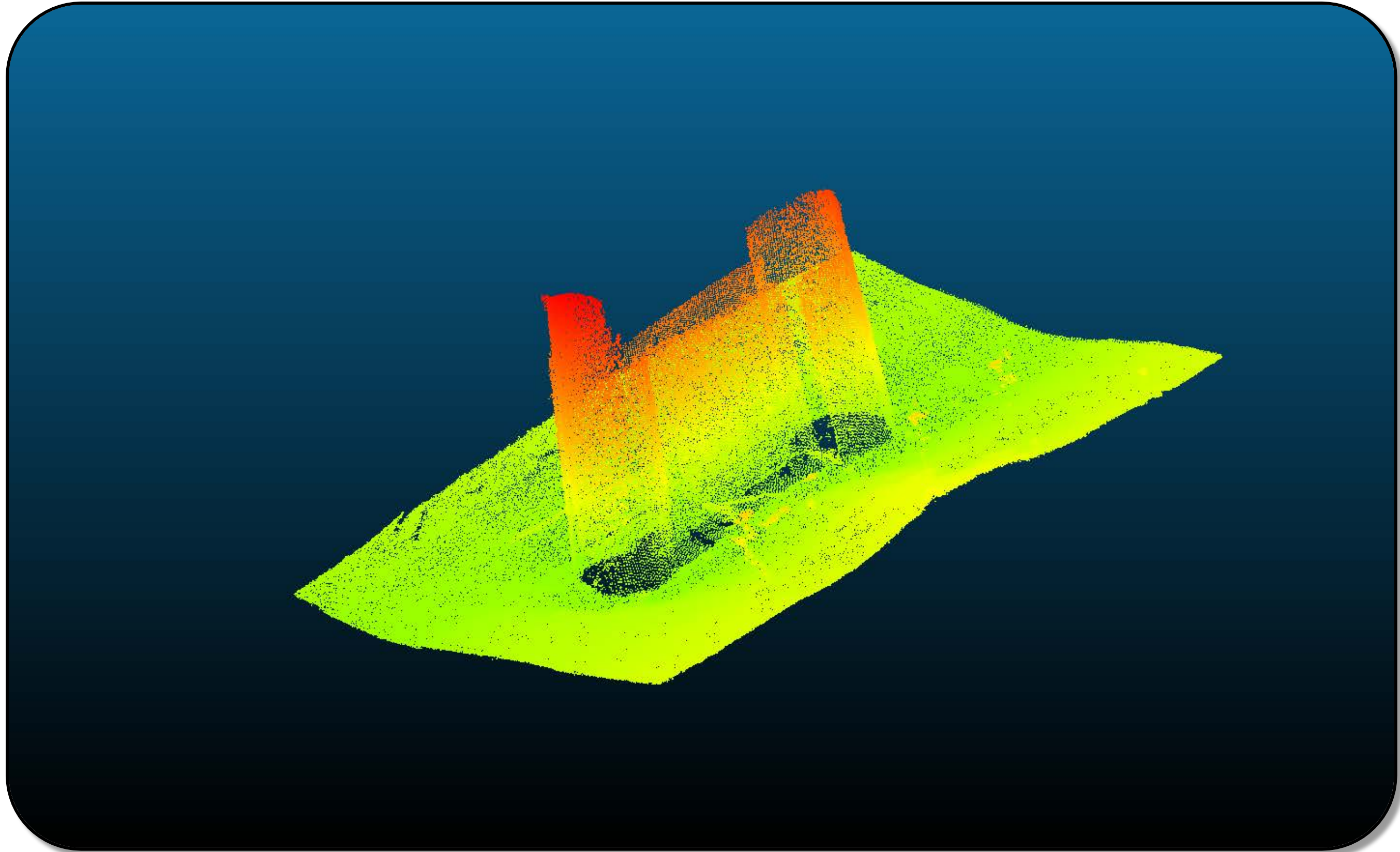


Figure 27. Perspective view of Pier 16 point cloud (looking from the northeast direction).



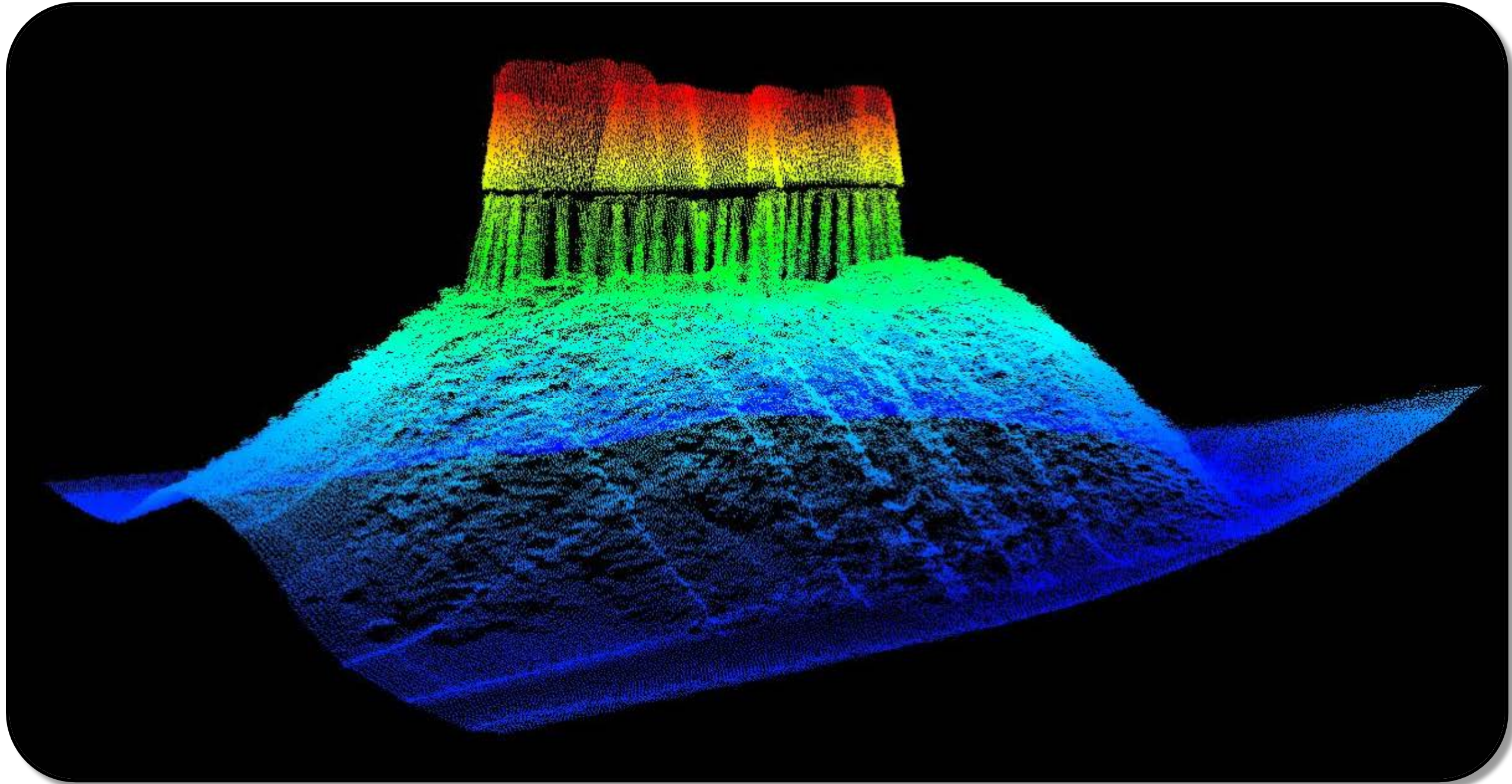


Figure 28. Example point cloud image of Pier 12 from a side perspective. Visible in the image are individual riprap stones, exposed piles beneath the pile cap, and a deep scour hole around the perimeter of the riprap toe.



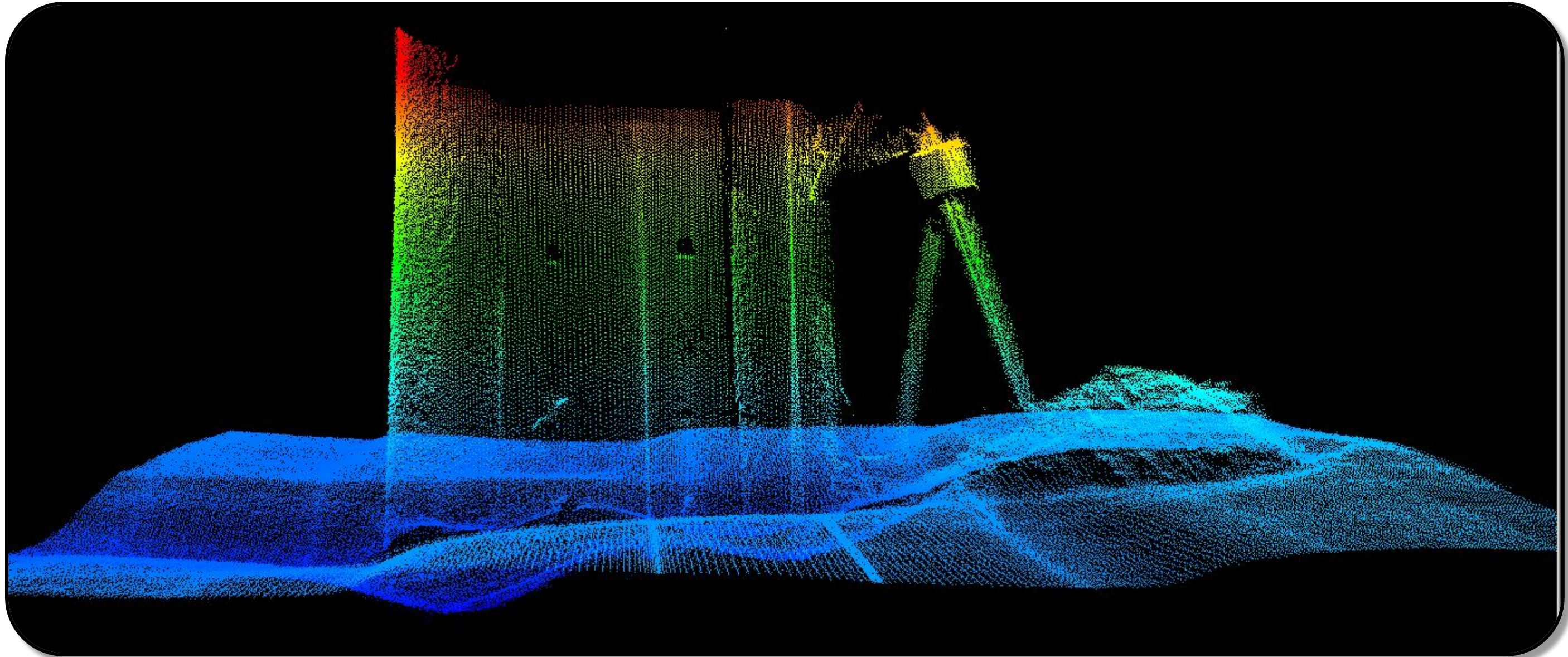


Figure 29. Example point cloud image of Pier 10 from the south. Visible in the image is the undulating river bottom elevation surrounding the bridge pier, the concrete bridge pier, and angled piles and a pile cap to the right side of the image.



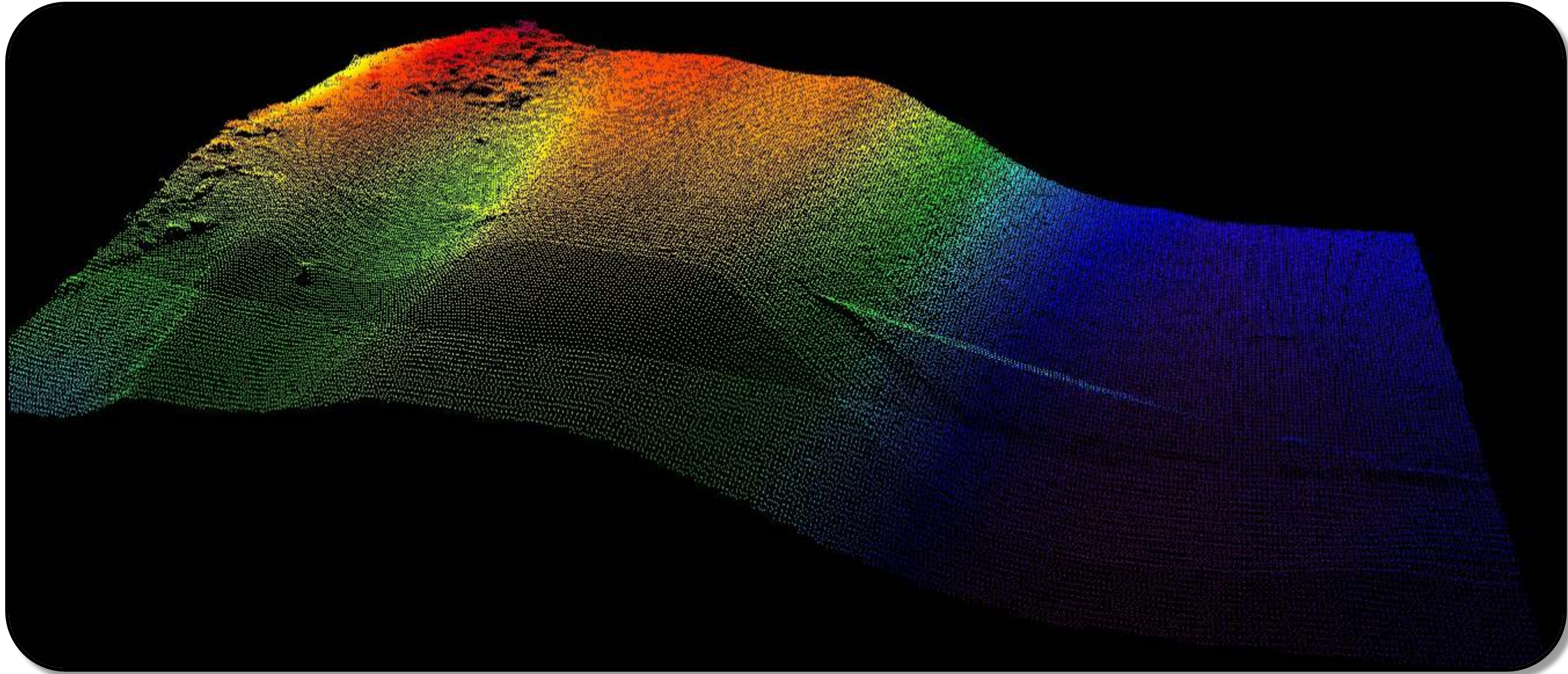


Figure 30. Example point cloud image showing an exposed, suspended cable near the bridge alignment downstream from the bridge centerline.



# Commission Memo



Prepared by: Michael McElwee  
Date: February 5, 2019  
Re: E-bikes

---

Since the spring of 2017, the Commission and staff have been aware of the growing interest and demand for the use of e-bikes for commuting and recreation. At the June 27, 2018 meeting, the Commission discussed allowing two waterfront concessionaires to offer e-bike rentals but did not act on the amendment, expressing continued uncertainty about the impact of e-bikes on the safety of other waterfront users.

In August of 2018, Andrew Bryden, Design Director at Mosko Moto in White Salmon, contacted staff and expressed interest in using an e-bike to commute across the Bridge. Staff subsequently met with Mr. Bryden and learned more about the types and capabilities of e-bikes being manufactured today.

Although using e-bikes on the Bridge would involve many challenges, given the current capabilities of e-bikes and riders, staff believes it is well worth the time for the Commission to learn more about e-bikes and consider how they will impact Port facilities in the future. Mr. Bryden, along with Jodi and/or Steve Gates of Big Winds will attend the meeting to provide information about e-bikes.

**RECOMMENDATION:** Discussion.



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# Commission Memo



Prepared by: John Mann  
Date: February 5, 2019  
Re: Bridge Projects Schedule

---

Two significant bridge projects are expected to be carried out this spring:

1. Skew System Upgrade and Span Drive Motor Replacement Project
2. Portal Truss and Steel Repair Project

Preparation for the Skew System project is well underway, with assembly and testing of system components expected to be carried out in February. This project is expected to cause relatively limited traffic impacts.

The Portal Truss project may have significant impacts to traffic depending on whether work is carried out in the daylight hours (multiple days of single lane closures) or overnight (limited days, but full bridge closures overnight). Staff seeks Commission input and will provide an update on schedule options and durations.

**RECOMMENDATION:** Discussion.



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# Commission Memo



Prepared by: Michael McElwee  
Date: February 5, 2019  
Re: Lot #1 Public Infrastructure Plan

---

Walker Macy has completed the Public Infrastructure Framework Plan for Lot #1. The final version is attached. This effort was intended to provide a full assessment of Lot #1 infrastructure needs and lead to collaborative effort with the City of Hood River Urban Renewal Board to determine if some allocation of tax increment financing is appropriate to spur development and meet community needs. It appears that a work session to continue the dialogue will likely occur in April. Staff will be working with City staff to prepare for that meeting and subsequent discussion.

Staff seeks consensus approval of the Public Infrastructure Framework Plan.

**RECOMMENDATION:** Discussion.



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# LOT 1 - PUBLIC INFRASTRUCTURE FRAMEWORK PLAN

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PORT OF HOOD RIVER  
HOOD RIVER, OREGON  
JANUARY 2019







# Contents

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**ACKNOWLEDGEMENTS:**

*Port of Hood River  
 City of Hood River  
 Walker Macy  
 KPFF Consulting Engineers  
 Surround Architecture*





# Hood River Lot 1 - Public Infrastructure Framework Pla

## 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 Management Plan  
DKS Associates



February 2013: Lot 1 Preliminary Concept Plan  
Group Mackenzie



March 2014: Nichols Basin West Edge Trail Walker  
Walker Macy

Hood River Lot 1 - Public Infrastructure Framework Pla

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:

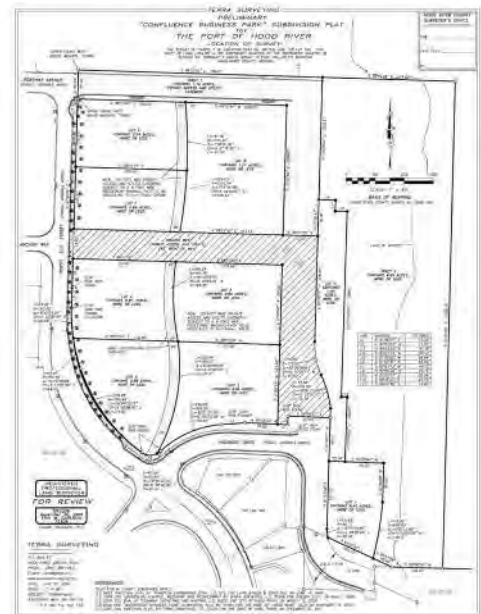
- a. Target competitive wage jobs.
- b. Ensure high quality design and construction.
- c. Complement Hood River’s downtown core.
- d. Seek waterfront-compatible businesses.
- e. Create a superior pedestrian environment with broad public access.
- f. Emphasize environmental sustainability.

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.

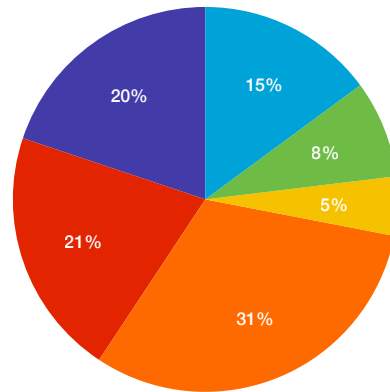
Commonalities include:

- 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

- LIGHT INDUSTRIAL TECHNOLOGY
- RETAIL
- INDUSTRIAL OFFICES
- AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION
- PROFESSIONAL OFFICES
- RECREATION HEADQUARTERS



## 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
<b>TOTAL</b>	<b>252,157</b>	<b>5.79</b>	<b>153,170</b>	<b>26,454.23</b>	<b>280</b>	<b>48.36</b>	<b>251</b>	<b>43.35</b>

**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
<b>TOTAL</b>	<b>319,950</b>	<b>7.35</b>	<b>26,500</b>	<b>160,925</b>	<b>48</b>	<b>299</b>	<b>43</b>	<b>290</b>

\* 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





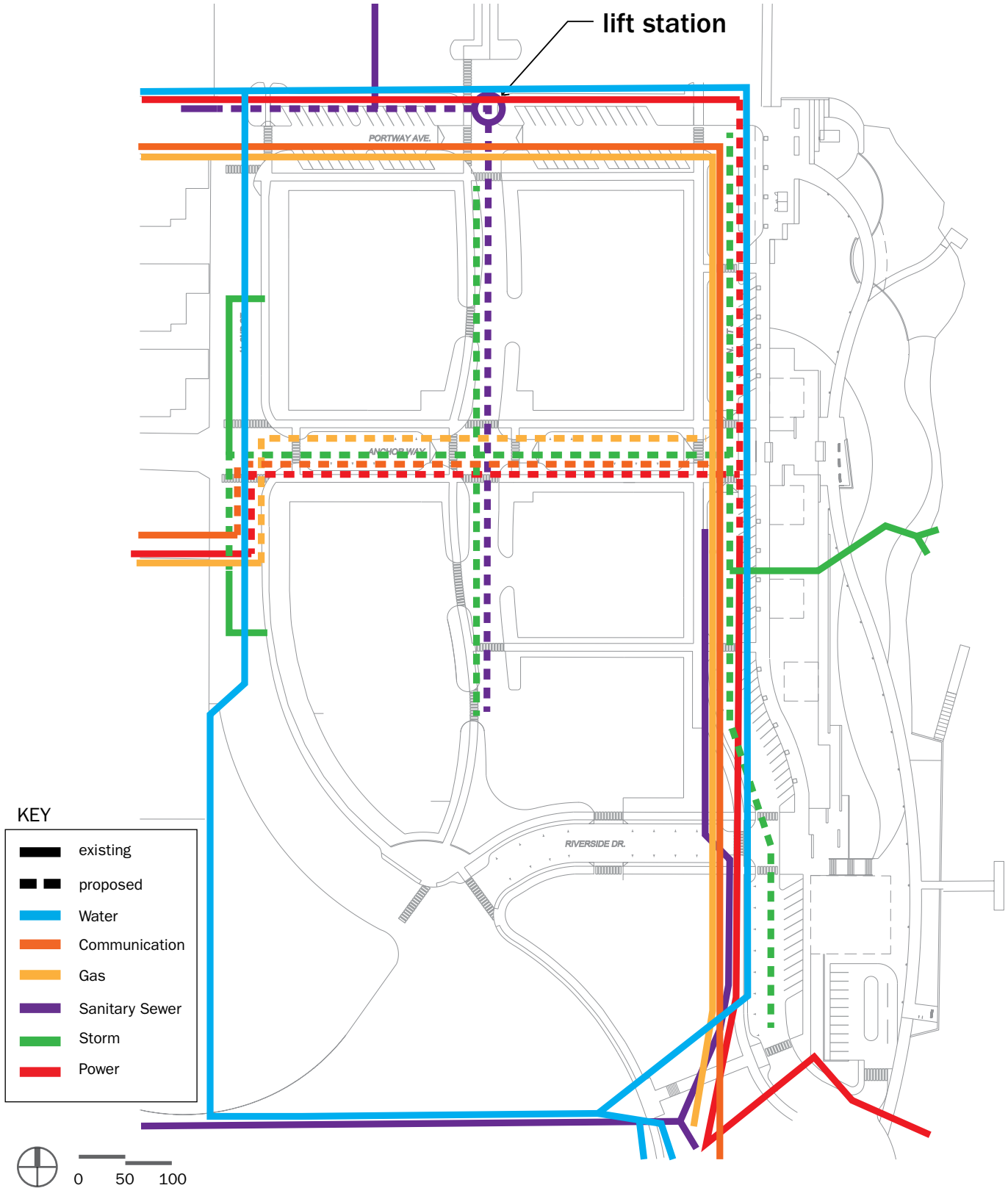
# Comprehensive Infrastructure & Enhancement Plan

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.

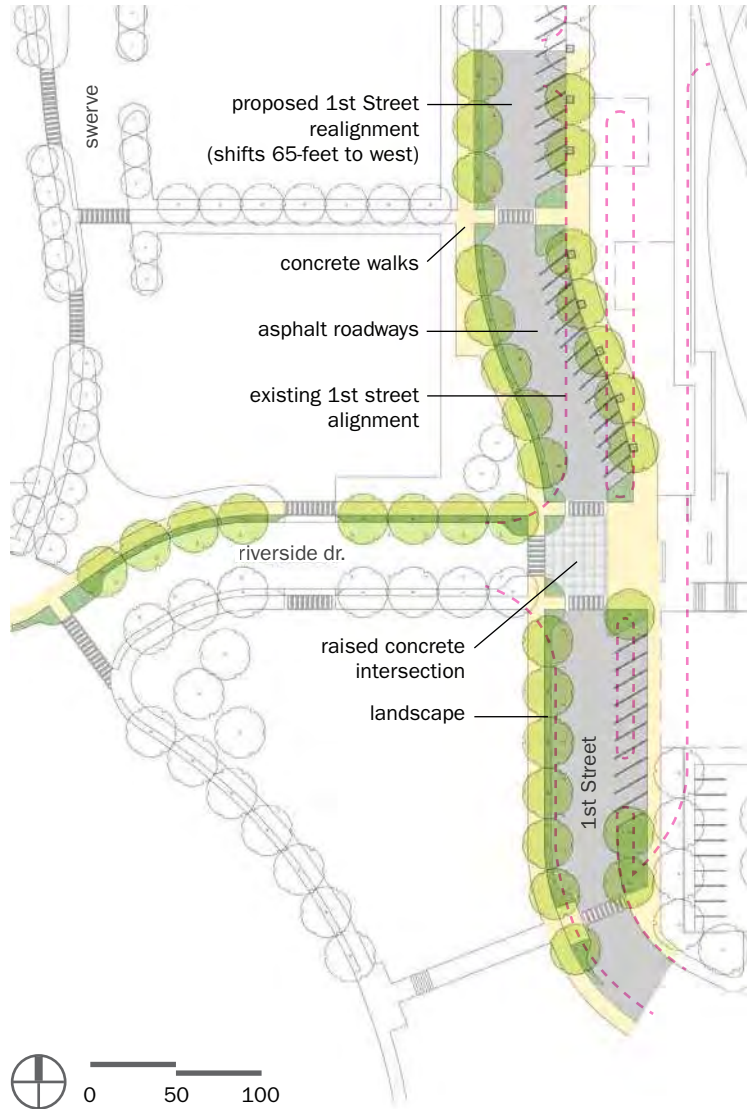
Components include:

- 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
<b>Subtotal</b>	<b>\$1,095,750</b>
Escalation	\$172,717
Contingency	\$328,725
<b>Subtotal</b>	<b>\$1,597,192</b>
Permitting & Design Fees	\$479,158
<b>Total</b>	<b>\$2,076,350</b>

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.

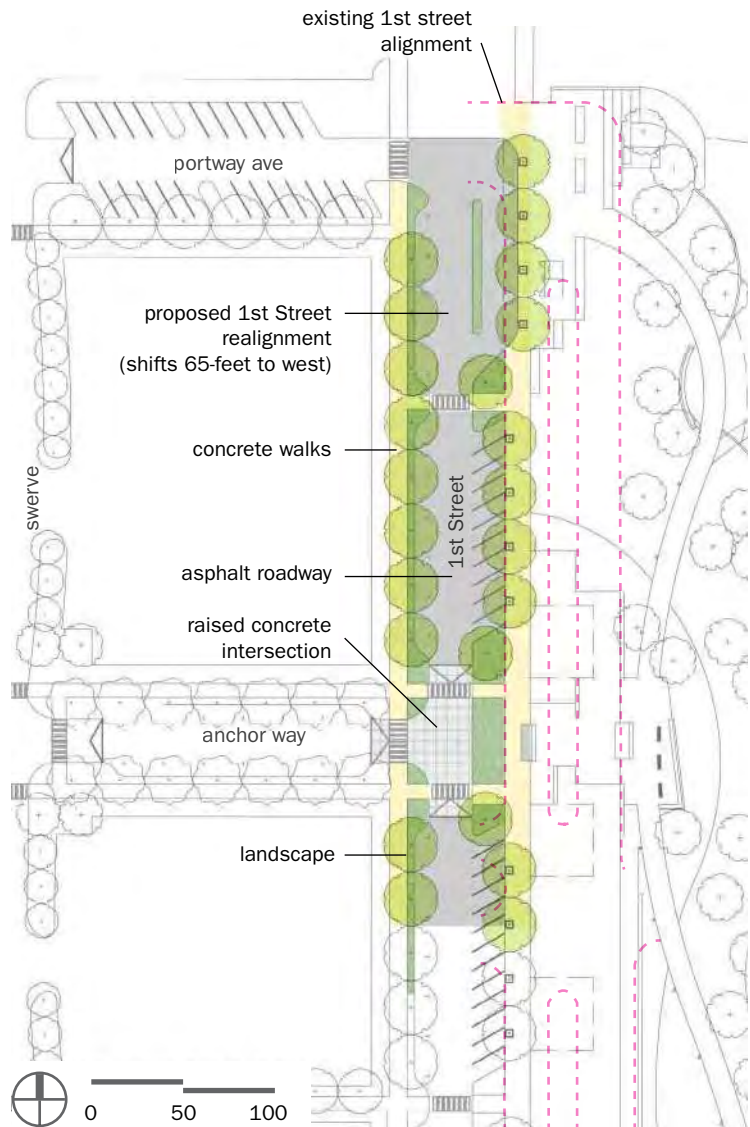
Built components include:

- 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
<b>Subtotal</b>	<b>\$770,000</b>
Escalation	\$121,371
Contingency	\$231,009
<b>Subtotal</b>	<b>\$1,122,380</b>
Permitting & Design Fees	\$336,720
<b>Total</b>	<b>\$1,459,100</b>

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.

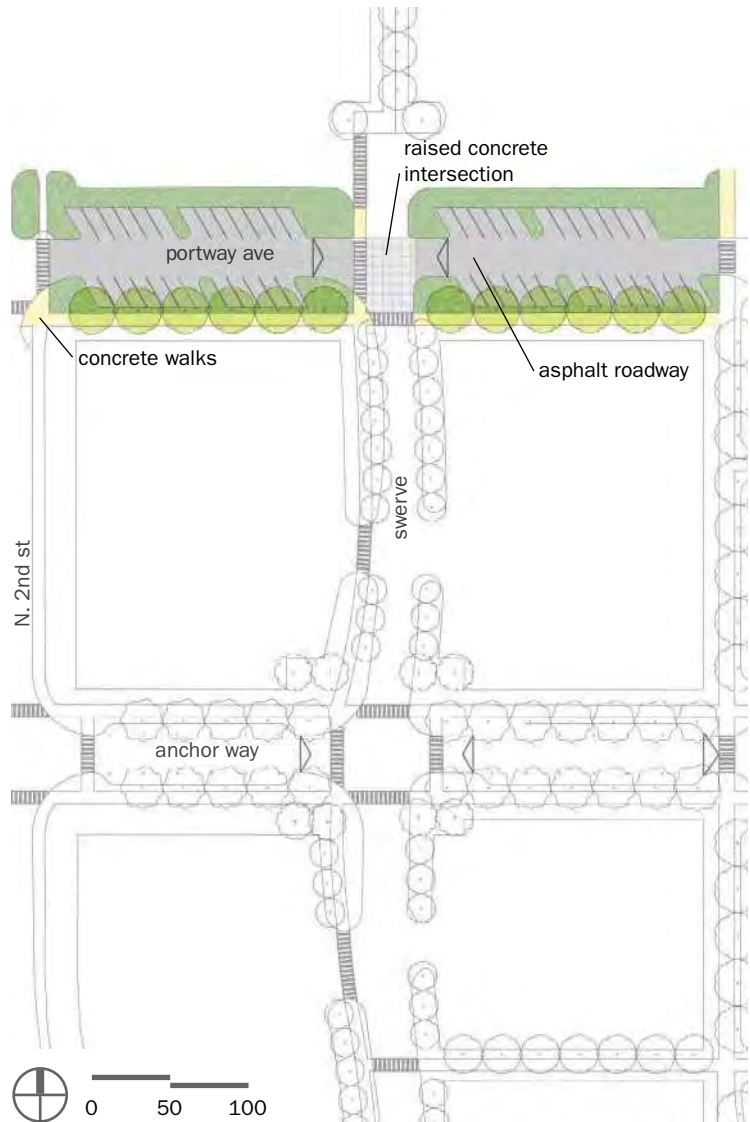
Built components include:

- 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
<b>Subtotal</b>	<b>\$1,029,750</b>
Escalation	\$162,314
Contingency	\$308,935
<b>Subtotal</b>	<b>\$1,500,999</b>
Permitting & Design Fees	\$450,301
<b>Total</b>	<b>\$1,951,300</b>

NOTE: Estimates based on 2021 dollars.



Location



Mid-block Crossing Example



# Project: Swerve

## Description

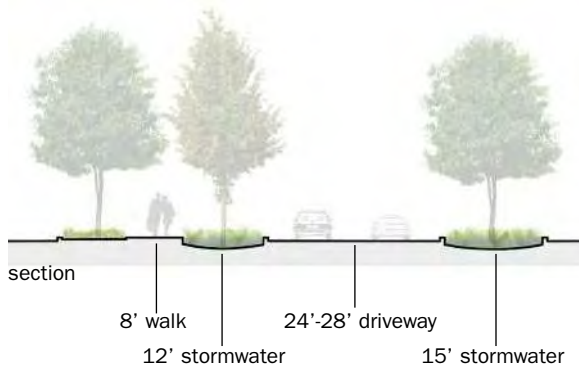
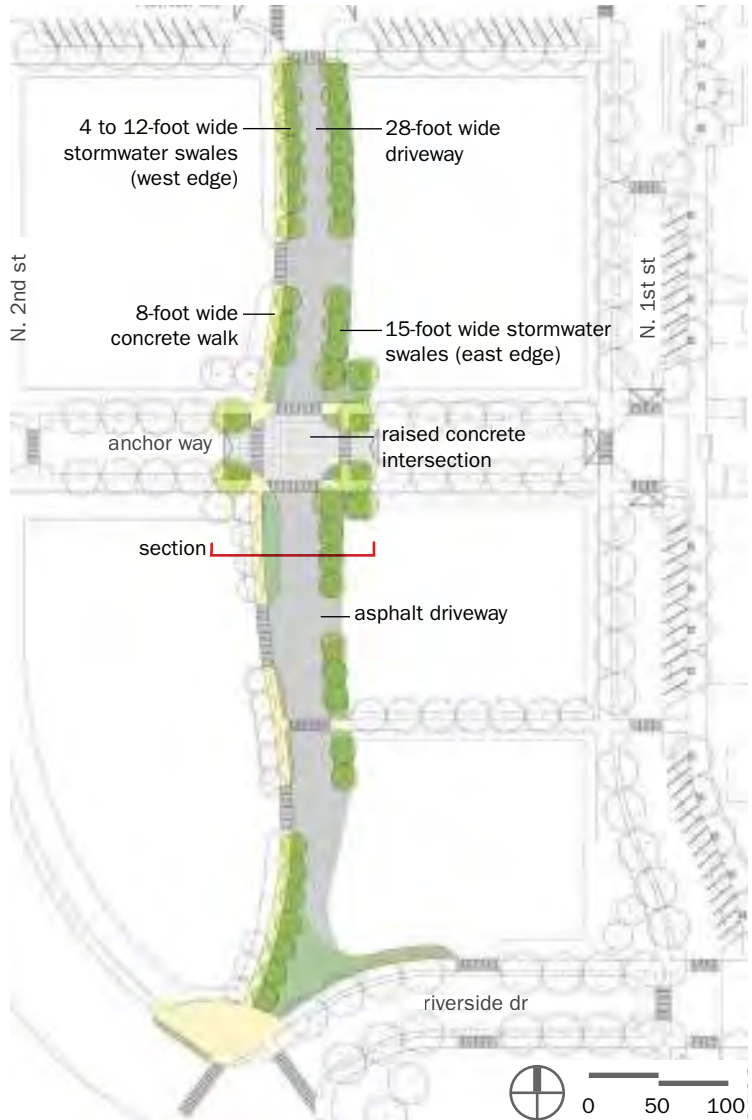
The Swerve will provide multiple functions including:

- 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
<b>Subtotal</b>	<b>\$678,200</b>
Escalation	\$106,901
Contingency	\$203,460
<b>Subtotal</b>	<b>\$988,561</b>
Permitting & Design Fees	\$296,539
<b>Total</b>	<b>\$1,285,100</b>

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.

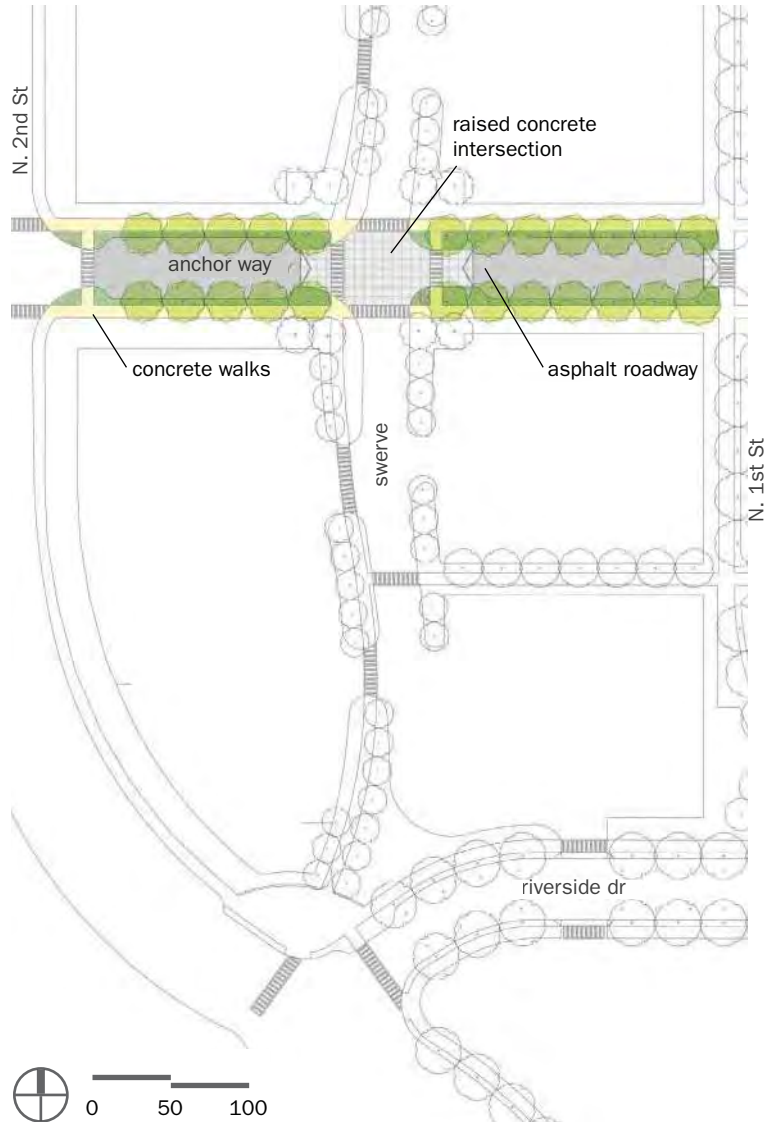
Built components include:

- 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
<b>Subtotal</b>	<b>\$816,500</b>
Escalation	\$128,701
Contingency	\$244,954
<b>Subtotal</b>	<b>\$1,190,155</b>
Permitting & Design Fees	\$357,045
<b>Total</b>	<b>\$1,547,200</b>

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

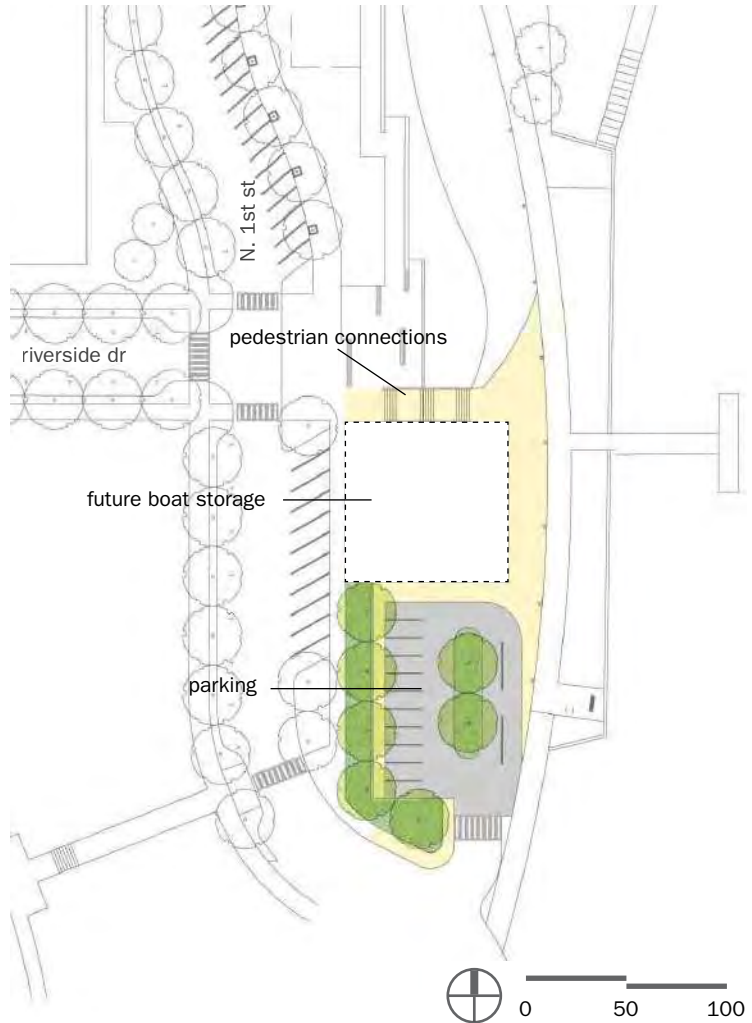
### Description

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 accommodate use and better fit to the 1st Street realignment.

### Order of Magnitude Cost

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

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



Location



Boat Storage Example



# Enhancement Project: North Plaza

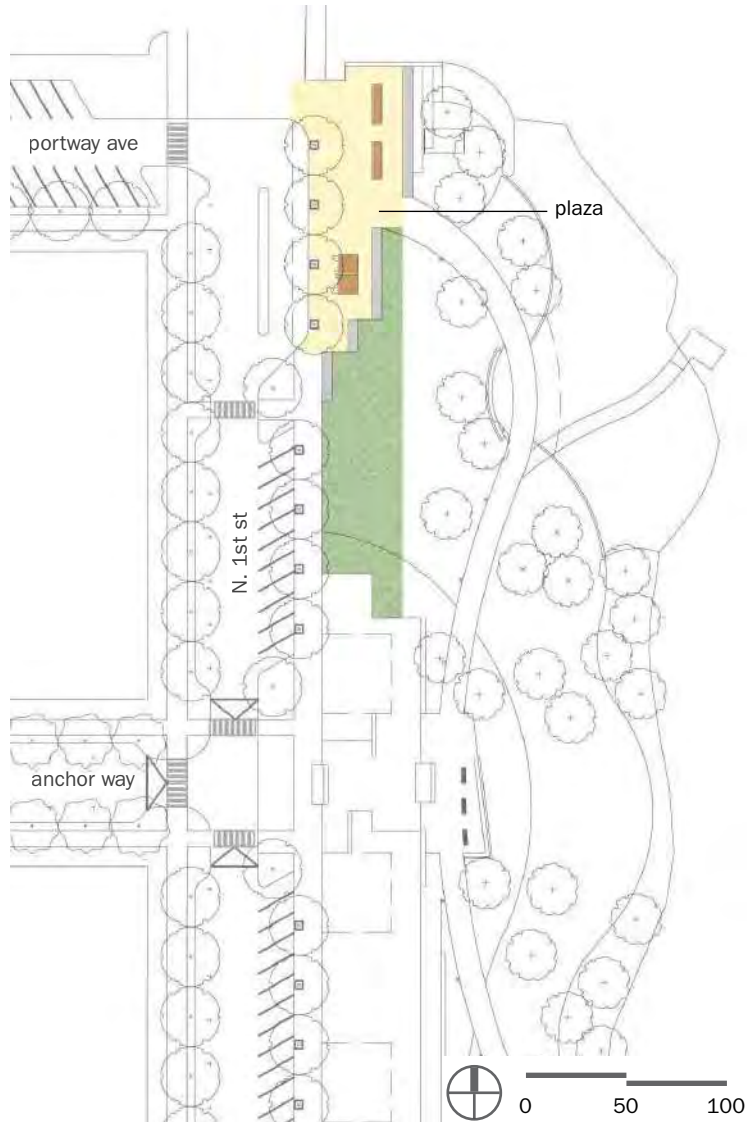
## Description

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
<b>Subtotal</b>	<b>\$612,475</b>
Mobilization	\$48,998
Escalation	\$96,541
Contingency	\$183,743
<b>Subtotal</b>	<b>\$941,757</b>
Permitting & Design Fees	\$282,523
<b>Total</b>	<b>\$1,224,280</b>

NOTE: Estimates based on 2021 dollars.



Location



Plaza Example

# Enhancement Project: Anchor Way Plaza

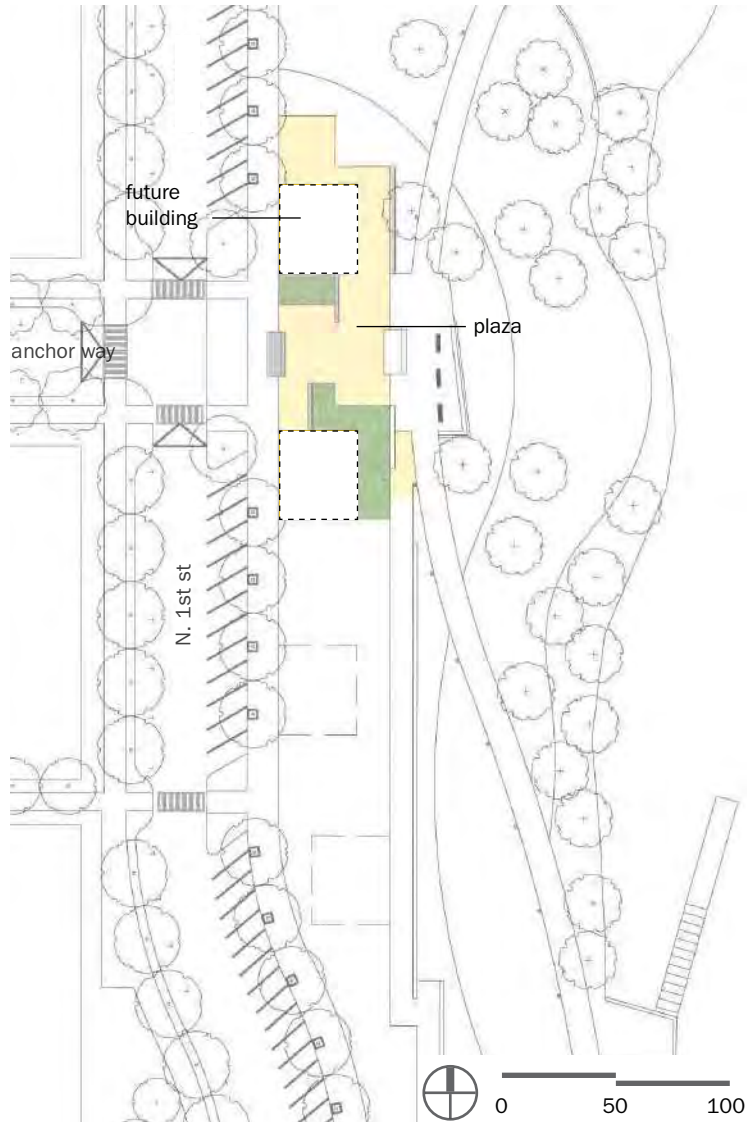
## Description

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
<b>Subtotal</b>	<b>\$64,700</b>
Mobilization	\$5,176
Escalation	\$10,198
Contingency	\$19,411
<b>Subtotal</b>	<b>\$99,485</b>
Permitting & Design Fees	\$29,845
<b>Total</b>	<b>\$129,330</b>

NOTE: Estimates based on 2021 dollars.



Location



Plaza Seating Example



## Enhancement Project: Riverside Plaza

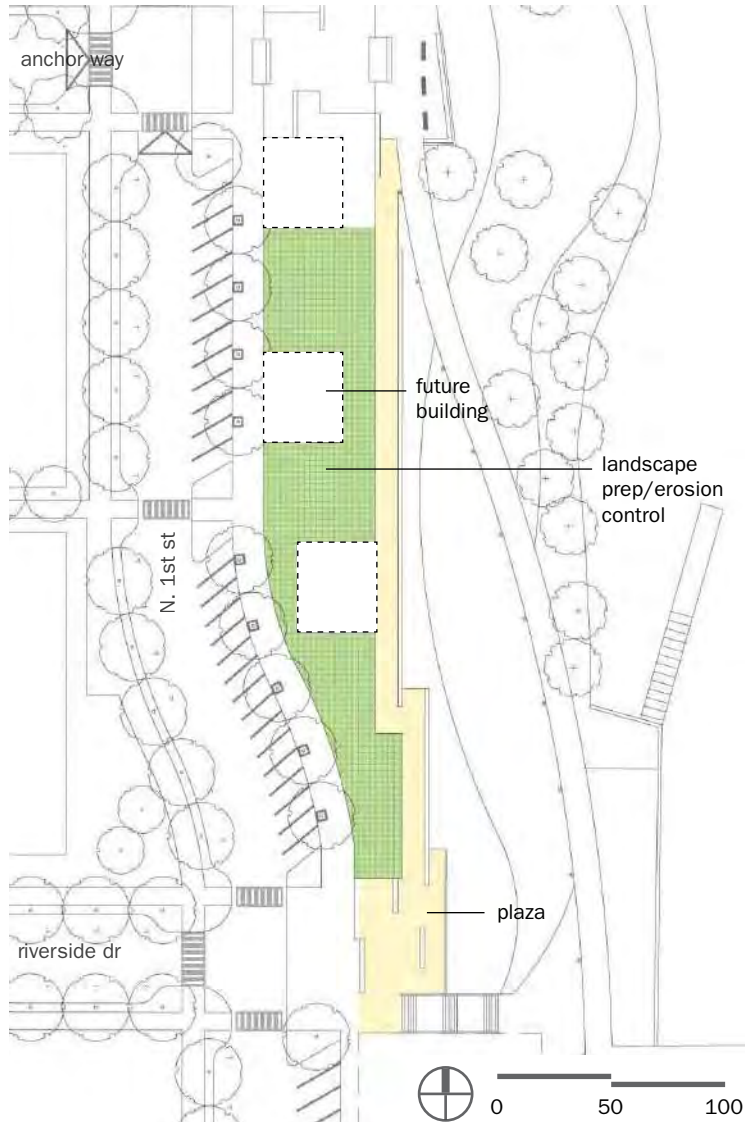
### Description

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
<b>Subtotal</b>	<b>\$82,050</b>
Mobilization	\$6,564
Escalation	\$12,933
Contingency	\$24,610
<b>Subtotal</b>	<b>\$126,157</b>
Permitting & Design Fees	\$37,843
<b>Total</b>	<b>\$164,000</b>

NOTE: Estimates based on 2021 dollars.



Location



Street & Plaza Integration Example

## Enhancement Project: Overpass Connection

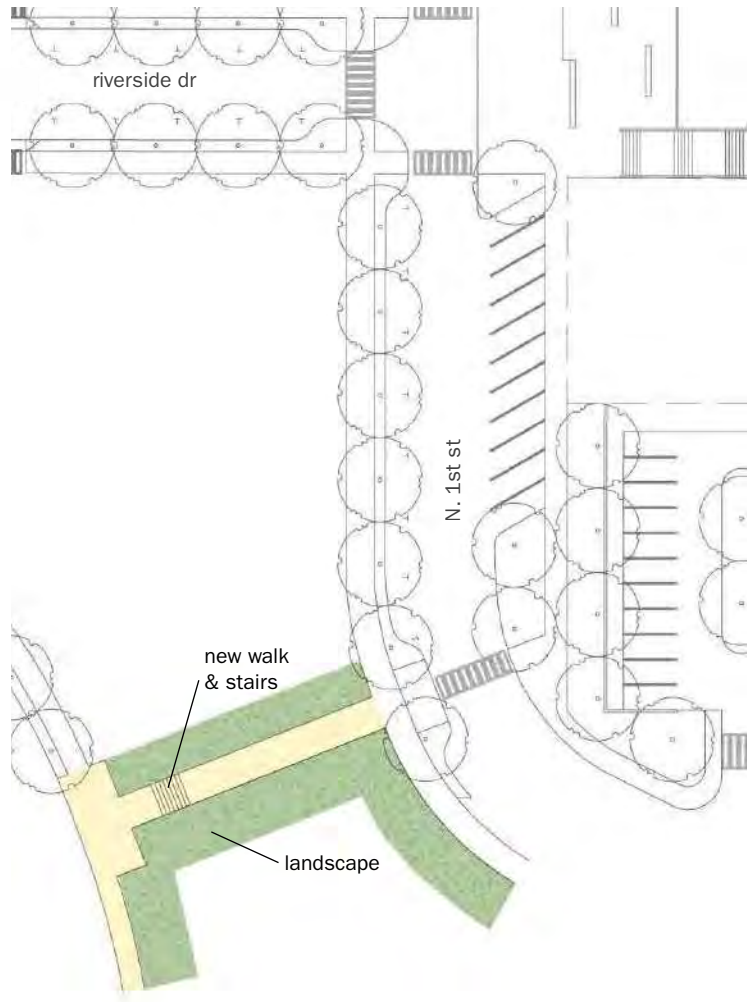
### Description

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
<b>Subtotal</b>	<b>\$112,100</b>
Mobilization	\$8,968
Escalation	\$17,670
Contingency	\$33,652
<b>Subtotal</b>	<b>\$172,390</b>
Permitting & Design Fees	\$51,710
<b>Total</b>	<b>\$224,100</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site



## Enhancement Project: Accessible Overlook

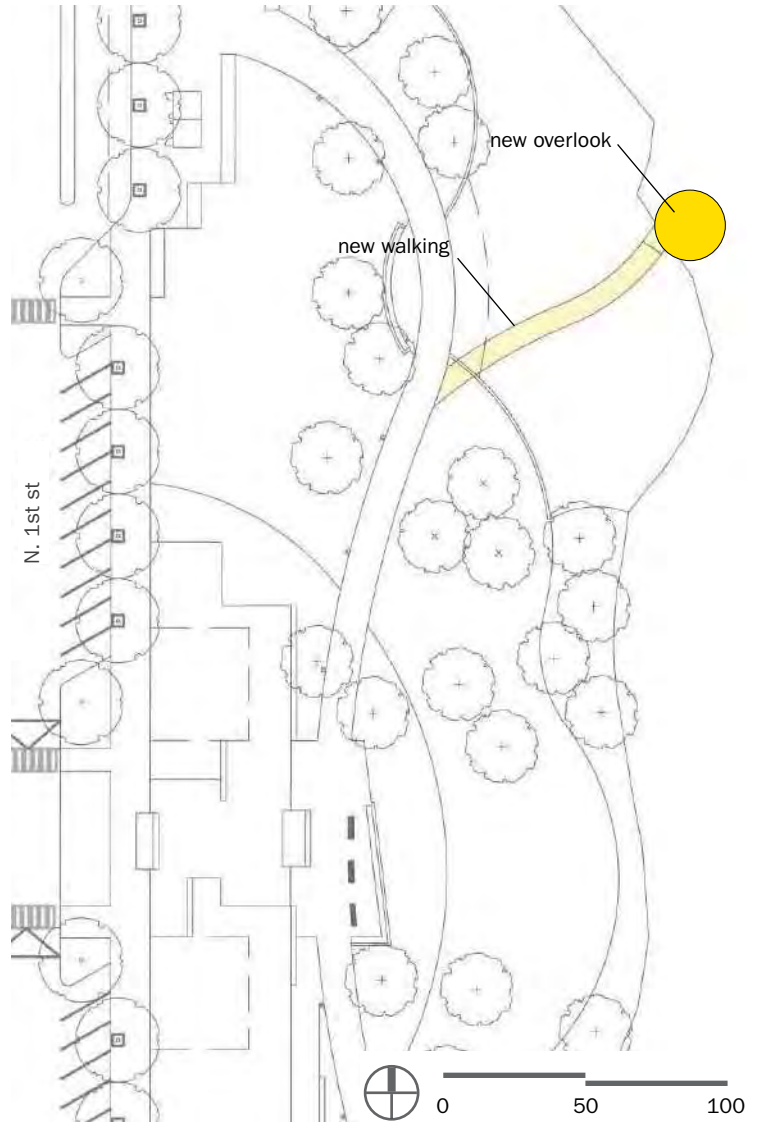
### Description

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
<b>Subtotal</b>	<b>\$152,600</b>
Mobilization	\$12,208
Escalation	\$24,054
Contingency	\$45,780
<b>Subtotal</b>	<b>\$234,642</b>
Permitting & Design Fees	\$70,358
<b>Total</b>	<b>\$305,000</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site

## Enhancement Project: Riparian Edge Restoration

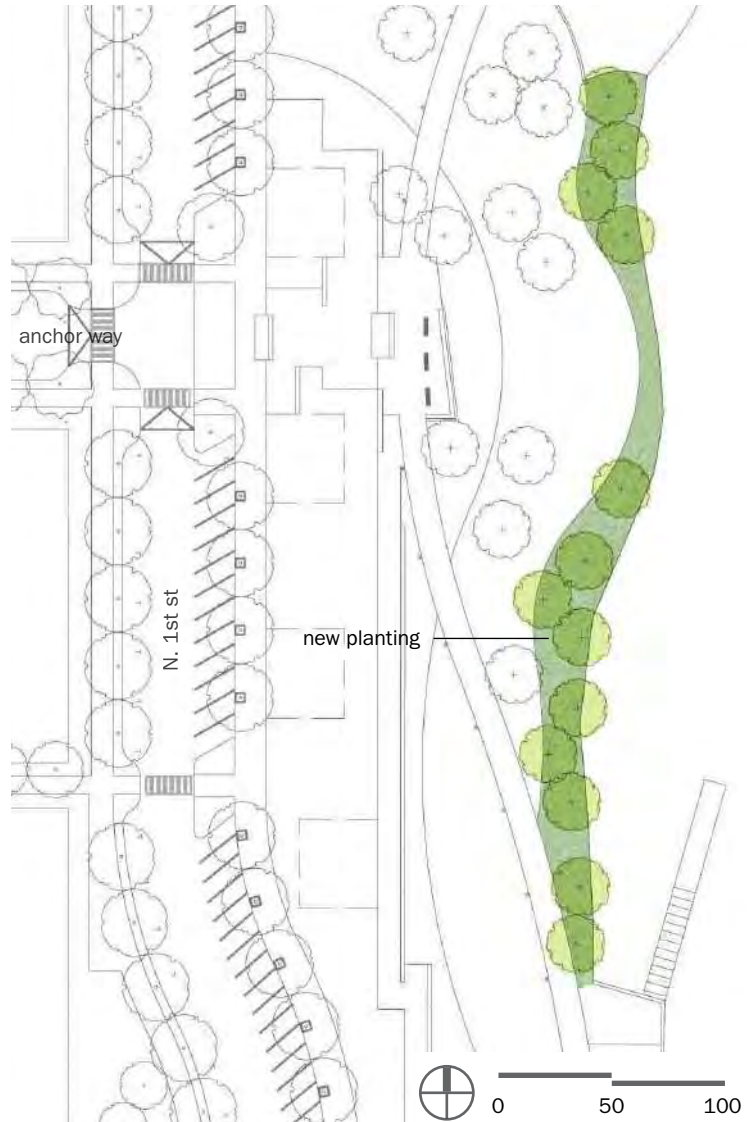
### Description

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
<b>Subtotal</b>	<b>\$175,000</b>
Mobilization	\$14,000
Escalation	\$27,584
Contingency	\$52,500
<b>Subtotal</b>	<b>\$269,084</b>
Permitting & Design Fees	\$80,726
<b>Total</b>	<b>\$349,810</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site



## Enhancement Project: Transit Stop

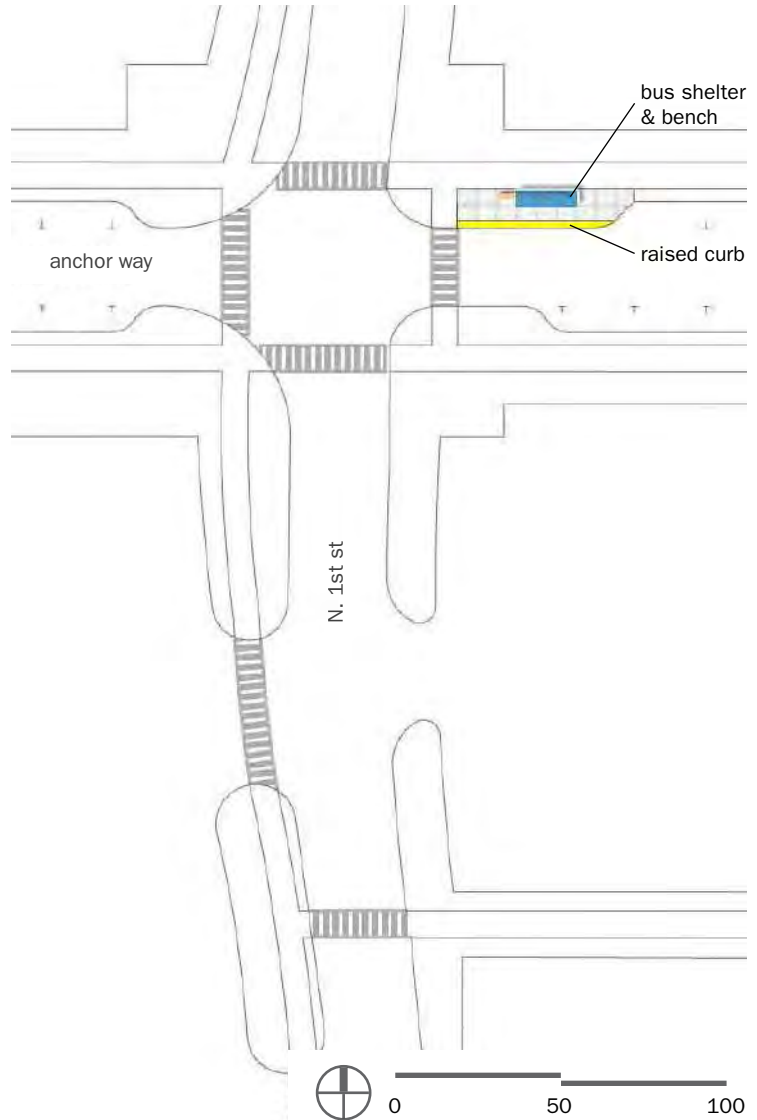
### Description

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

### Order of Magnitude Cost

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

NOTE: Estimates based on 2021 dollars.



Location



Transit Stop Example

## Enhancement Project: Existing Dock Extension

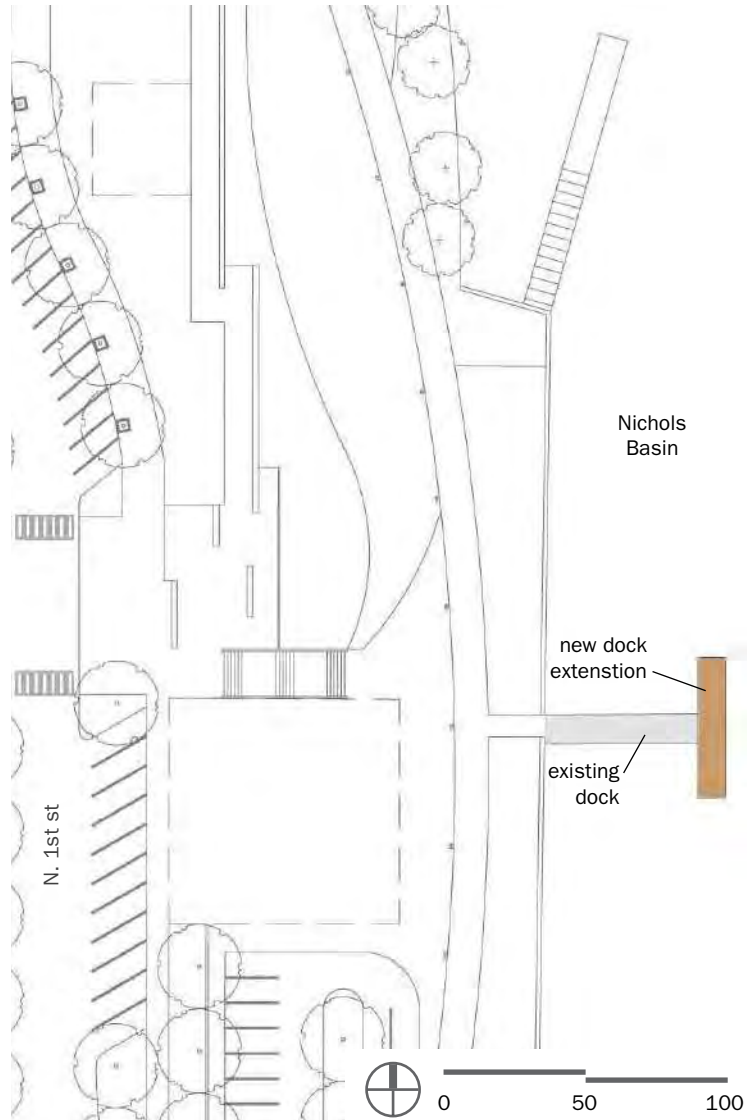
### Description

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
<b>Subtotal</b>	<b>\$105,000</b>
Mobilization	\$8,400
Escalation	\$16,551
Contingency	\$31,500
<b>Subtotal</b>	<b>\$161,451</b>
Permitting & Design Fees	\$48,439
<b>Total</b>	<b>\$209,900</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site



## Enhancement Project: Small Craft Floating Dock

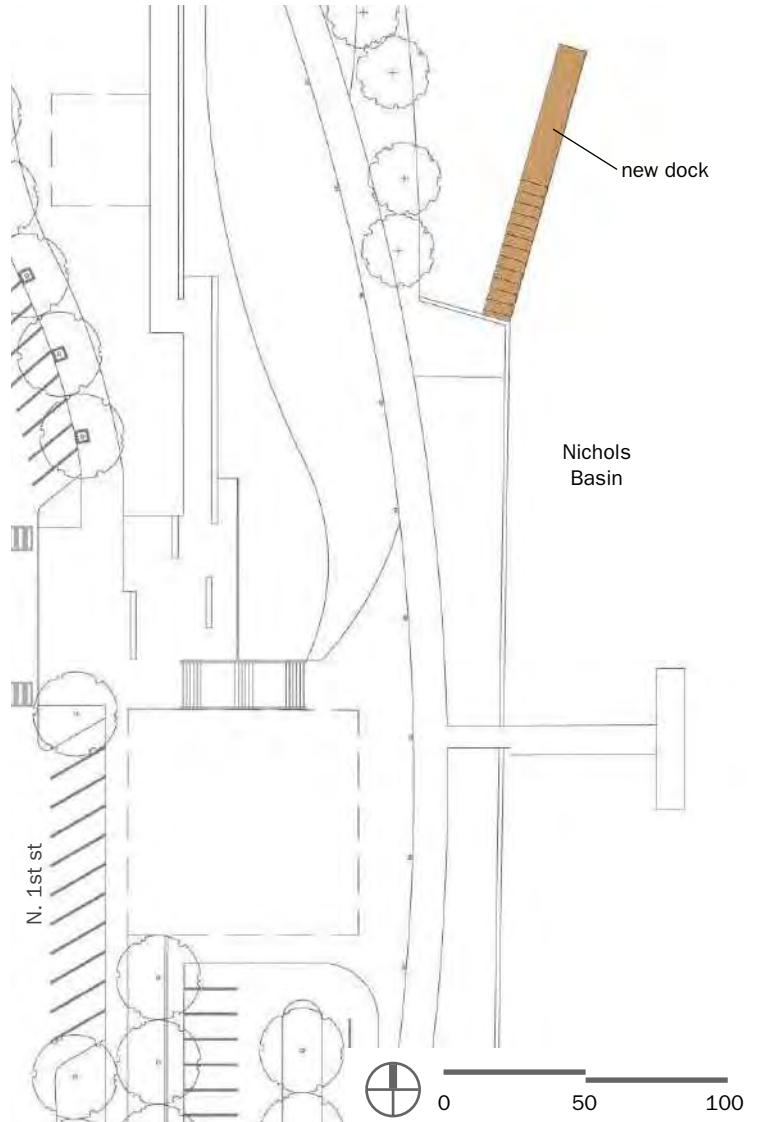
### Description

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
<b>Subtotal</b>	<b>\$106,000</b>
Mobilization	\$8,480
Escalation	\$16,800
Contingency	\$31,805
<b>Subtotal</b>	<b>\$162,993</b>
Permitting & Design Fees	\$48,897
<b>Total</b>	<b>\$211,890</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site

## Enhancement Project: South End Connection

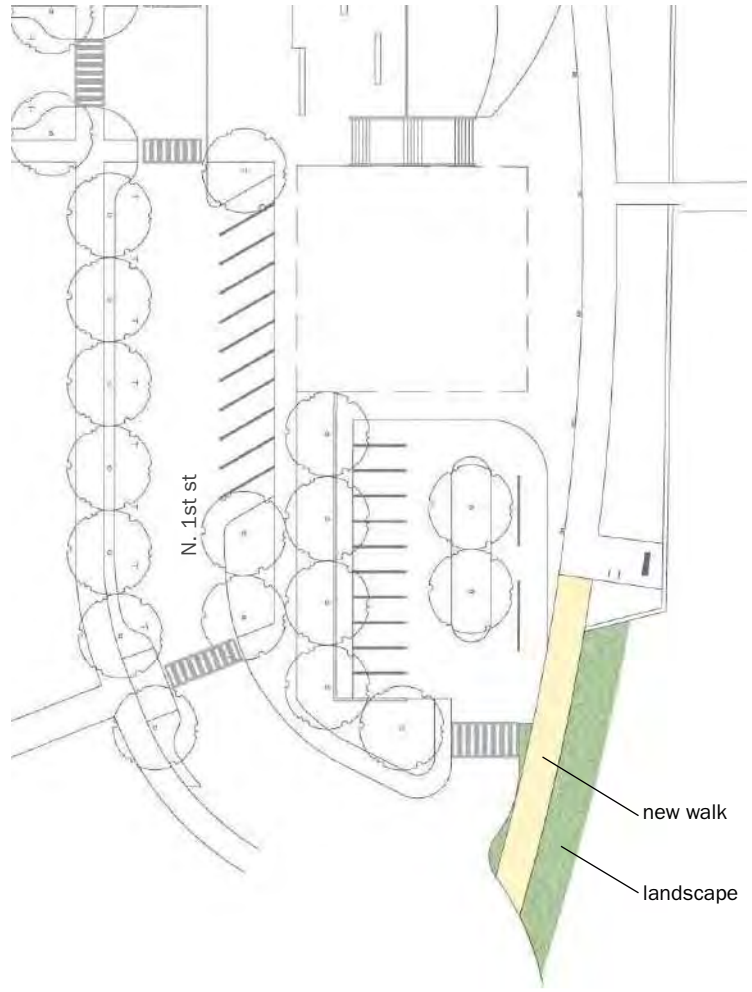
### Description

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
<b>Subtotal</b>	<b>\$55,000</b>
Mobilization	\$4,400
Escalation	\$8,669
Contingency	\$16,500
<b>Subtotal</b>	<b>\$84,569</b>
Permitting & Design Fees	\$25,371
<b>Total</b>	<b>\$109,940</b>

NOTE: Estimates based on 2021 dollars.



Location



Existing Conditions at Site



# *Appendix*





# Trends

## Hood River Lot 1 - Public Infrastructure Framework Pla

# 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
<b>TOTAL</b>	252,157	5.79	153,170	<b>26,454.23</b>	280	<b>48.36</b>	251	<b>43.35</b>

**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

(89)

- 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

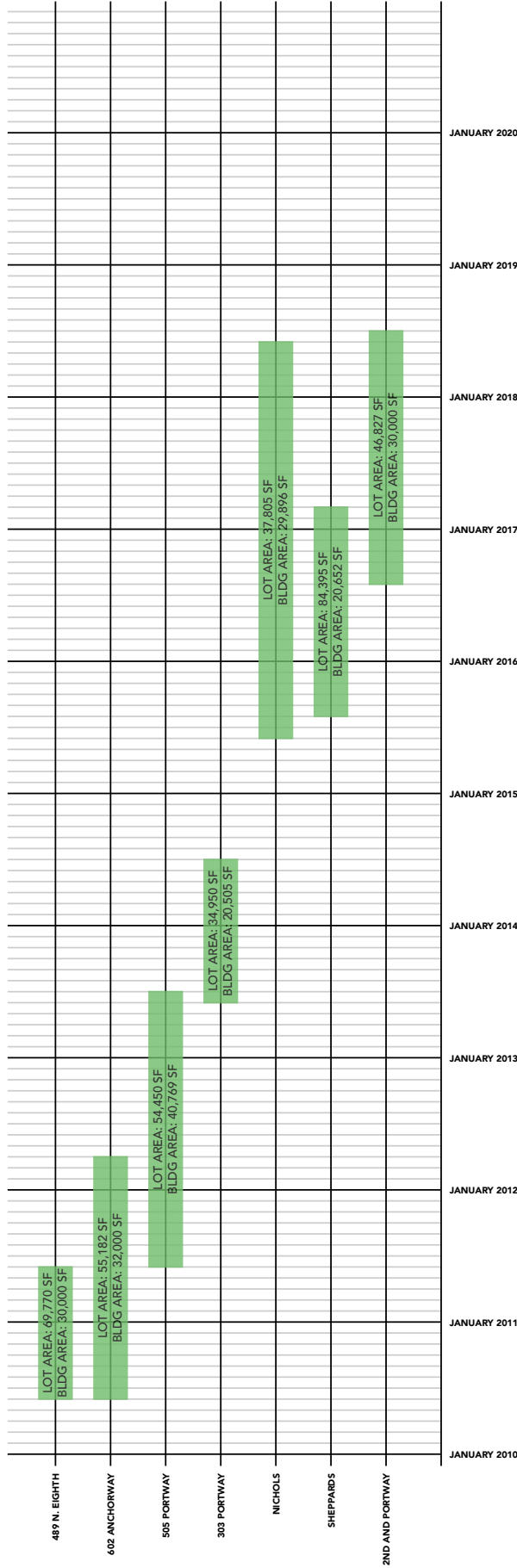
Trends

Hood River Lot 1 - Public Infrastructure Framework Pla

AREA / YEAR

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

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





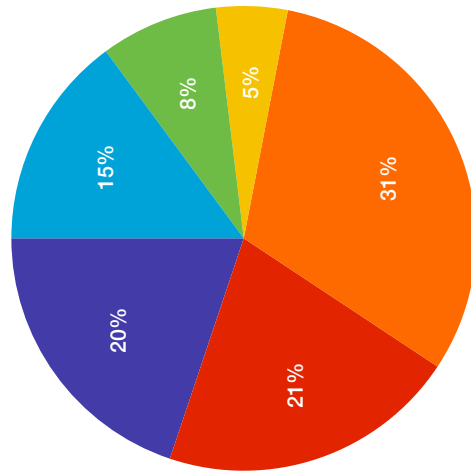
# Trends

## 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

- LIGHT INDUSTRIAL TECHNOLOGY
- RETAIL
- INDUSTRIAL OFFICES
- AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION
- PROFESSIONAL OFFICES
- RECREATION HEADQUARTERS



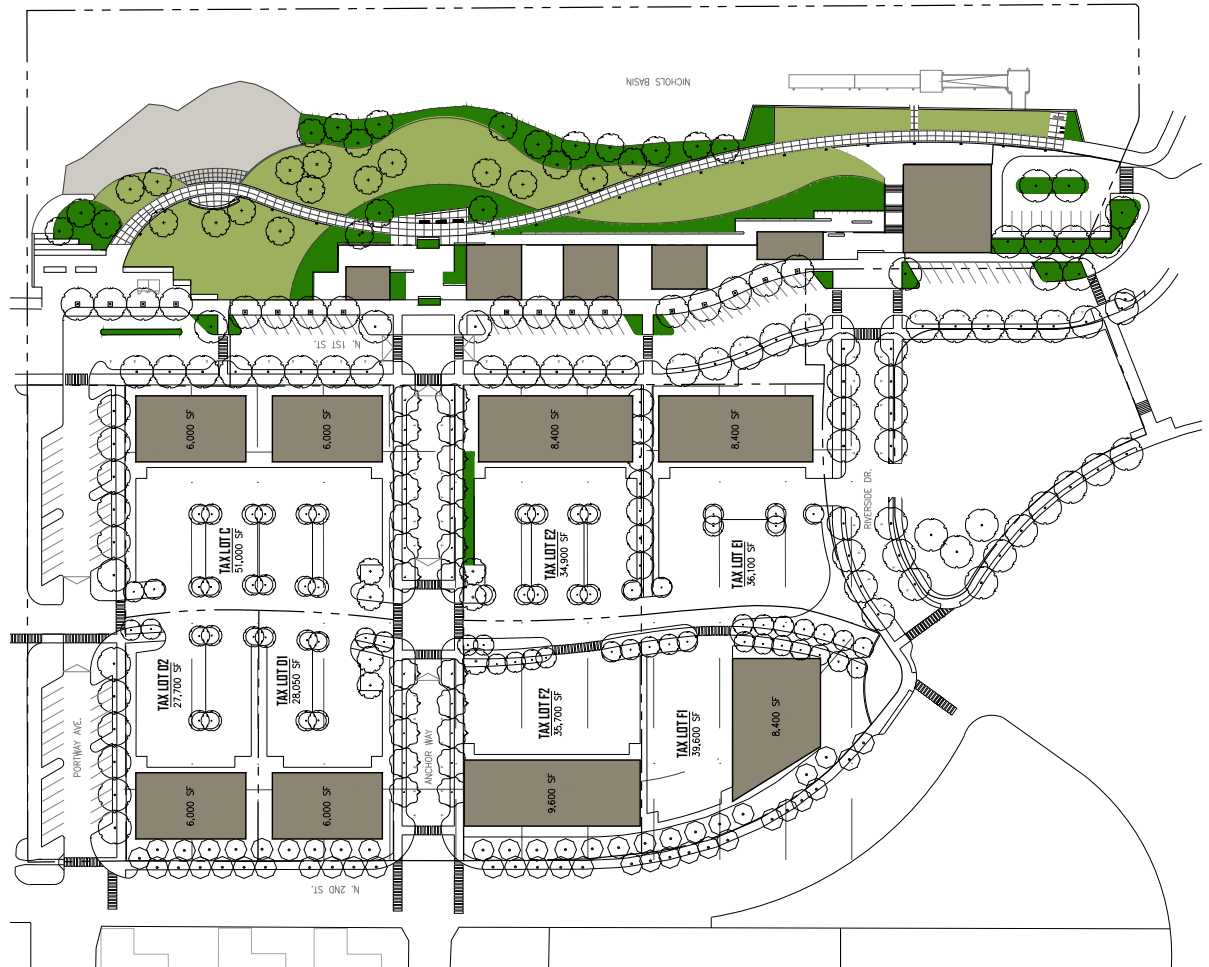
(91)

- 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)

# Trends

## Hood River Lot 1 - Public Infrastructure Framework Pla

### 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"

Trends

Hood River Lot 1 - Public Infrastructure Framework Pla

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
<b>TOTAL</b>	<b>319,950</b>	<b>7.35</b>	<b>26,500</b>	<b>160,925</b>	<b>48</b>	<b>299</b>	<b>43</b>	<b>290</b>

\* 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

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

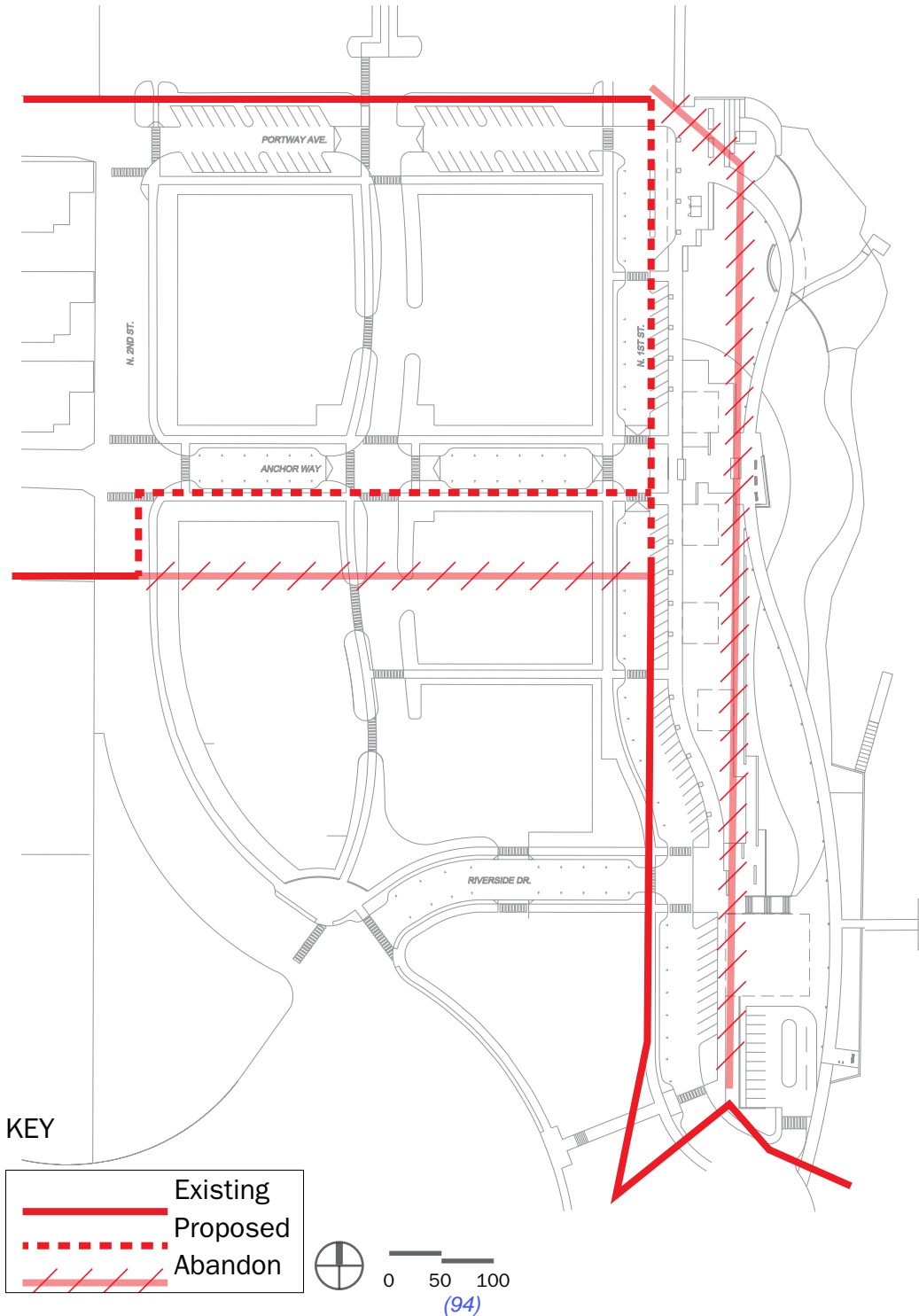
BASED ON HISTORIC BUILD OUT



# Utility Component: Power

## Description

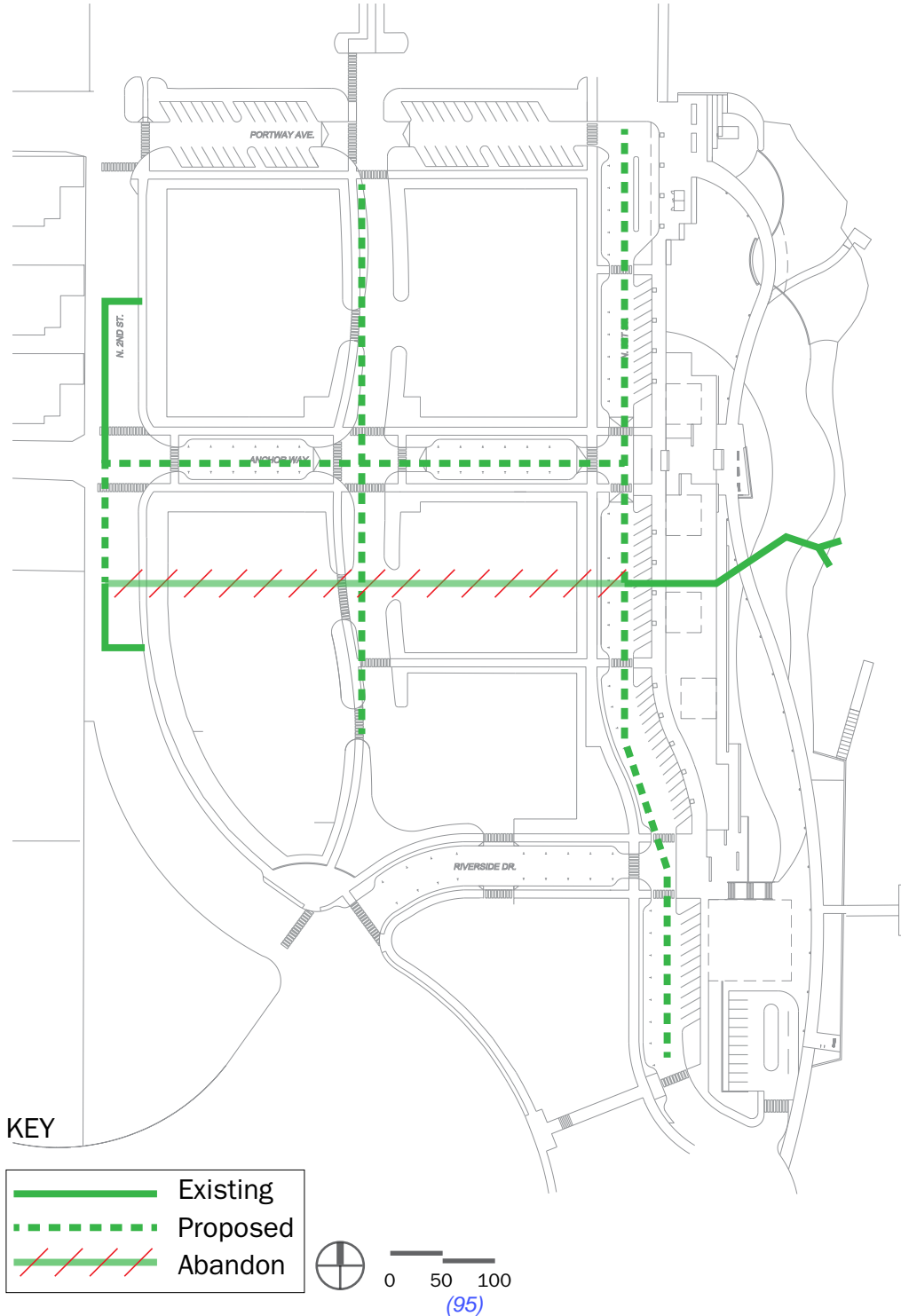
Underground existing power to be abandoned at the edge of Nichols Basin Park and relocated at the realigned 1st Street. In addition, the existing east-west run through Lot 1 will be abandoned in place of a new alignment which will align with the new Anchor Way.



# Utility Component: Storm

## Description

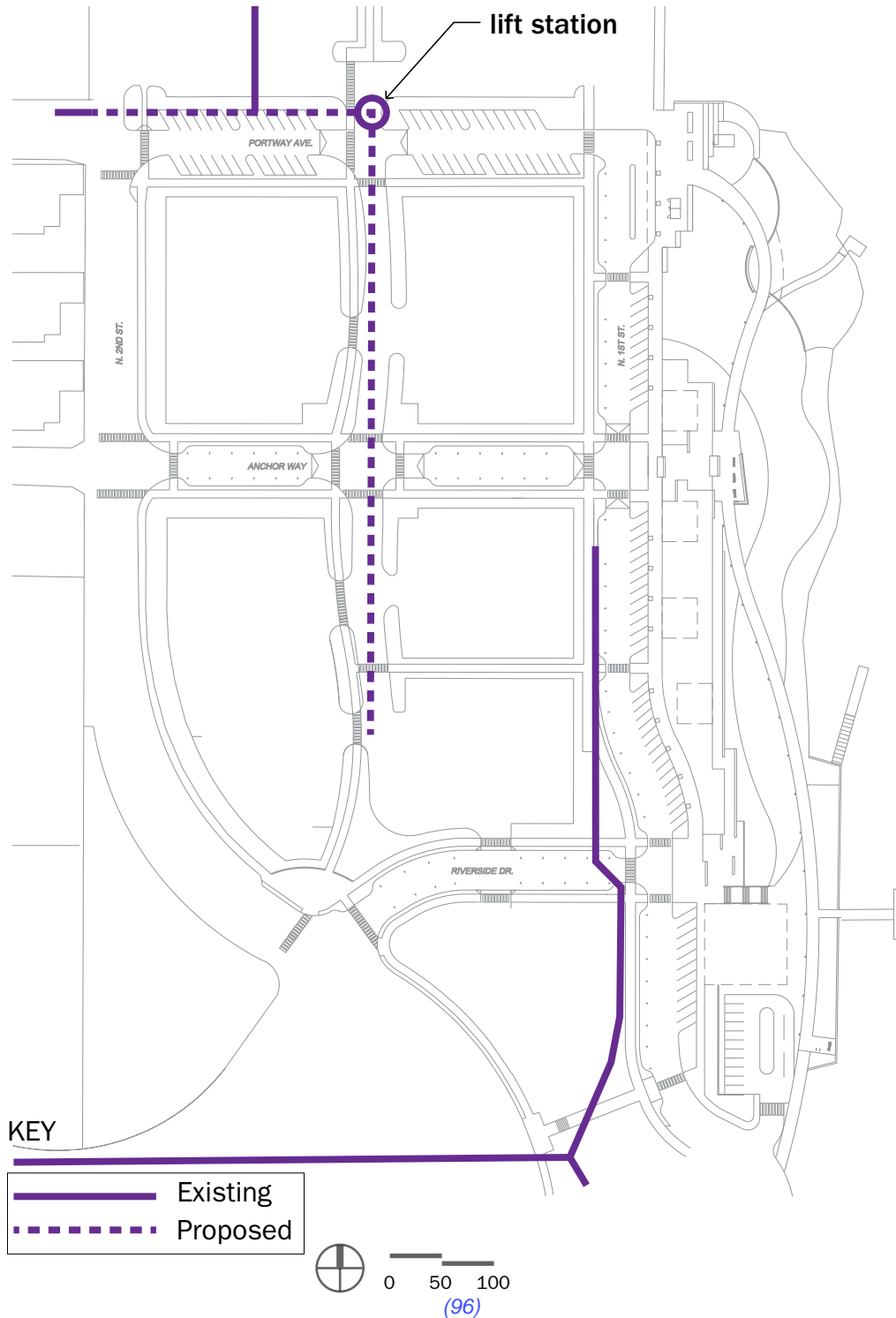
Existing east-west storm utility to be abandoned and realigned along new Anchor Way. This will connect to a new north-south run at 1st Street and connect to the existing outfall which daylights at Nichols Basin. Given the capacity of this outfall and requirements for cleaning of stormwater, new lots 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.

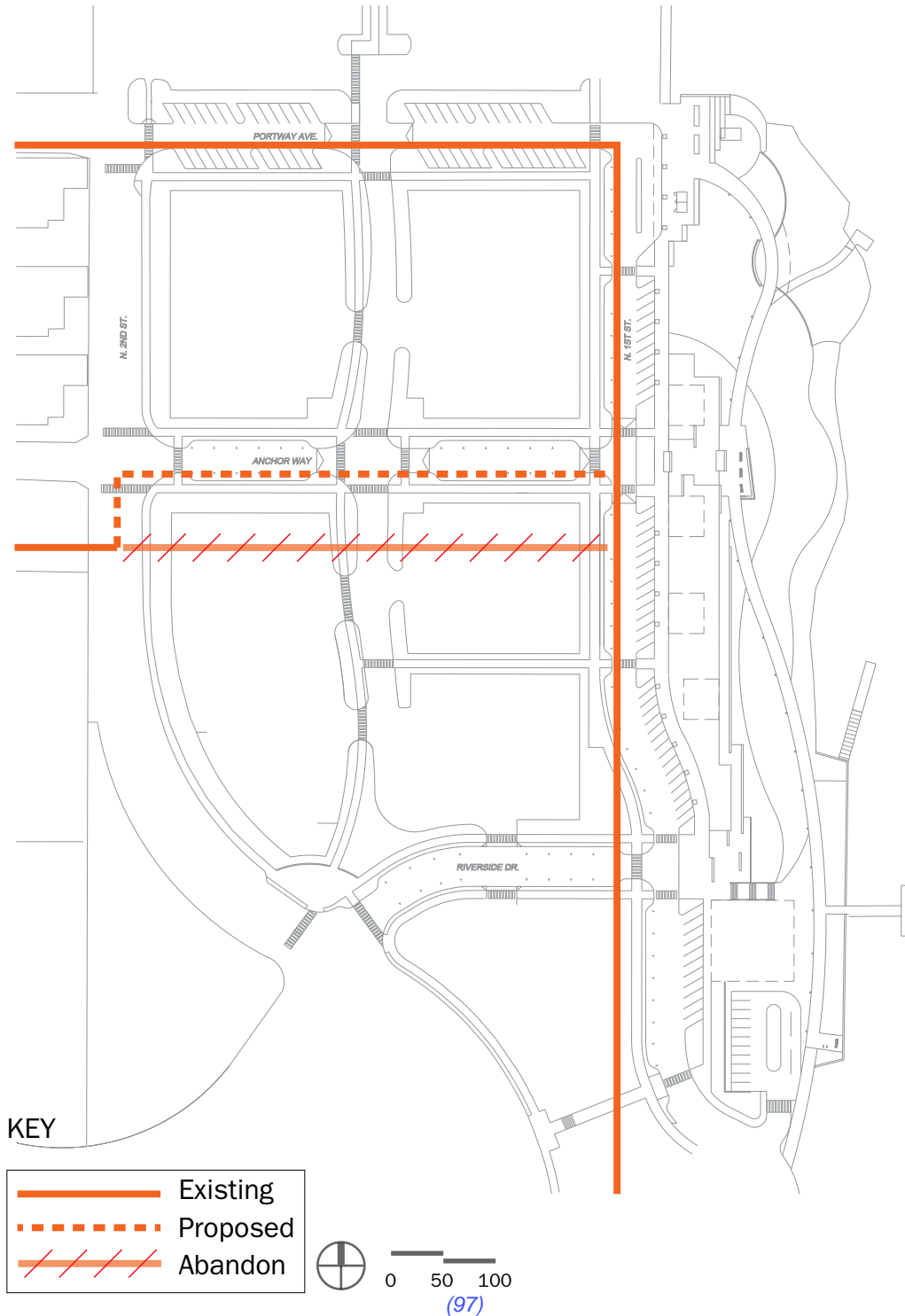




# Utility Component: **Communication**

## Description

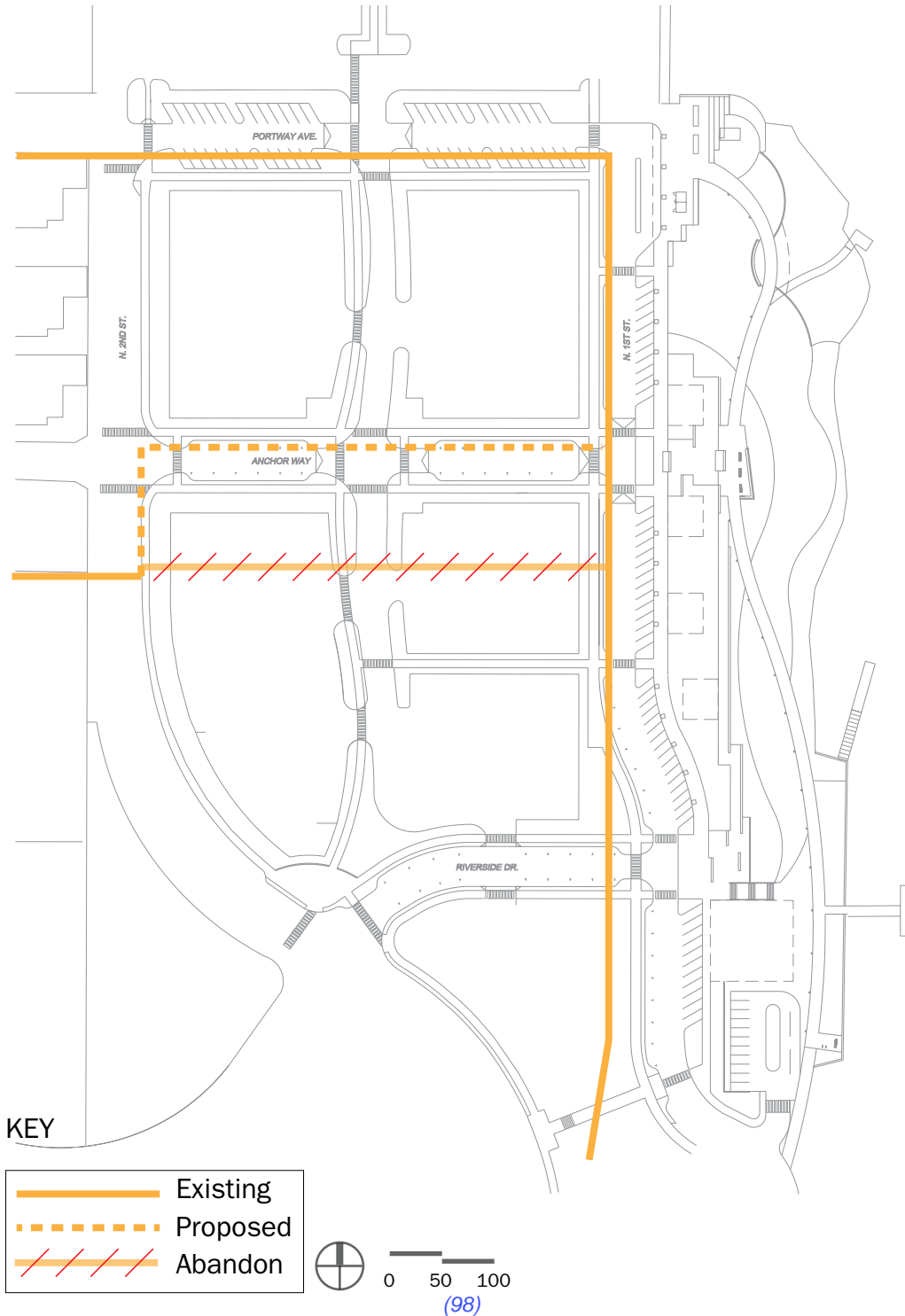
Existing east-west communication utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



# Utility Component: Gas

## Description

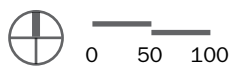
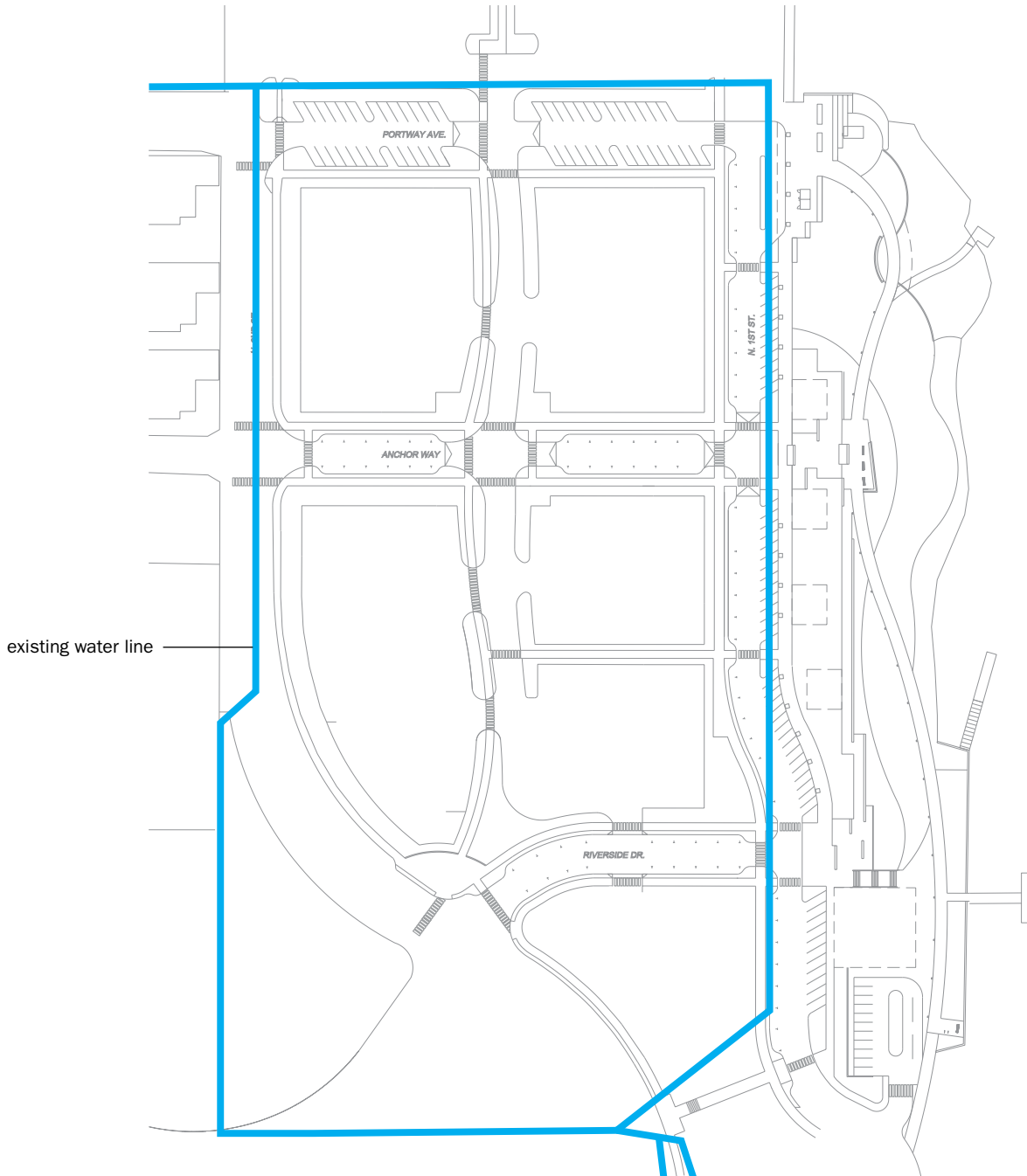
Existing east-west gas utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



# 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.







Hood River  
Lot 1 Development  
**Roadway Cost Calculator**

ITEM	UNIT	UNIT PRICE	1ST ST (SOUTH)		1ST ST (NORTH)		PORTWAY AVE		ANCHOR WAY		RIVERSIDE DRIVE		SWERVE	
			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		\$ 386,908		\$ 101,366		\$ 470,650	



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		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ 630,000
Utilities	Furnishings	ALLOW	\$ 24,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	\$ 24,000
	Temp Connection	ALLOW	\$ 25,000	1	\$ 25,000		\$ -		\$ -		\$ -		\$ -	1	\$ 25,000	\$ 24,000
	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
	Existing Utility Removal	LF	\$ 15	1200	\$ 18,000		\$ -		\$ -		\$ -	2000	\$ 30,000		\$ -	\$ 48,000
Utility Relocation	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
				Subtotal:		\$ 936,750		\$ 770,000		\$ 1,029,750		\$ 816,500		\$ 678,200		
				Escalation*		\$ 159,000		\$ 121,371		\$ 162,314		\$ 128,701		\$ 106,901		
				2021		\$ 25,062		\$ 231,000		\$ 308,925		\$ 244,950		\$ 203,460		
				30% Estimating Contingency:		\$ 281,025		\$ 1,122,371		\$ 1,500,989		\$ 1,190,151		\$ 988,561		
				Construction Cost:		\$ 1,365,430		\$ 336,711		\$ 450,297		\$ 357,045		\$ 296,568		
				30% Permitting & Design Fees:		\$ 409,629		\$ 1,459,083		\$ 1,951,286		\$ 1,547,196		\$ 1,285,130		
				Totals:		\$ 1,775,059		\$ 8,319,045		\$ 11,547,196		\$ 8,319,045		\$ 8,319,045		

\* - 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

CATEGORY	ITEM	UNIT	UNIT PRICE	NORTH PLAZA		SOUTH PARK		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		\$ -		\$ -	
	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		\$ -		\$ -		\$ -		\$ -		\$ -
Amenities	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	\$ 12,208	\$ 24,054	\$ 45,780	\$ 234,642	\$ 70,392
				8% Mobilization		\$ 48,998	\$ 4,400	\$ 14,022	\$ 8,968	\$ 14,000	\$ 12,208	\$ 24,054	\$ 45,780	\$ 234,642	\$ 70,392	
				15.8% Cost Escalation		\$ 96,541	\$ 8,669	\$ 27,628	\$ 17,670	\$ 27,584	\$ 24,054	\$ 45,780	\$ 234,642	\$ 70,392		
				30% Estimating Contingency:		\$ 183,743	\$ 16,500	\$ 52,583	\$ 33,630	\$ 52,500	\$ 45,780	\$ 234,642	\$ 70,392			
				Construction Cost:		\$ 941,757	\$ 84,569	\$ 269,507	\$ 172,368	\$ 269,084	\$ 234,642	\$ 70,392				
				30% Permitting & Design Fees:		\$ 282,527	\$ 25,371	\$ 80,852	\$ 51,710	\$ 80,725	\$ 70,392	\$ 234,642				
				Totals:		\$ 1,224,284	\$ 109,940	\$ 350,359	\$ 224,078	\$ 349,810	\$ 305,034	\$ 70,392				

\* - 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		ALTERNATIVE DOCK		ANCHOR PLAZA		RIVERSIDE PLAZA		BUS SHELTER	
				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		\$ -
	Erosion Control - Large	ALLOW	\$ 5,000	1	\$ 5,000	1	\$ -		\$ -		\$ -		\$ -
	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		\$ -		\$ -		\$ -		\$ -		\$ -
	Pile Demolition	ALLOW	\$ 8,000		\$ -		\$ -		\$ -		\$ -		\$ -
	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		\$ -		\$ -		\$ -		\$ -		\$ -
	Landscaping	SF	\$ 20		\$ -		\$ -		\$ -		\$ -		\$ -
	Furnishings	ALLOW	Site Specific		\$ -	1	\$ 4,000	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		\$ -		\$ -		\$ -
				<b>Subtotal:</b>	<b>\$ 105,000</b>		<b>\$ 106,000</b>		<b>\$ 64,700</b>		<b>\$ 82,050</b>		<b>\$ 12,000</b>
				<b>8% Mobilization</b>	<b>\$ 8,400</b>		<b>\$ 8,480</b>		<b>\$ 5,176</b>		<b>\$ 6,564</b>		<b>\$ 960</b>
				<b>Cost Escalation</b>	<b>\$ 16,551</b>		<b>\$ 16,708</b>		<b>\$ 10,198</b>		<b>\$ 12,933</b>		<b>\$ 1,892</b>
				<b>30% Estimating Contingency:</b>	<b>\$ 31,500</b>		<b>\$ 31,800</b>		<b>\$ 19,410</b>		<b>\$ 24,615</b>		<b>\$ 3,600</b>
				<b>Construction Cost:</b>	<b>\$ 161,451</b>		<b>\$ 162,988</b>		<b>\$ 99,484</b>		<b>\$ 126,162</b>		<b>\$ 18,452</b>
				<b>30% Permitting &amp; Design Fees:</b>	<b>\$ 48,435</b>		<b>\$ 48,896</b>		<b>\$ 29,845</b>		<b>\$ 37,849</b>		<b>\$ 5,535</b>
				<b>Totals:</b>	<b>\$ 209,886</b>		<b>\$ 211,885</b>		<b>\$ 129,330</b>		<b>\$ 164,011</b>		<b>\$ 23,987</b>

Estimated Const Year	Escalation*				
2021	15.8%				
<b>Enhancement Projects Total \$ 3.3</b>					

# 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 improvements and operations to achieve agency and community goals.

