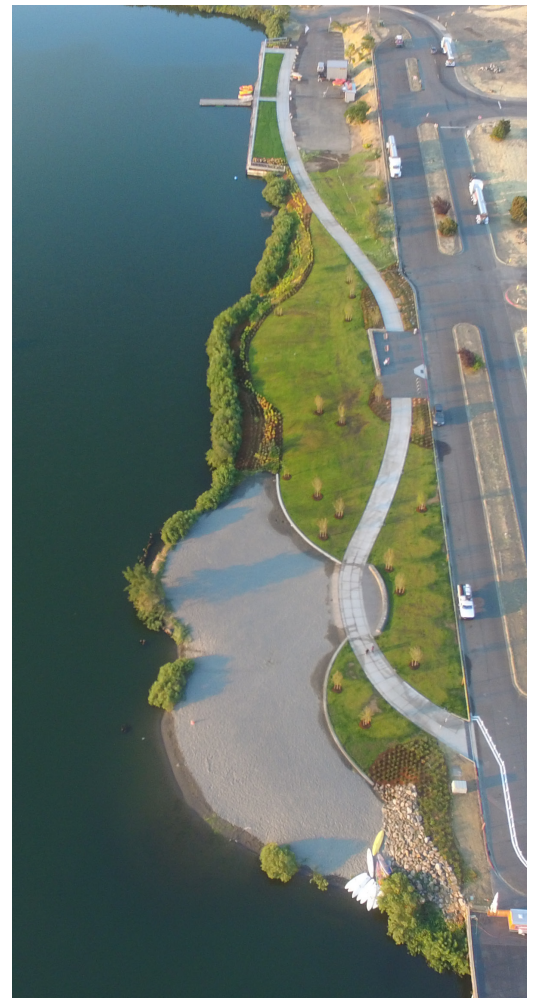


# LOT 1 - DEVELOPMENT PLAN

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Port of Hood River, Oregon  
FEBRUARY 2016



## 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 essentially 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



SITE CONTEXT

## 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 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



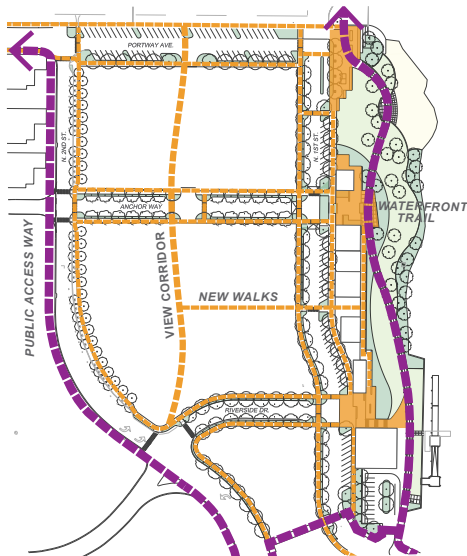
WATERFRONT REFINEMENT PLAN DESIGNATIONS

## 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.

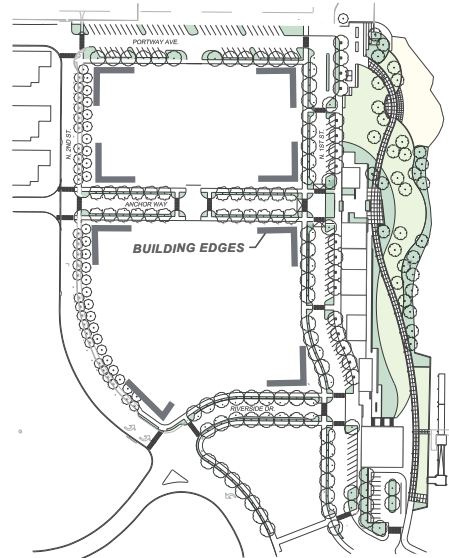


**Pedestrian Network:** A multi-modal circulation system will provide a clear and convenient access for pedestrians and bicyclists to travel to and from buildings as well as through the site. Site development should establish safe and easily accessed connections along the parcel edges, to primary building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



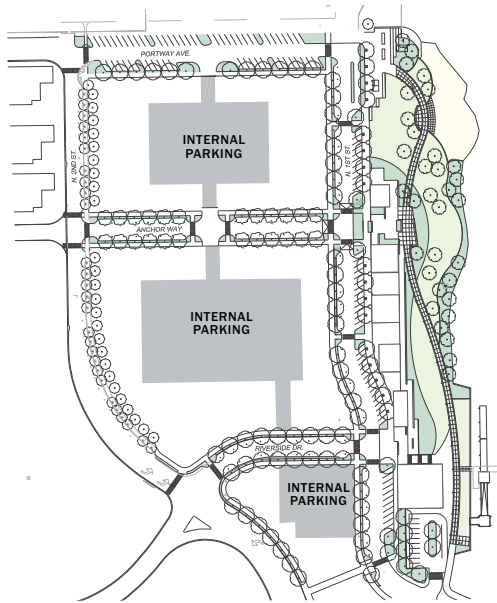
VIEW OF SITE

**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.

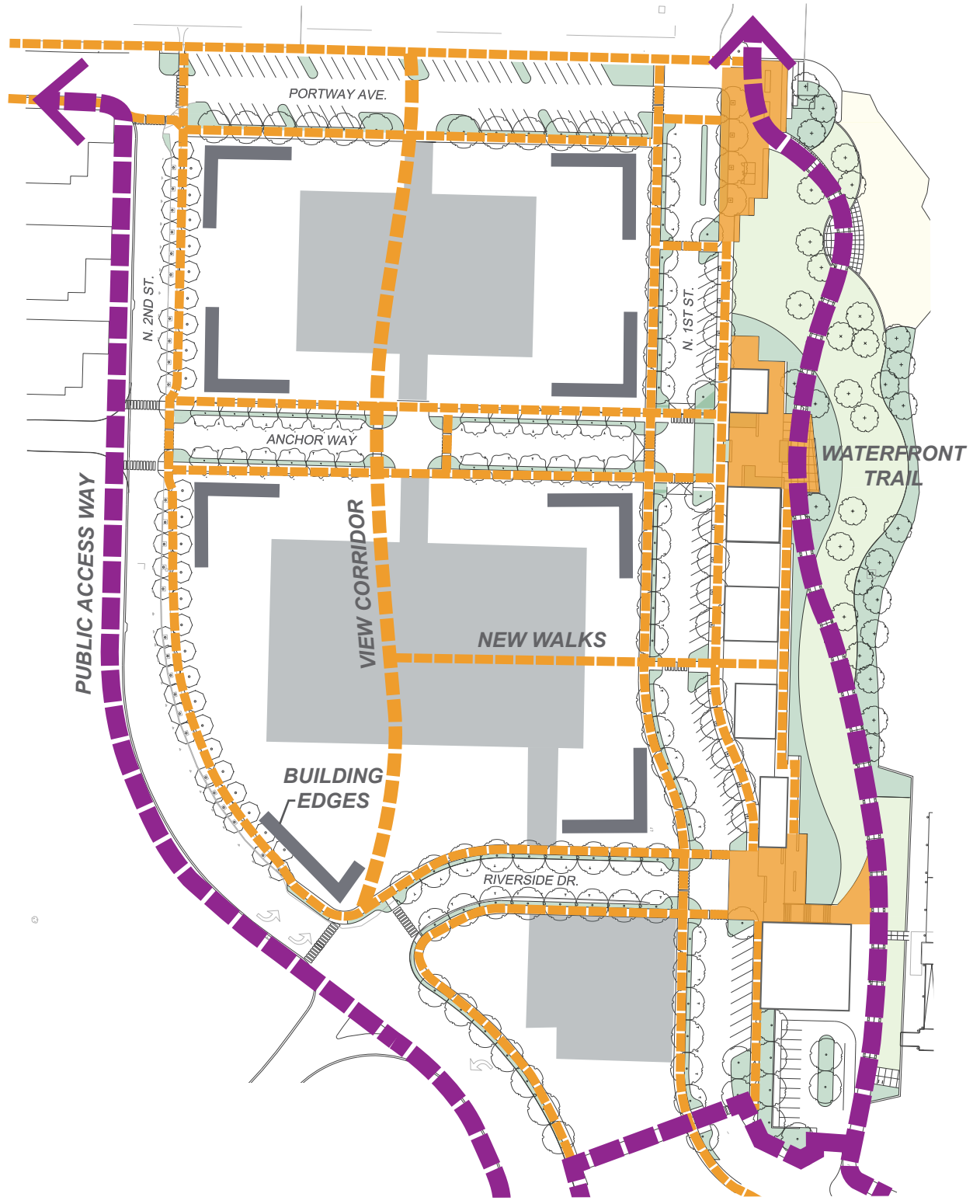




**Internal Parking:** On-site circulation and parking is intended to be conveniently located to facilitate site functions. Parking configurations will be constructed to city standards. Access driveways will be located and configured for safe access, easy to locate and provide direct routing to buildings. 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.

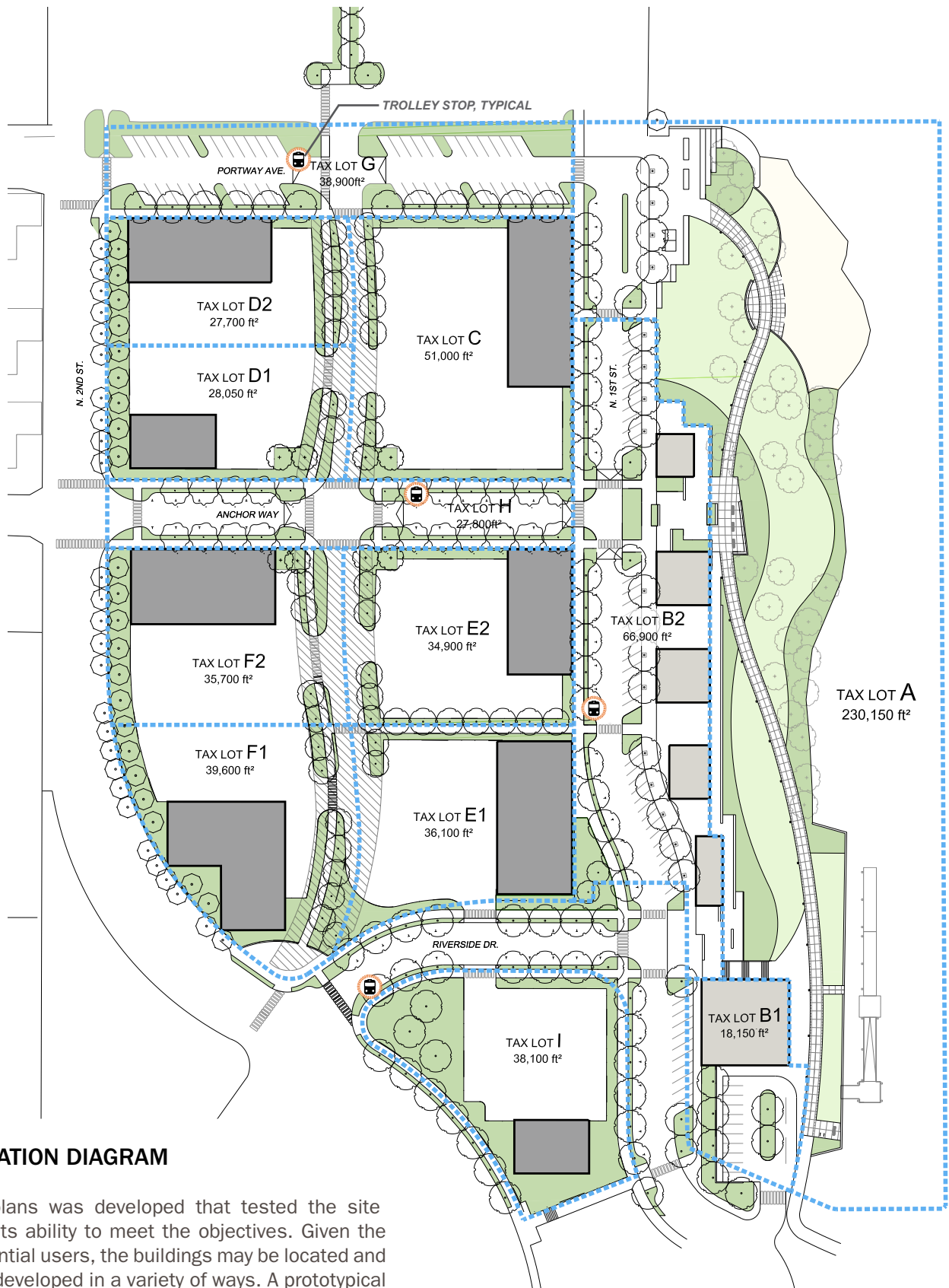
**Sustainability:** The Port and the community have a commitment to support sustainable development. New buildings and facilities will be designed, built and maintained "*to create conditions under which humans and nature can co-exist in productive harmony, and that permit fulfilling the social, economic, 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

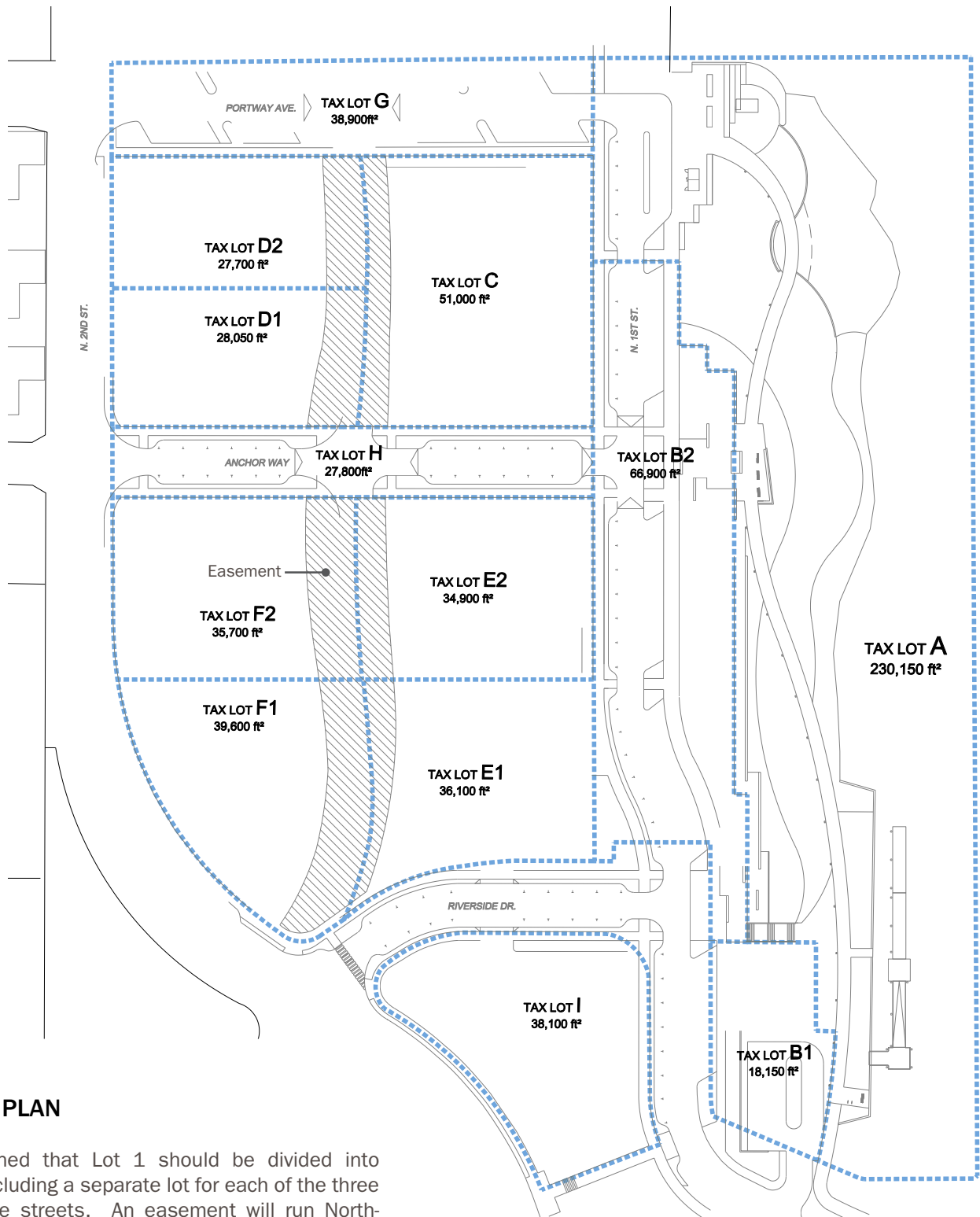
This diagram illustrates a conceptual framework for the site. It identifies the spatial configuration and is consistent with the objectives prioritized by the Port and the community.





## 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.

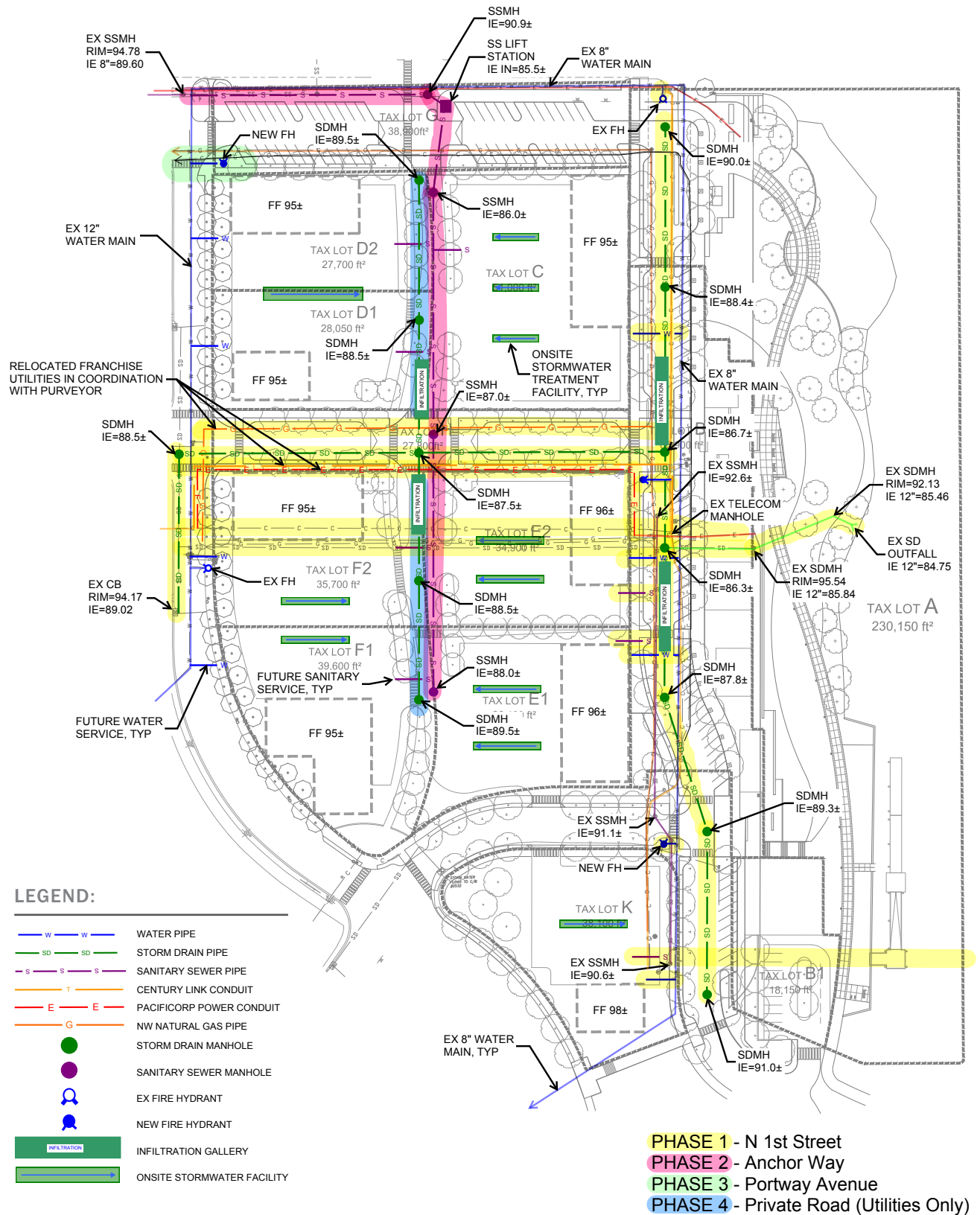
Prior to final design, additional soil investigations and infiltration testing will be required to verify infiltration rates at proposed facility locations. The new public and private roadways will be designed with vegetated stormwater infiltration facilities that discharge to a new conveyance system. 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

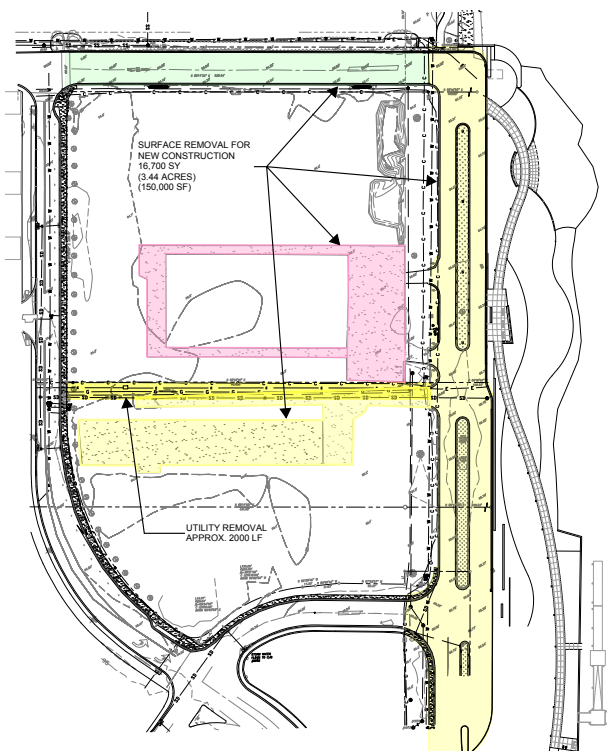
The following estimate is provided to establish order of magnitude costs for primary development elements. It is understood that the Port intends to develop and maintain the streets as privately owned. Utility relocation cost allowances are planning level estimates developed in coordination with franchise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

CATEGORY	ITEM	UNIT	UNIT PRICE	PHASE 1: 1ST STREET		PHASE 2: ANCHOR WAY		PHASE 3: PORTWAY AVE		PHASE 4: PRIVATE ROAD		TOTAL COST
				QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	QTY	SUBTOTAL	
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**

PHASE 1 - N 1st Street  
PHASE 2 - Anchor Way  
PHASE 3 - Portway Avenue  
PHASE 4 - Onsite Work

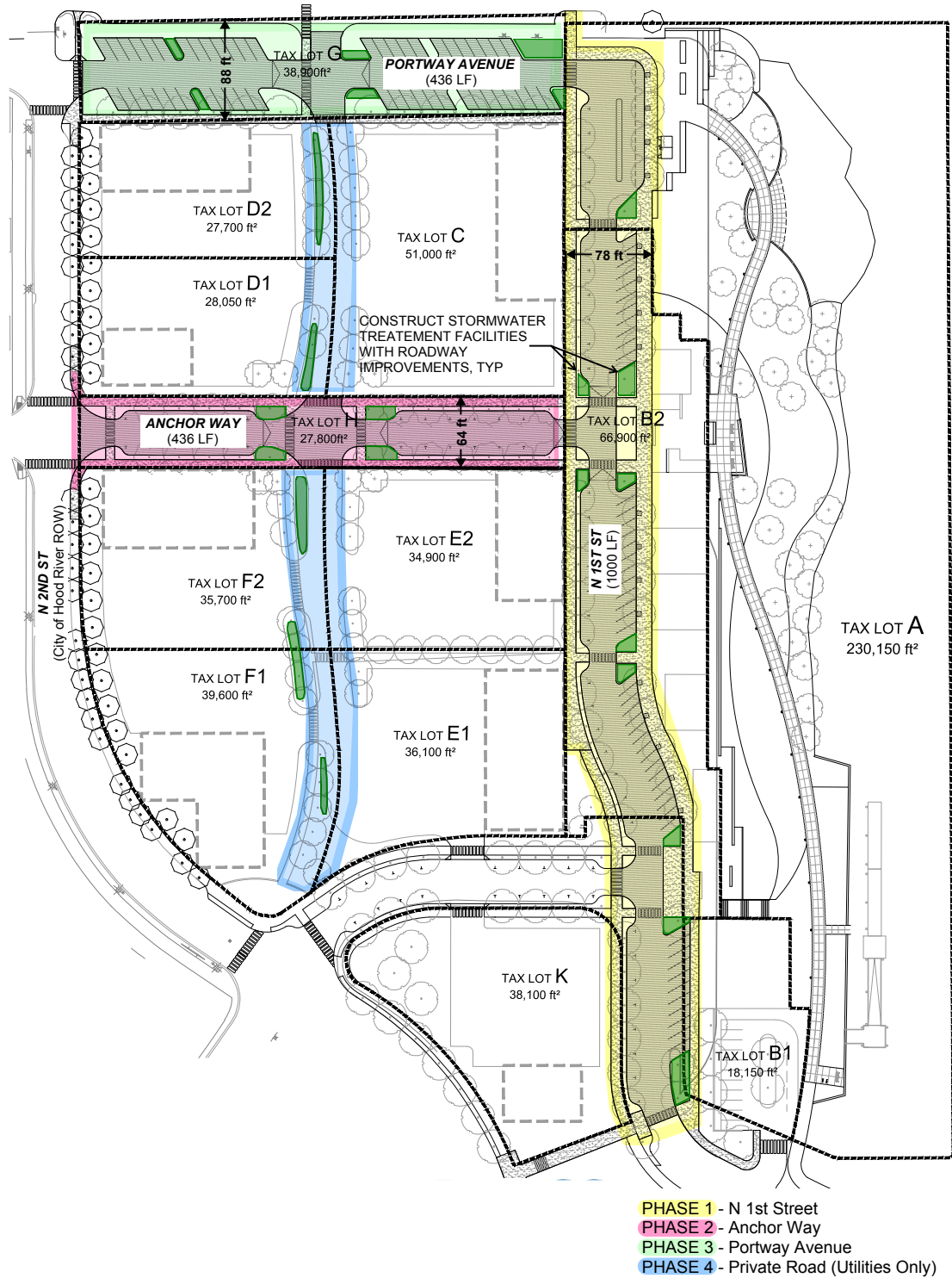
### Hood River Utility SDC and Connection Fees (per Resolution 2003-11, Water and Wastewater System Development Charges)

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%
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 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



