

LOT 1 - PUBLIC INFRASTRUCTURE FRAMEWORK PLAN

PORT OF HOOD RIVER
HOOD RIVER, OREGON
JANUARY 2019



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ACKNOWLEDGEMENTS:

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

Introduction

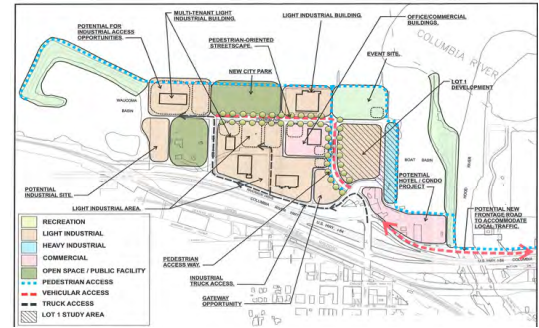
The Port and the Hood River Urban Renewal Agency (URA) seek to continue longstanding efforts to revitalize and enhance the Hood River Waterfront, an important local and regional resource. The largest remaining contiguous upland property that is crucial to this revitalization effort is Lot 1.

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.

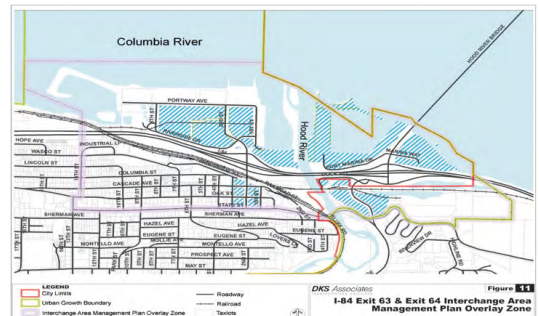
Through the 2014 Waterfront Refinement plan, the Port and the City were able to implement policies governing zoning and development that would leverage the Port's innovative development goals with City code to maximize use and access by the many diverse interests in the area. This "Public Infrastructure 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 Management 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.

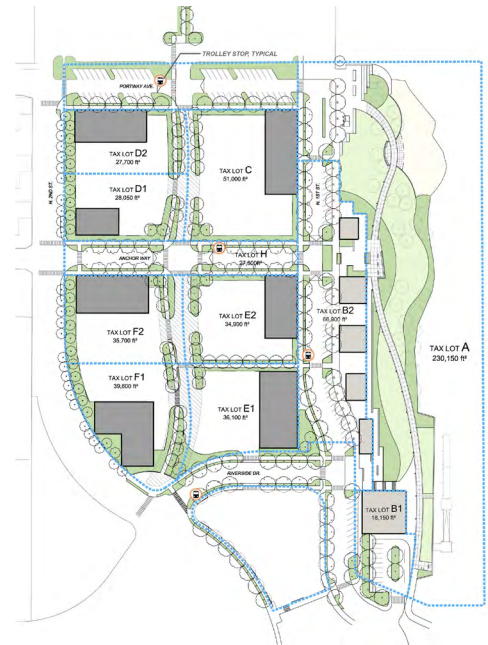
Development Objectives

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:

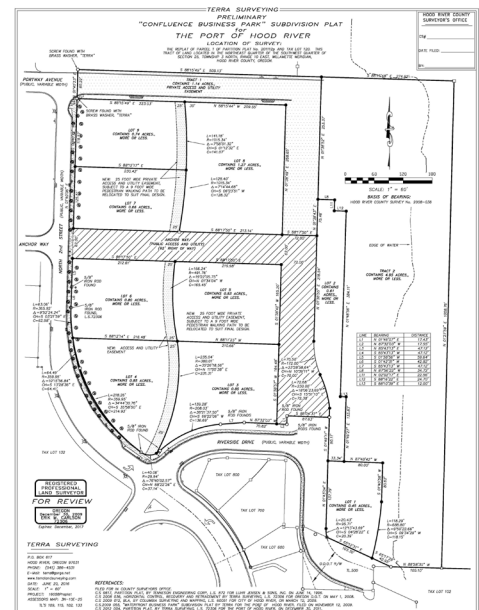
- a. Target competitive wage jobs.
- b. Ensure high quality design and construction.
- c. Complement Hood River’s downtown core.
- d. Seek waterfront-compatible businesses.
- e. Create a superior pedestrian environment with broad public access.
- f. Emphasize environmental sustainability.

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.

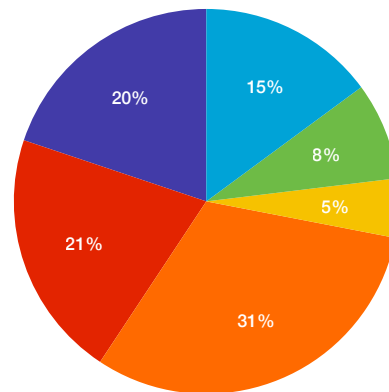
Commonalities include:

- 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

- 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
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.

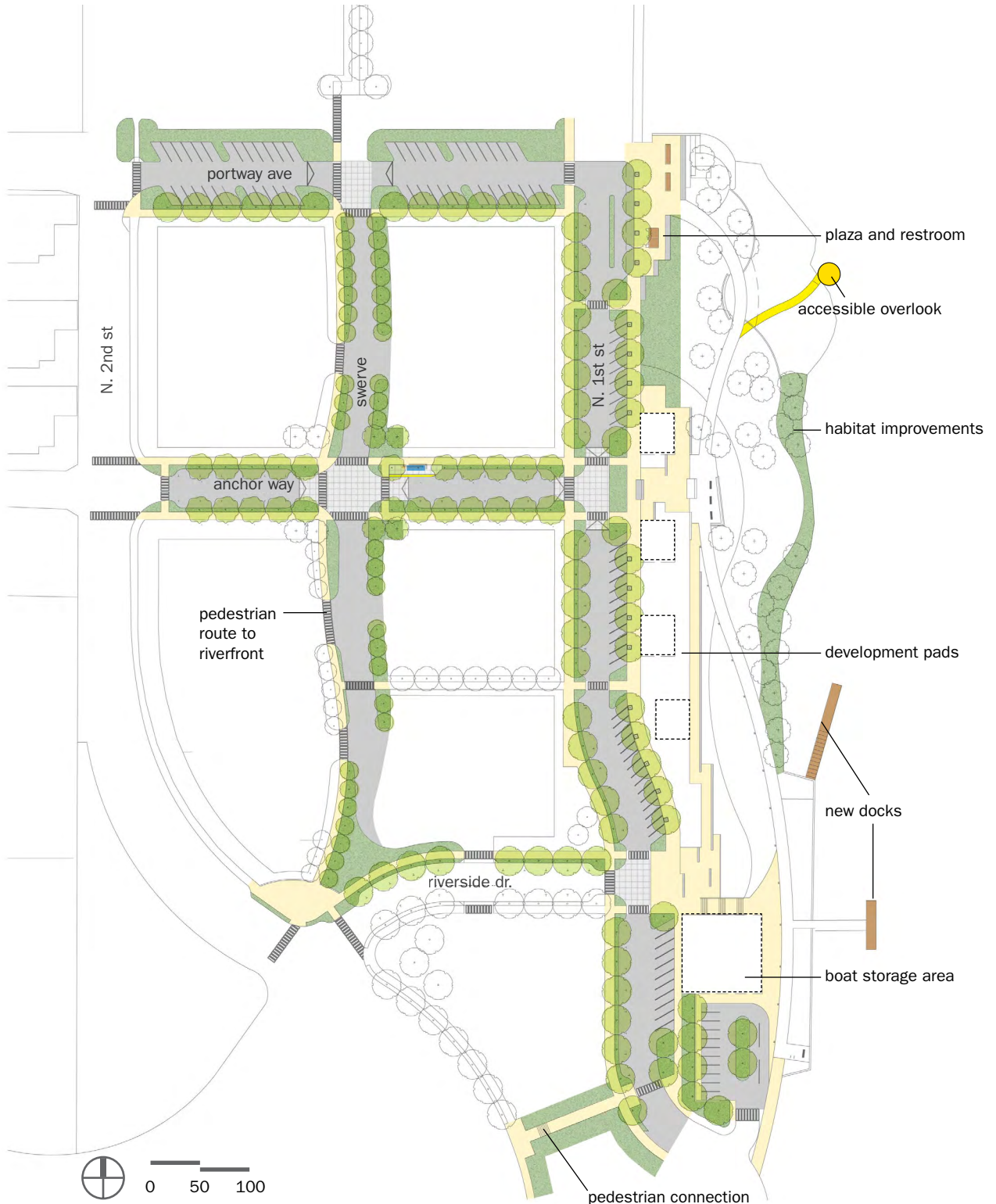


Illustrative Perspectives



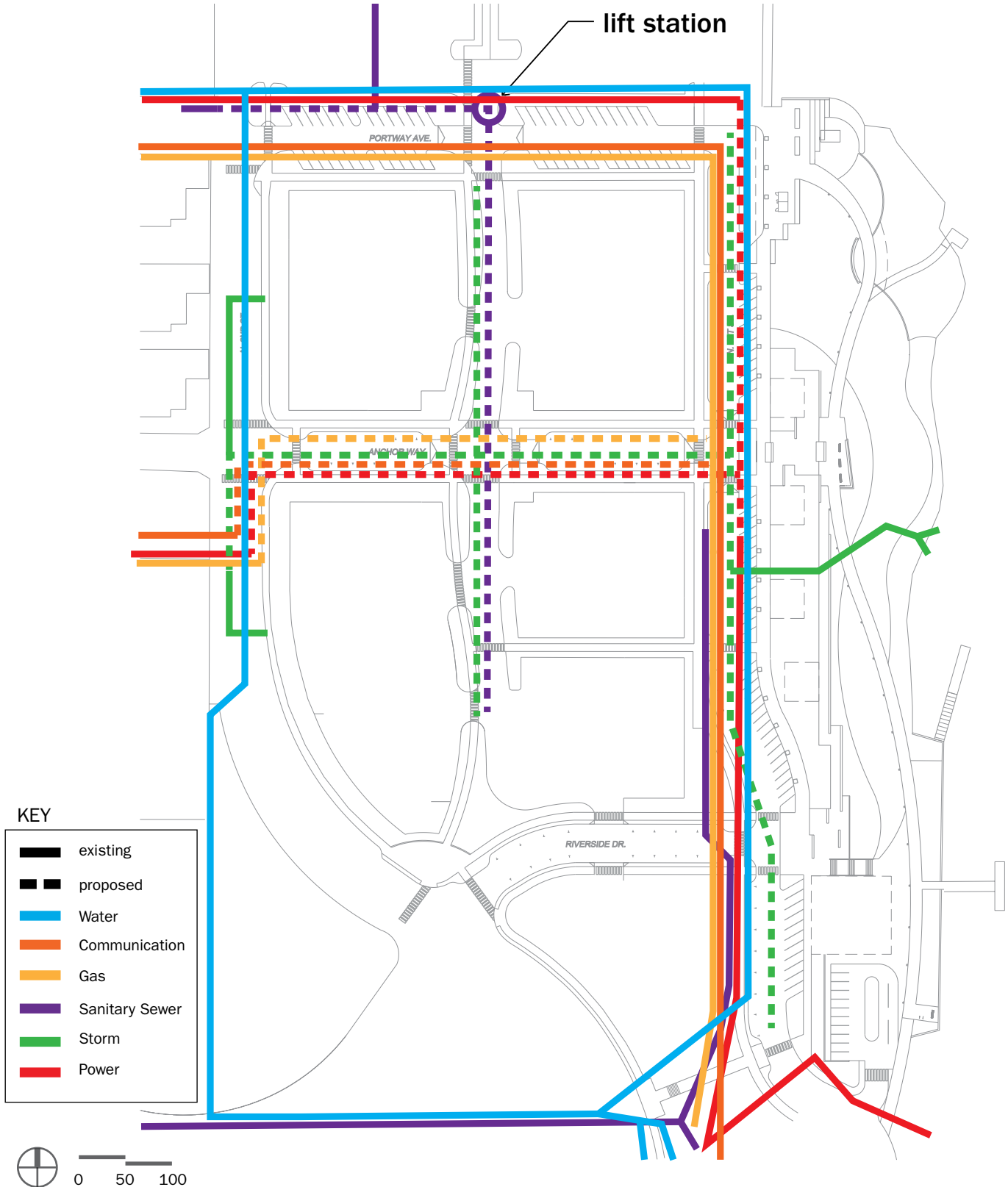
Comprehensive Infrastructure & Enhancement Plan

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.

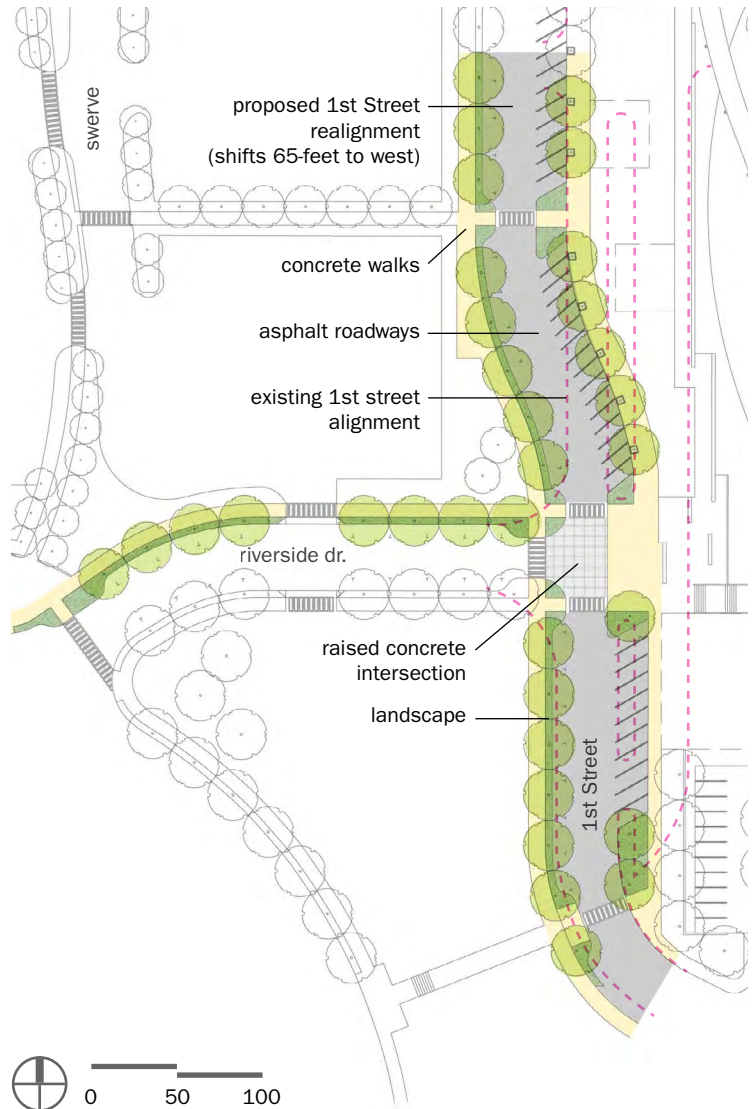
Components include:

- 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.

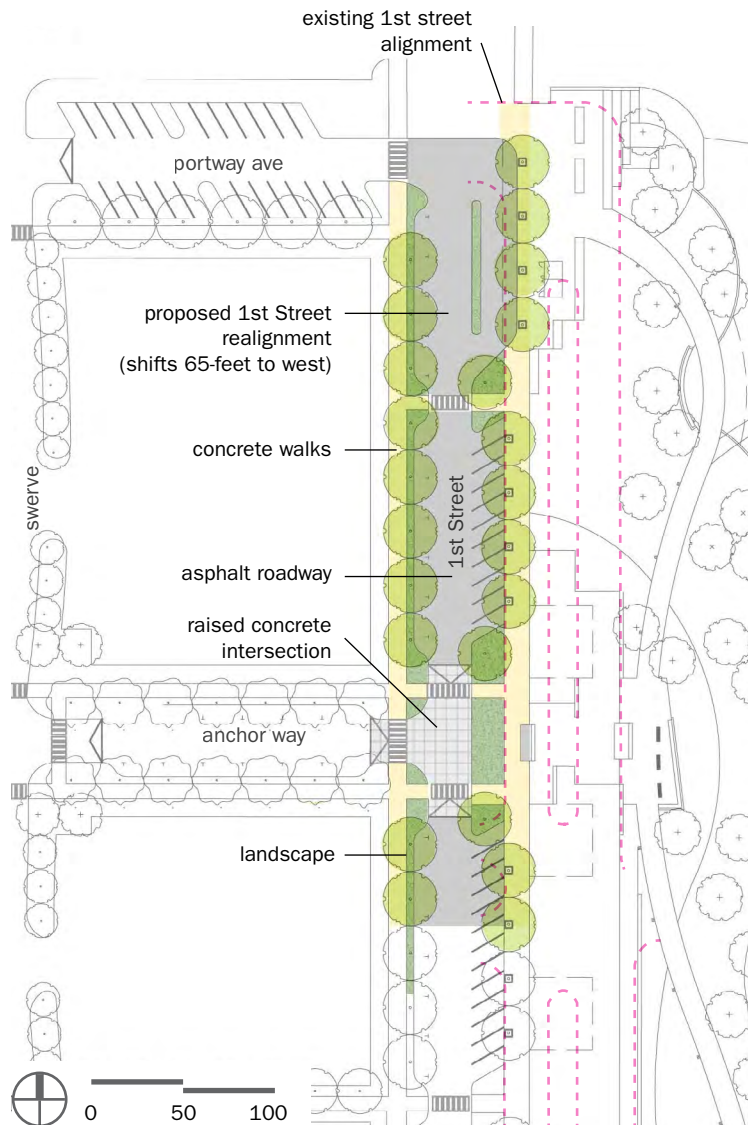
Built components include:

- 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.

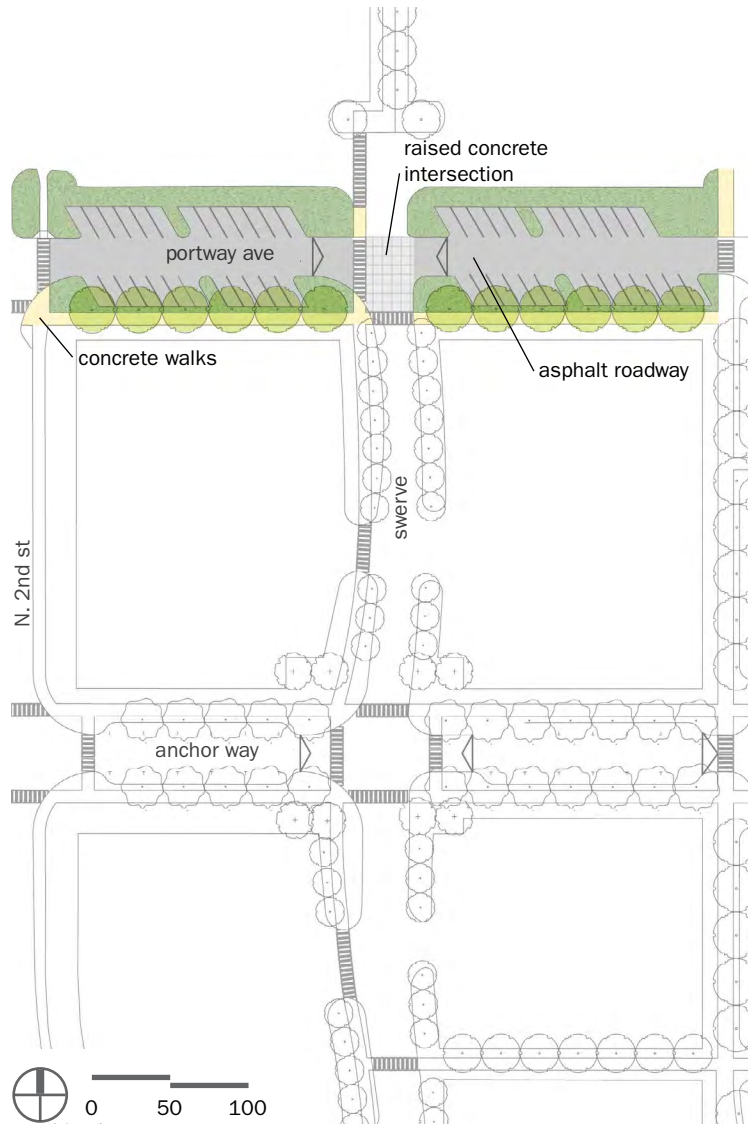
Built components include:

- 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

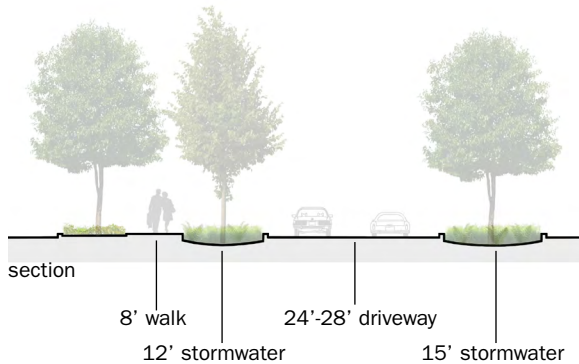
The Swerve will provide multiple functions including:

- 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

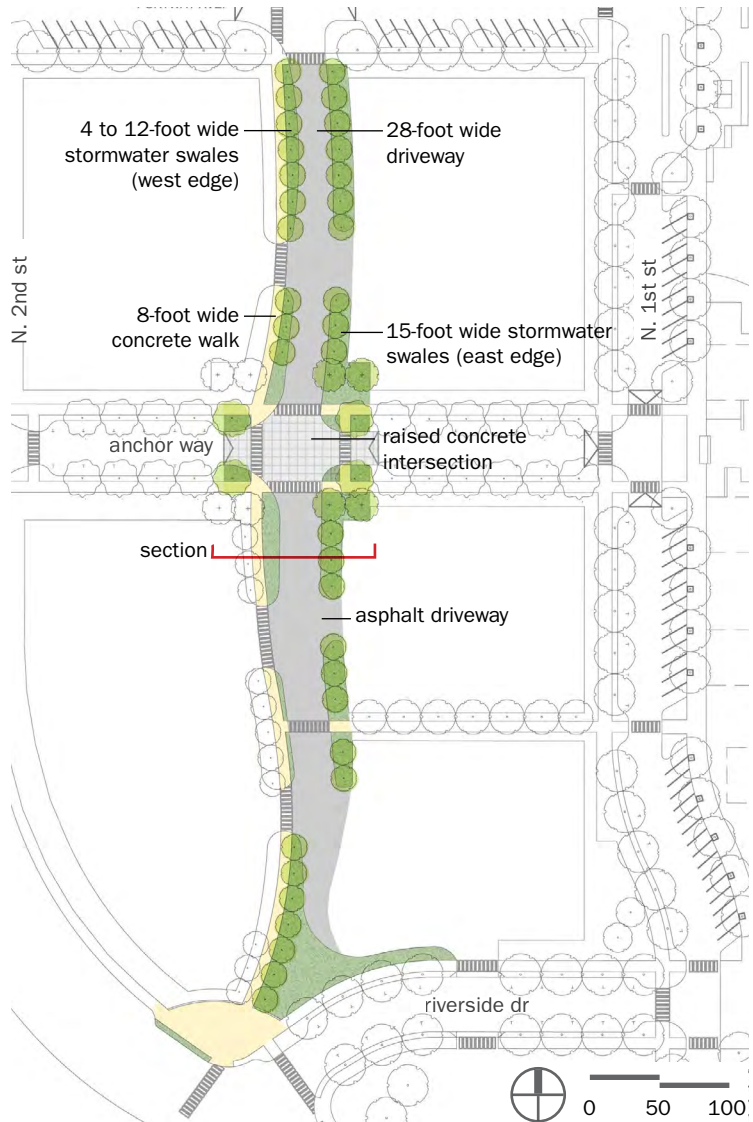
Order of Magnitude Cost

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.

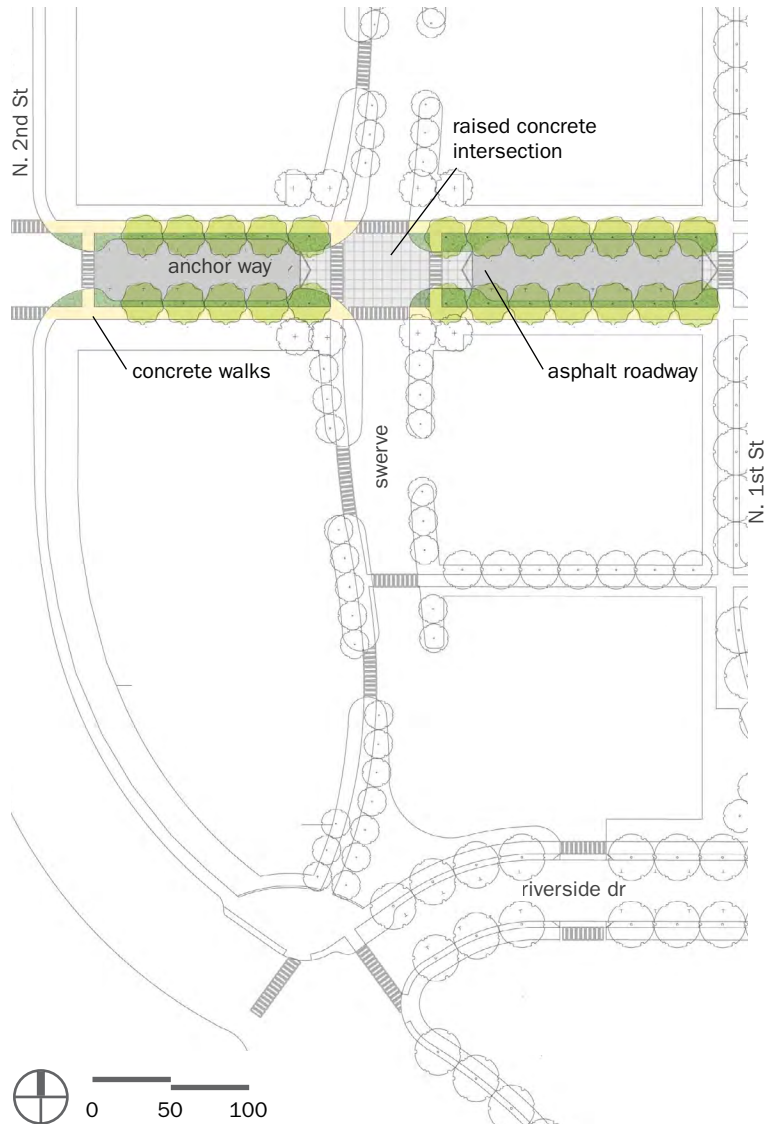
Built components include:

- 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**

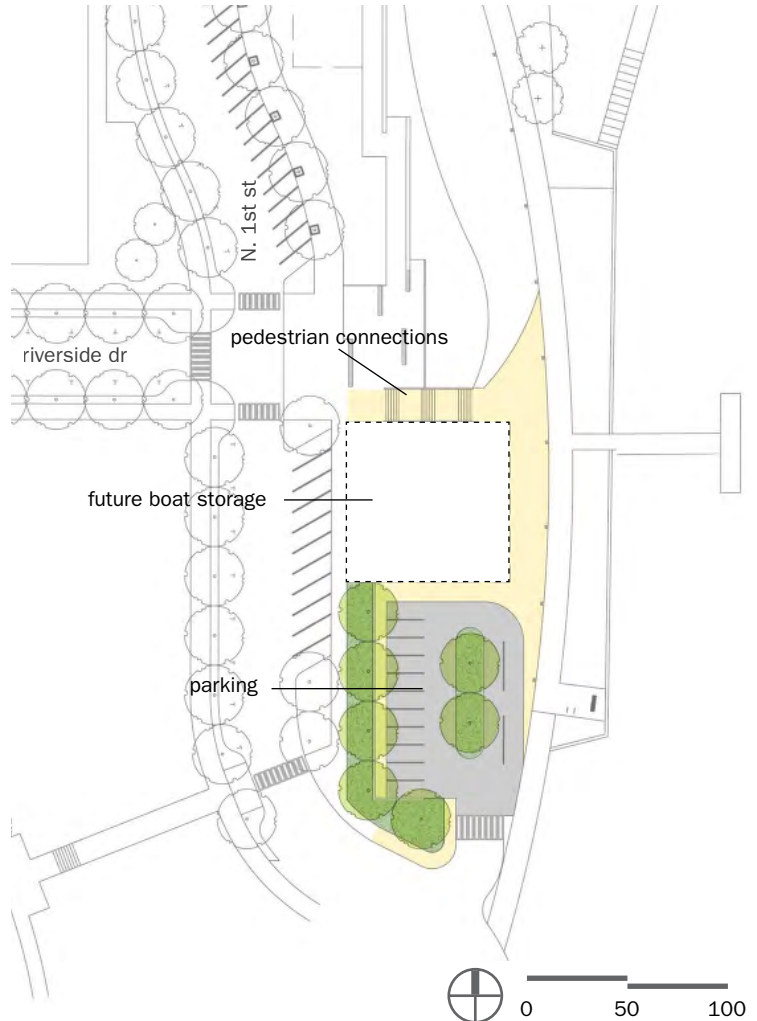
Description

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

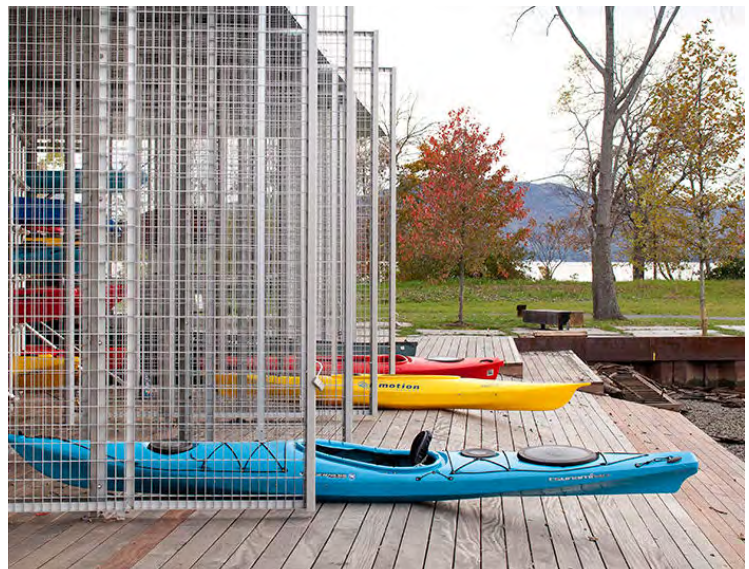
Order of Magnitude Cost

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

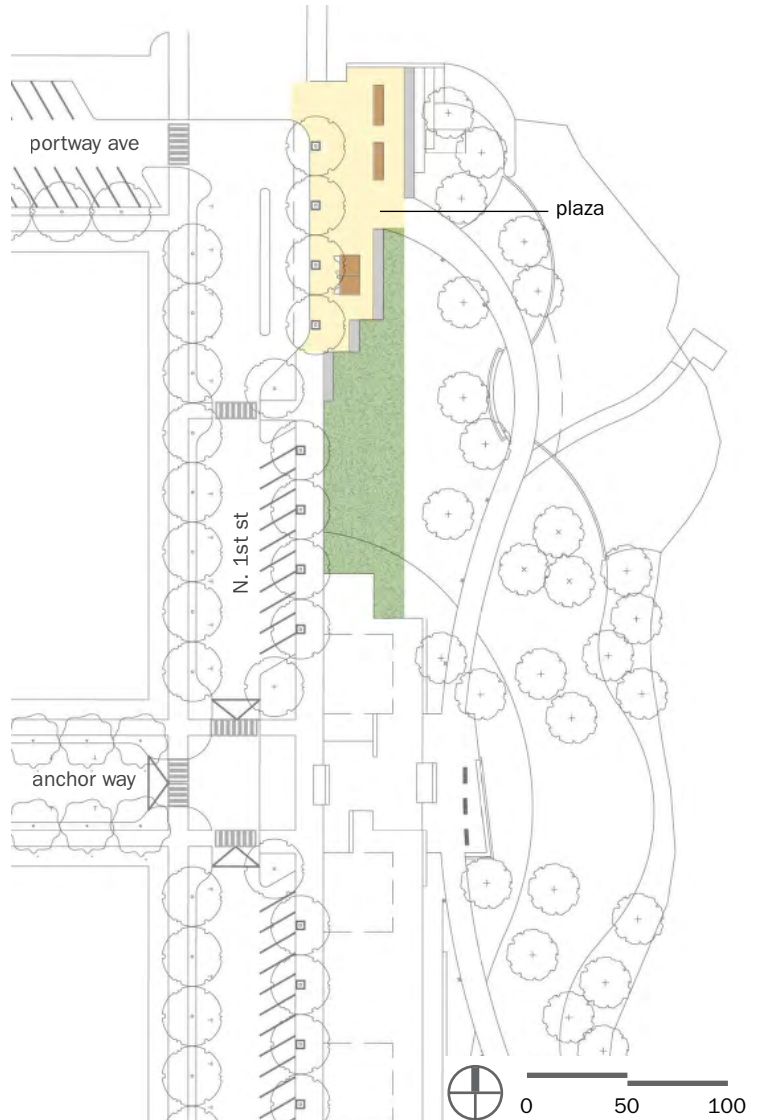
Description

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.

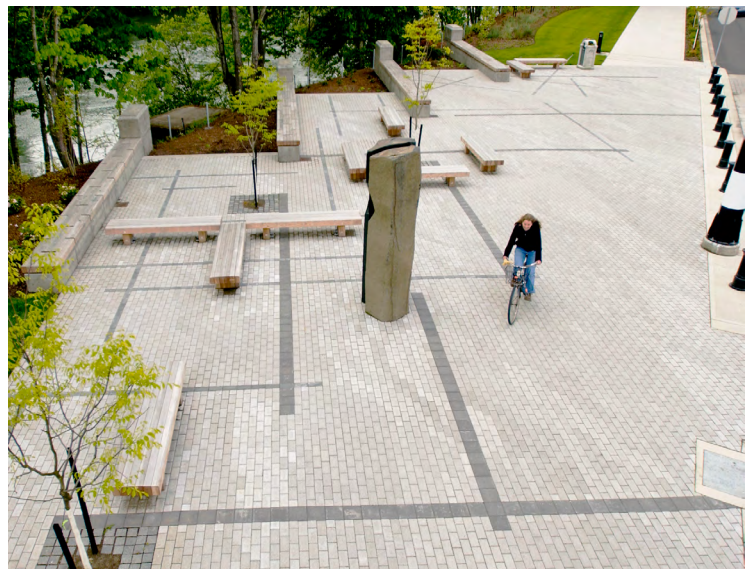
Order of Magnitude Cost

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

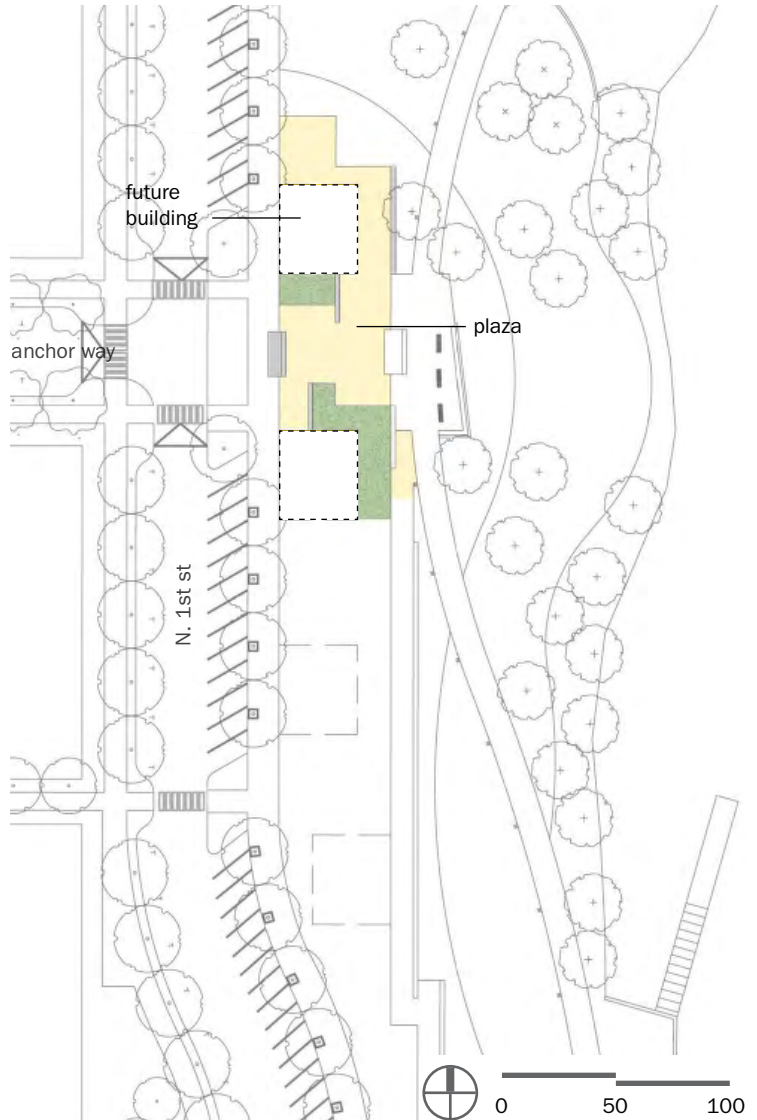
Description

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*

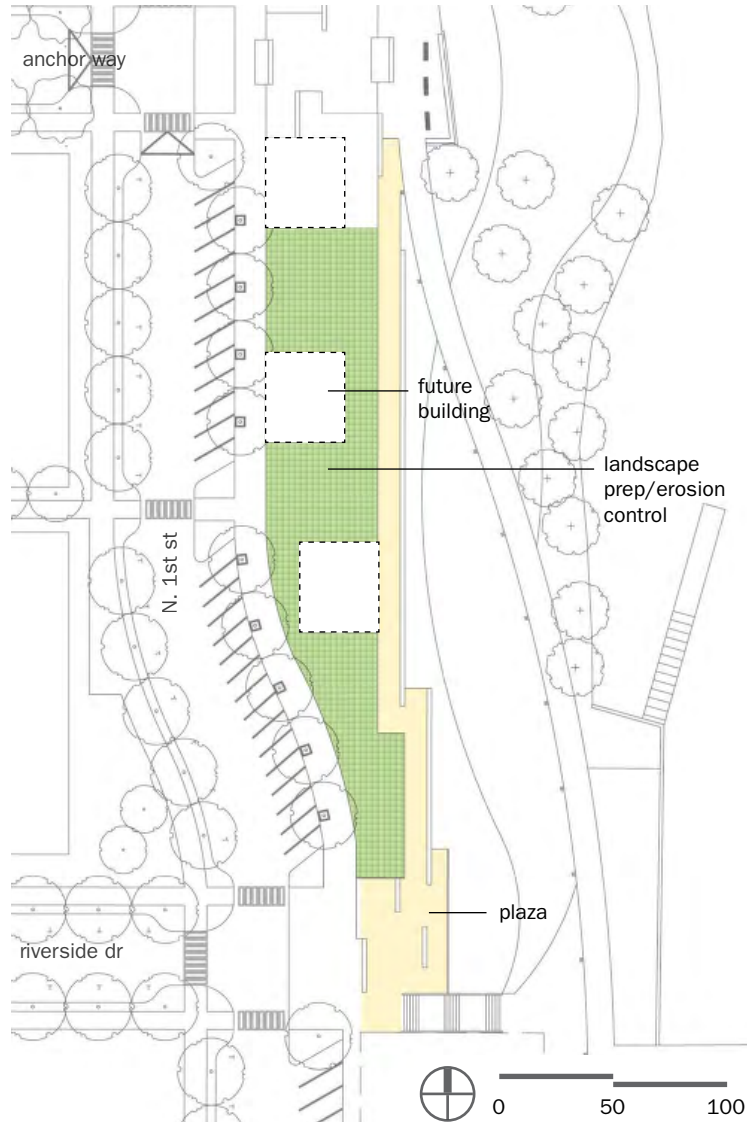
Description

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

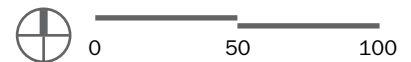
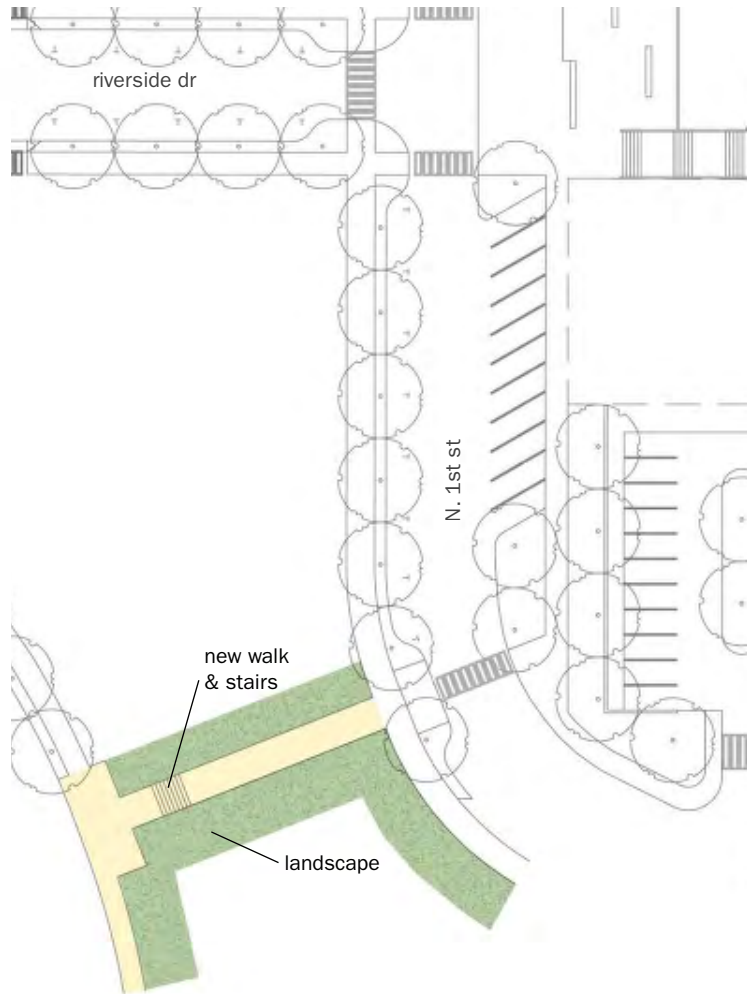
Description

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

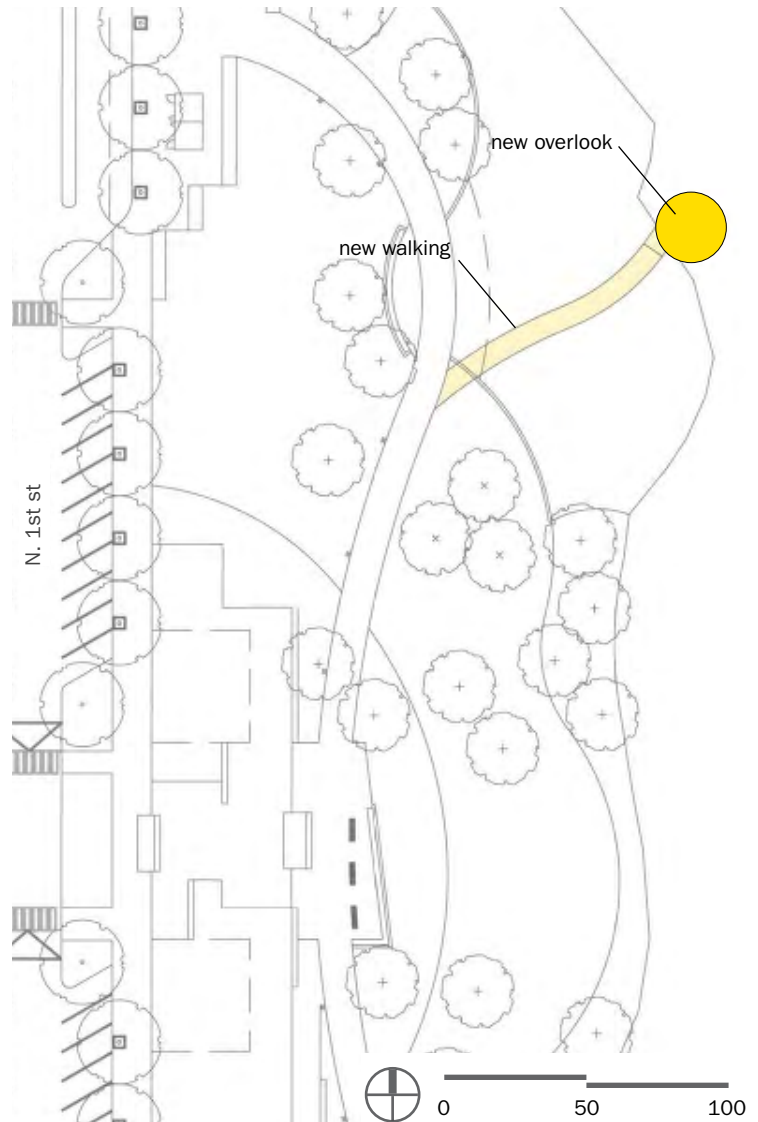
Description

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

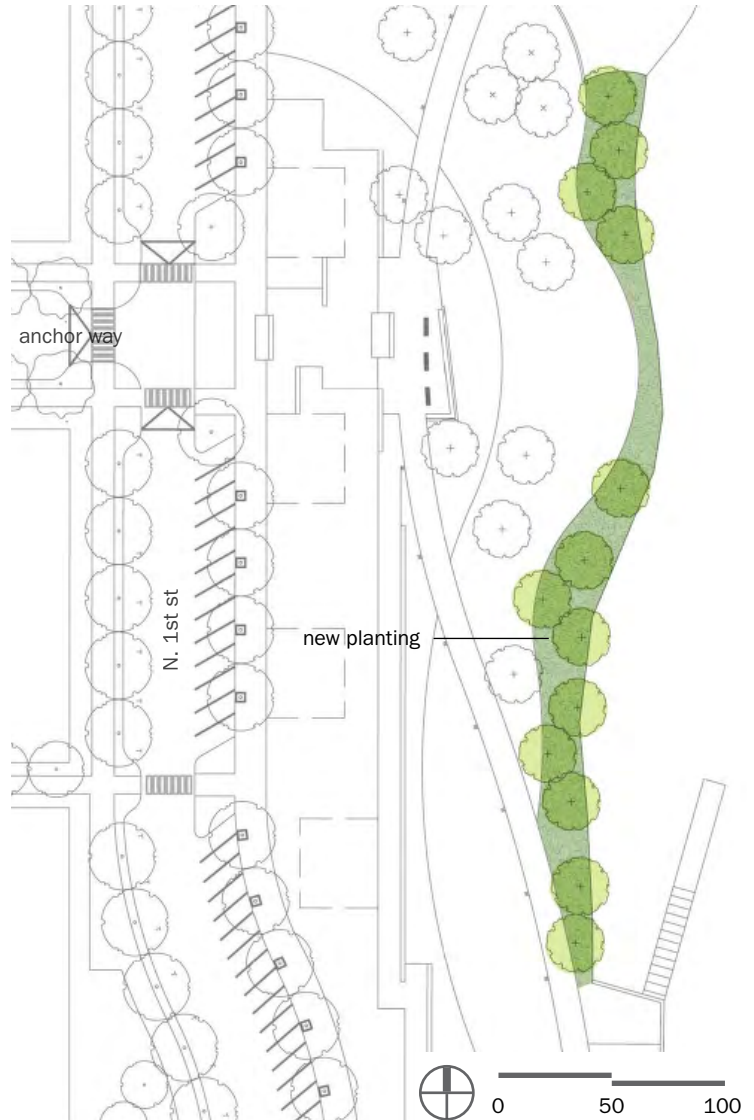
Description

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**

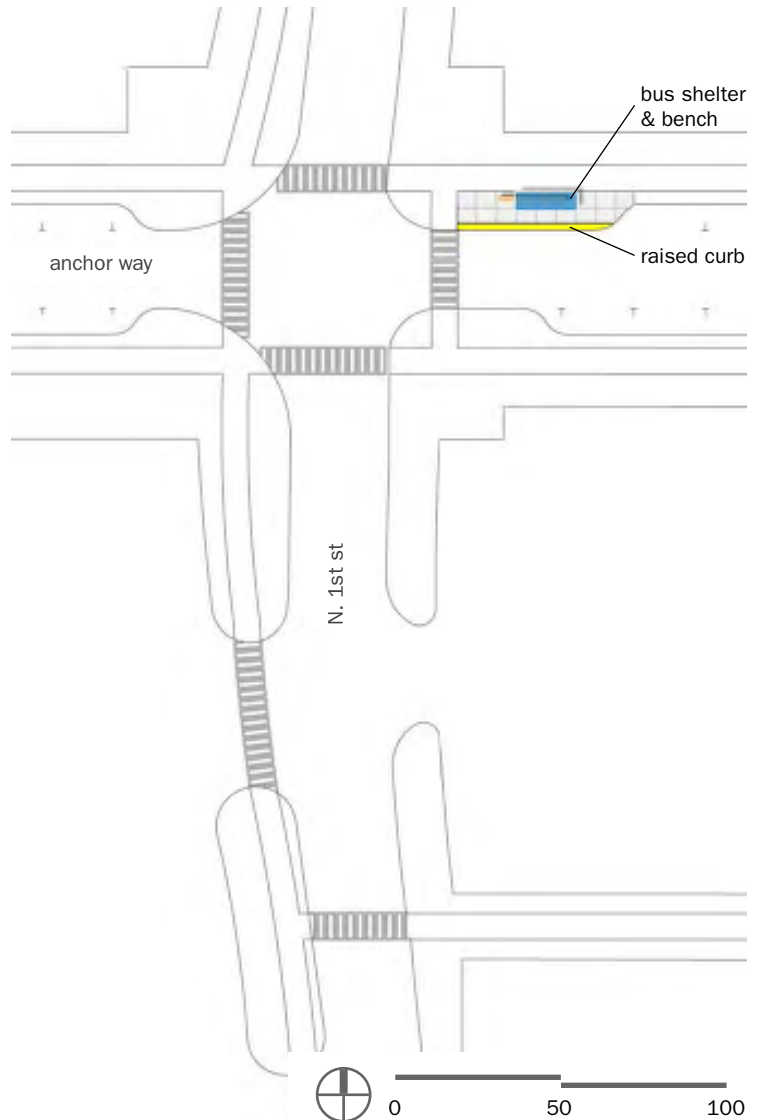
Description

A new transit stop will be installed at mid-block position on Anchor Way to provide primary public 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
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**

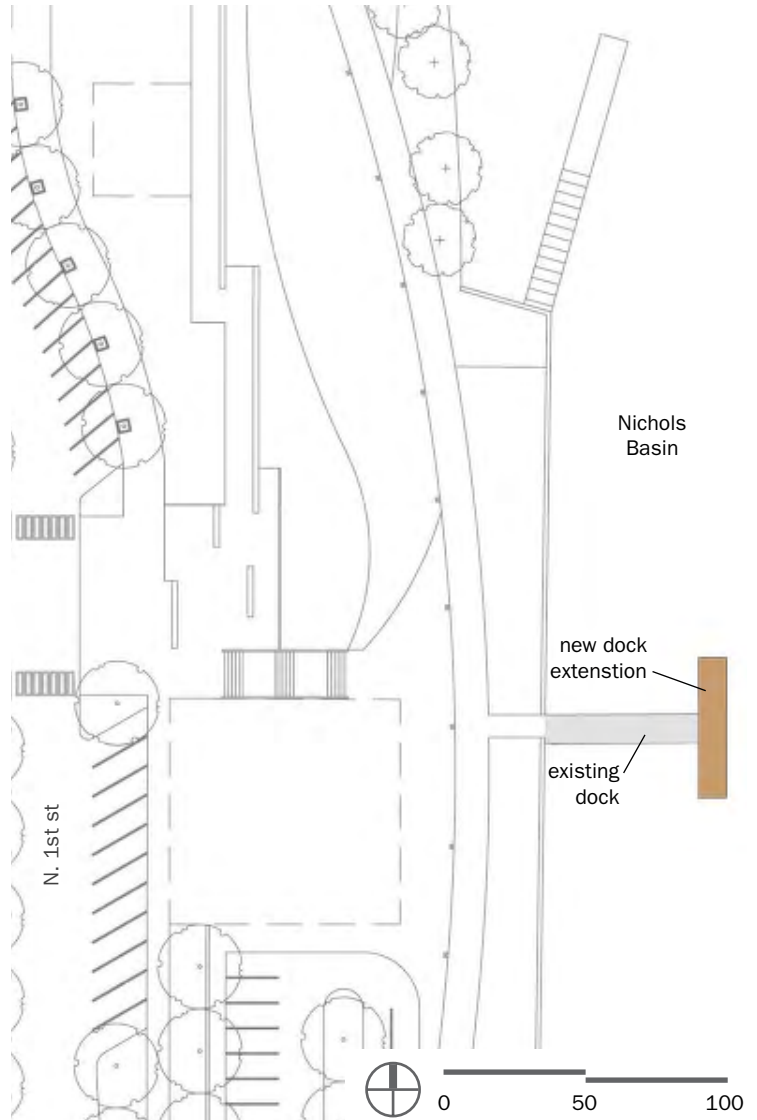
Description

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**

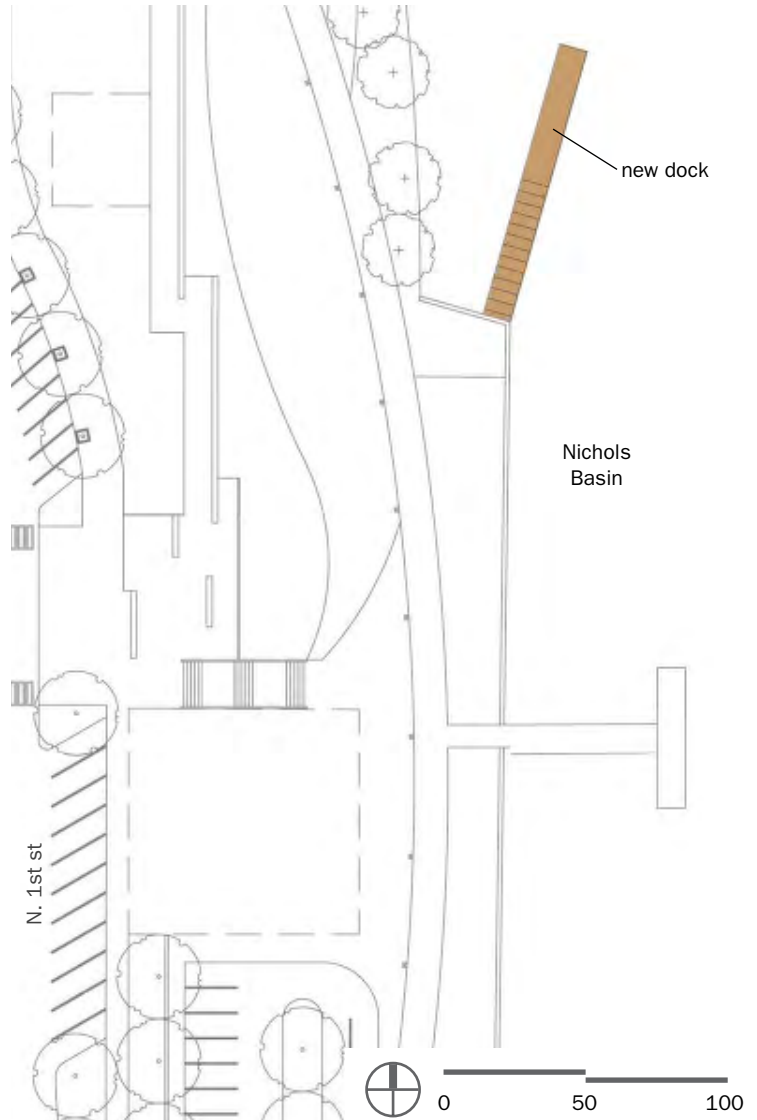
Description

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**

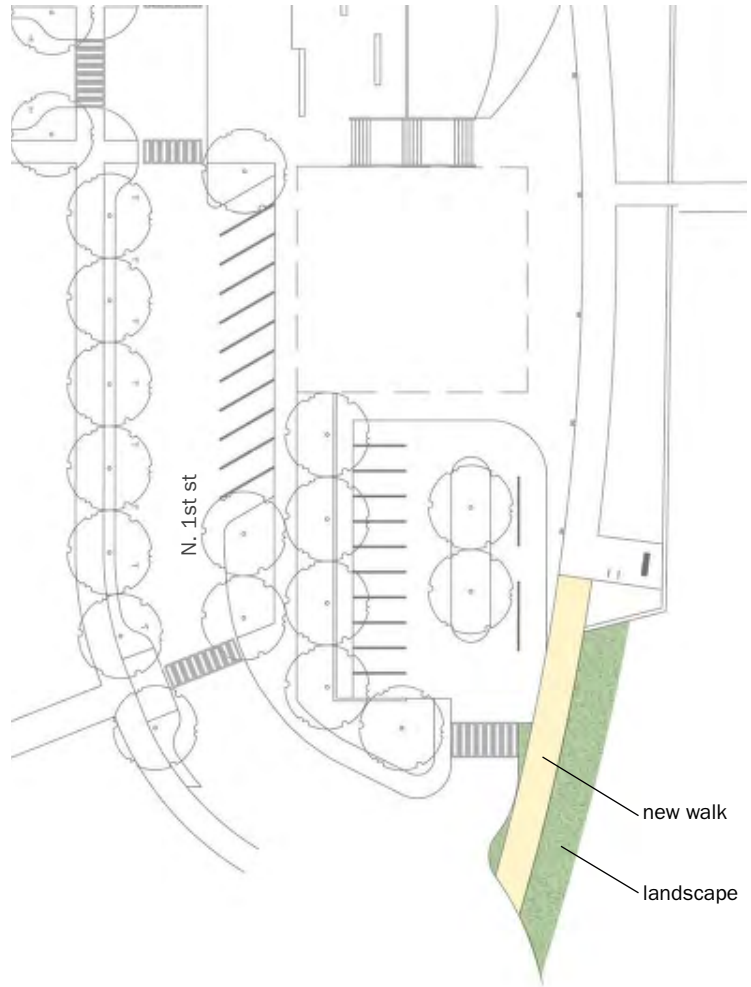
Description

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:

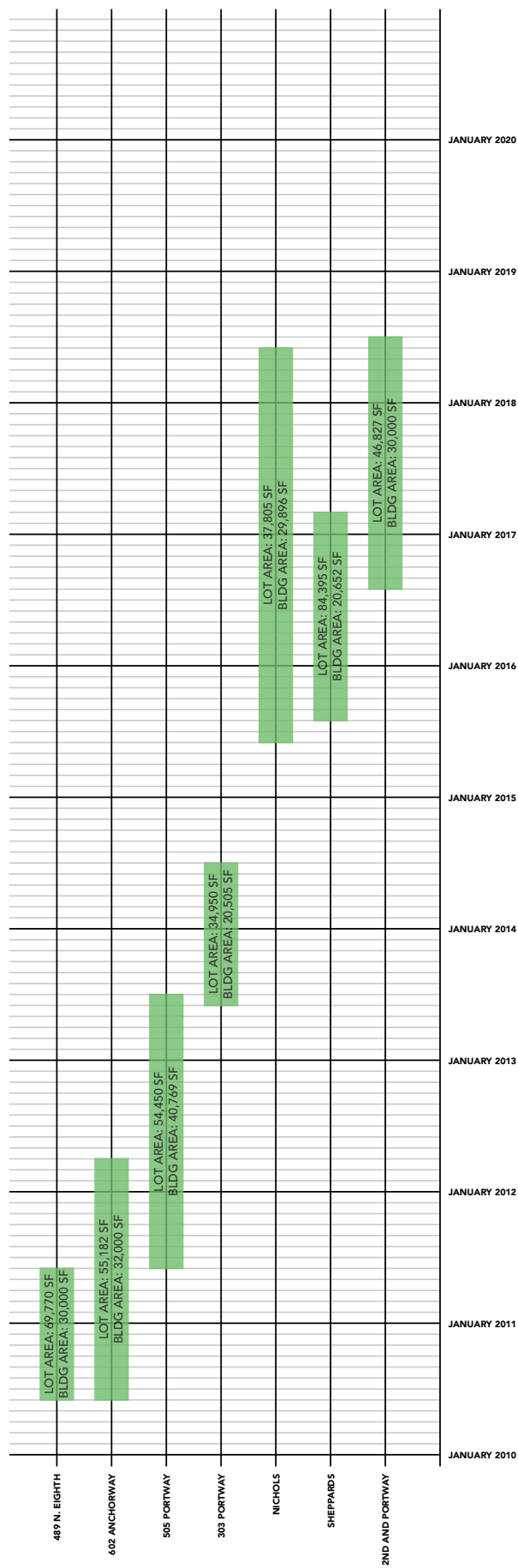
- * An average building area of 26,500 SF per acre of mixed use employment
- ** An average of 48 jobs per acre of mixed use employment
- *** An average of 43 parking spots per acre of mixed use employment

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

$$\frac{\text{BUILDING AREA (SF)}}{\text{NUMBER OF YEARS}} = \frac{203,822 \text{ SF}}{9 \text{ YEARS}} = 22,647 \text{ SF / YEAR}$$
$$\frac{\text{LOT AREA (SF)}}{\text{NUMBER OF YEARS}} = \frac{383,379 \text{ SF}}{9 \text{ YEARS}} = 42,598 \text{ SF / YEAR}$$

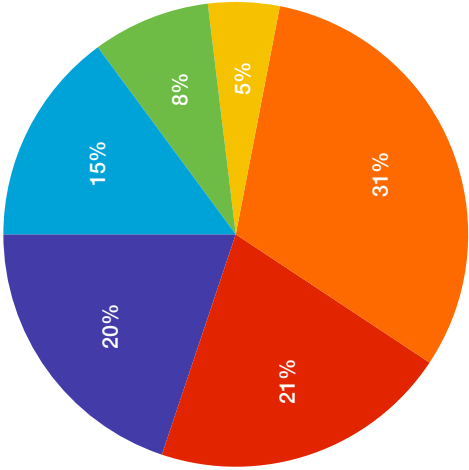


OCCUPANCY CHART

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

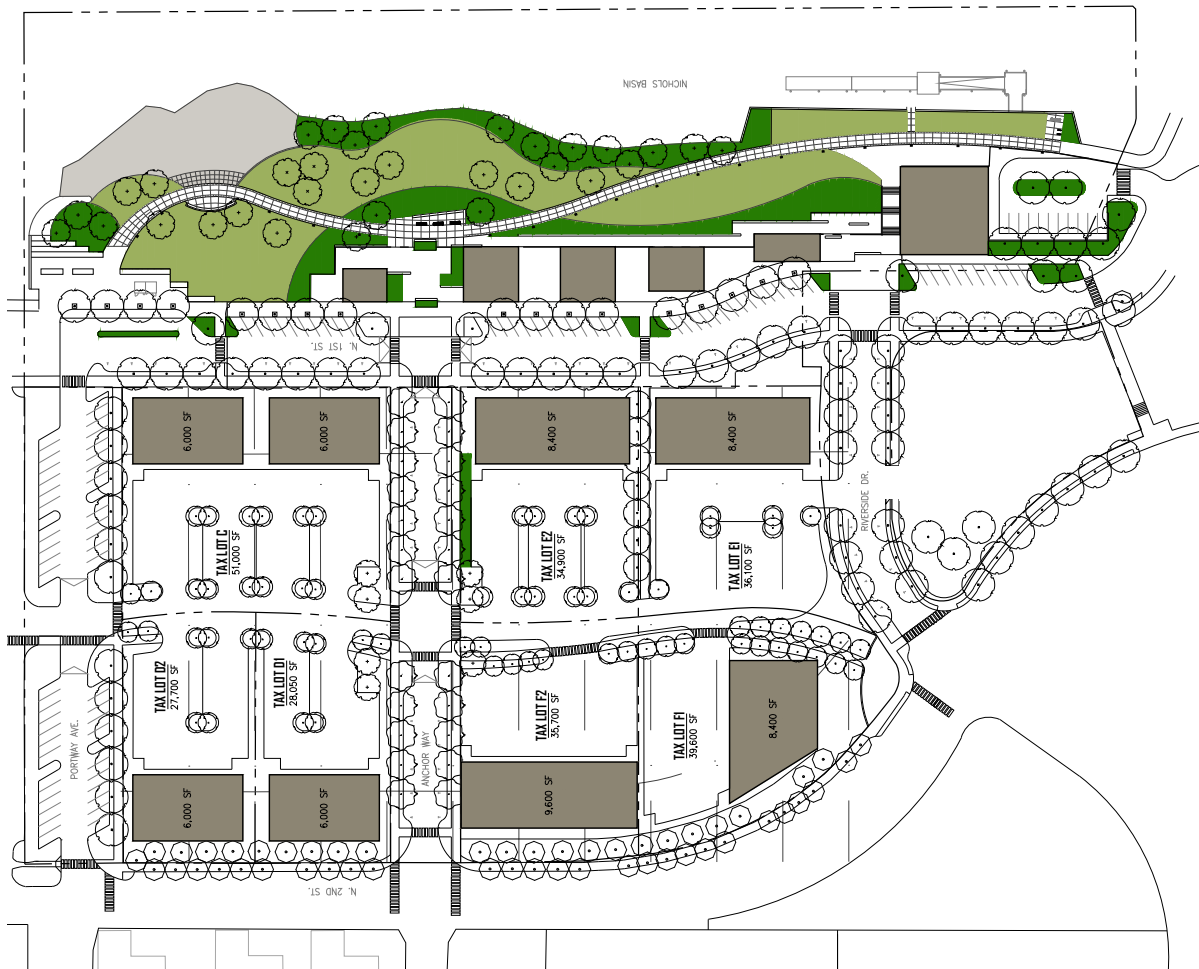
- LIGHT INDUSTRIAL TECHNOLOGY
- RETAIL
- INDUSTRIAL OFFICES
- AGRICULTURAL INDUSTRY / FOOD + BEVERAGE PRODUCTION
- PROFESSIONAL OFFICES
- RECREATION HEADQUARTERS



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

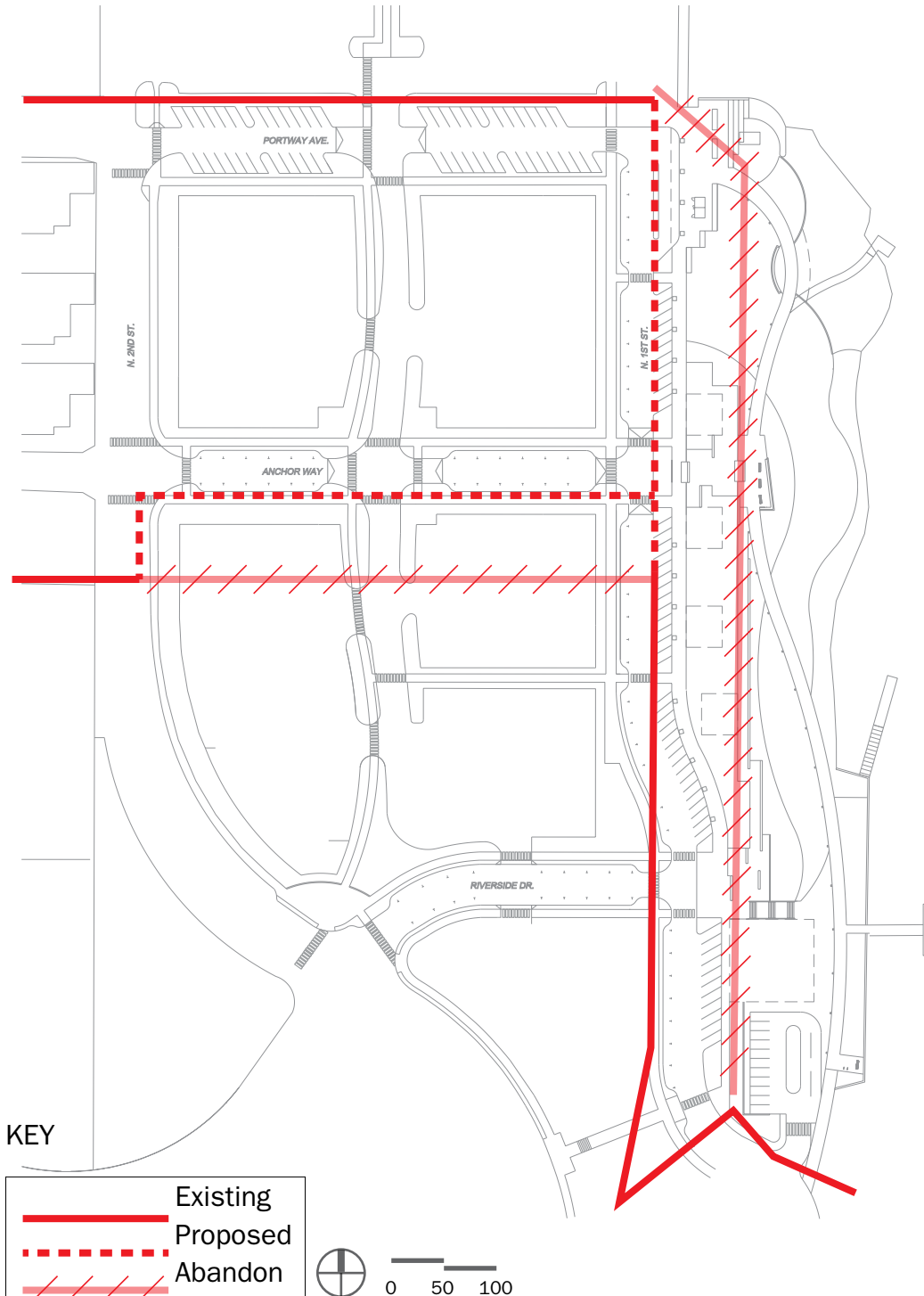
LOT AREA / YEAR = $\frac{319,950 \text{ SF TOTAL LOTS AREA}}{42,598 \text{ SF/YEAR}}$ =

7.5 YEARS TO BUILD OUT
BASED ON HISTORIC BUILD OUT

Utility Component: **Power**

Description

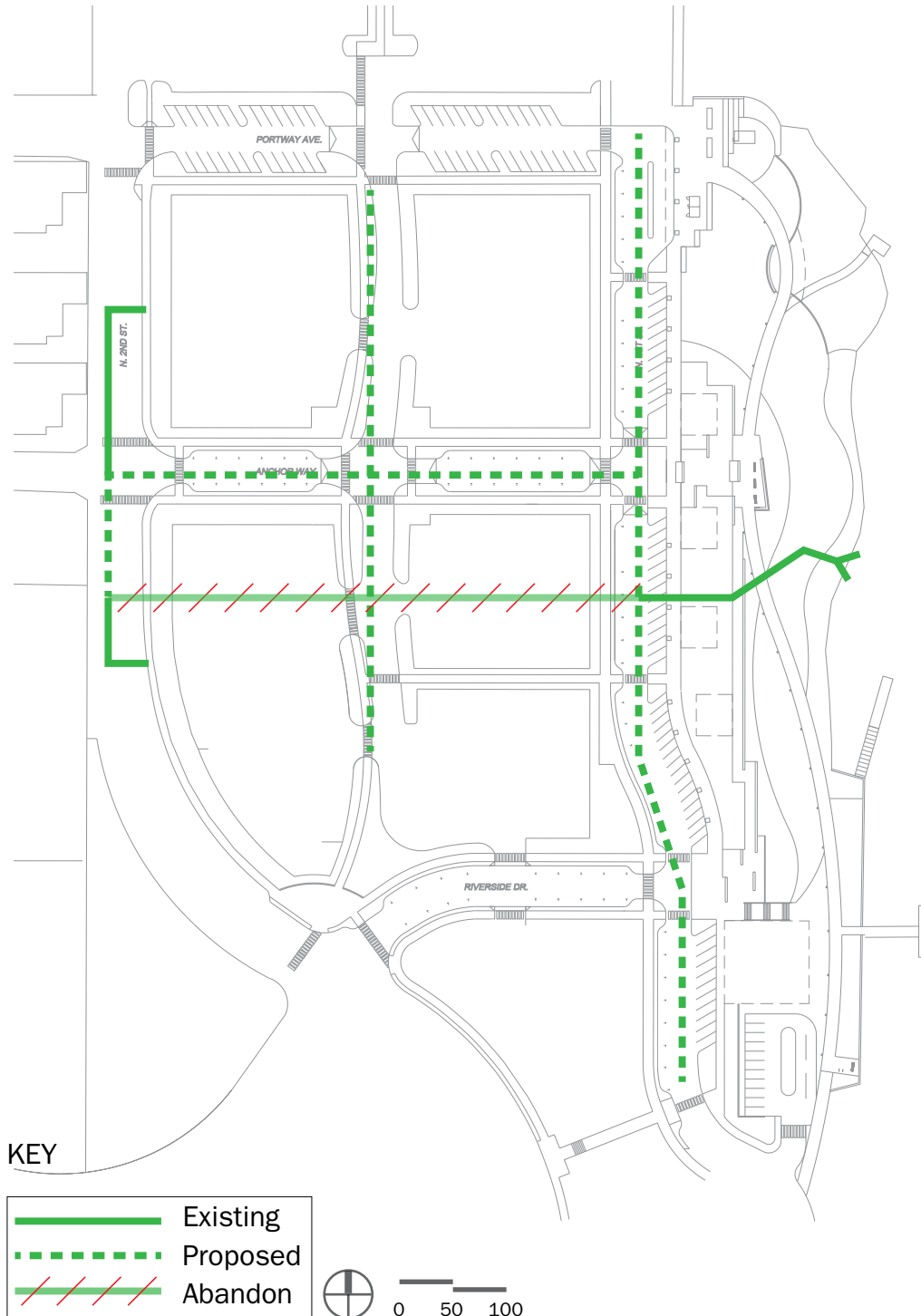
Underground existing power to be abandoned at the edge of Nichols Basin Park and relocated at the realigned 1st Street. In addition, the existing east-west run through Lot 1 will be abandoned in place of a new alignment which will align with the new Anchor Way.



Utility Component: **Storm**

Description

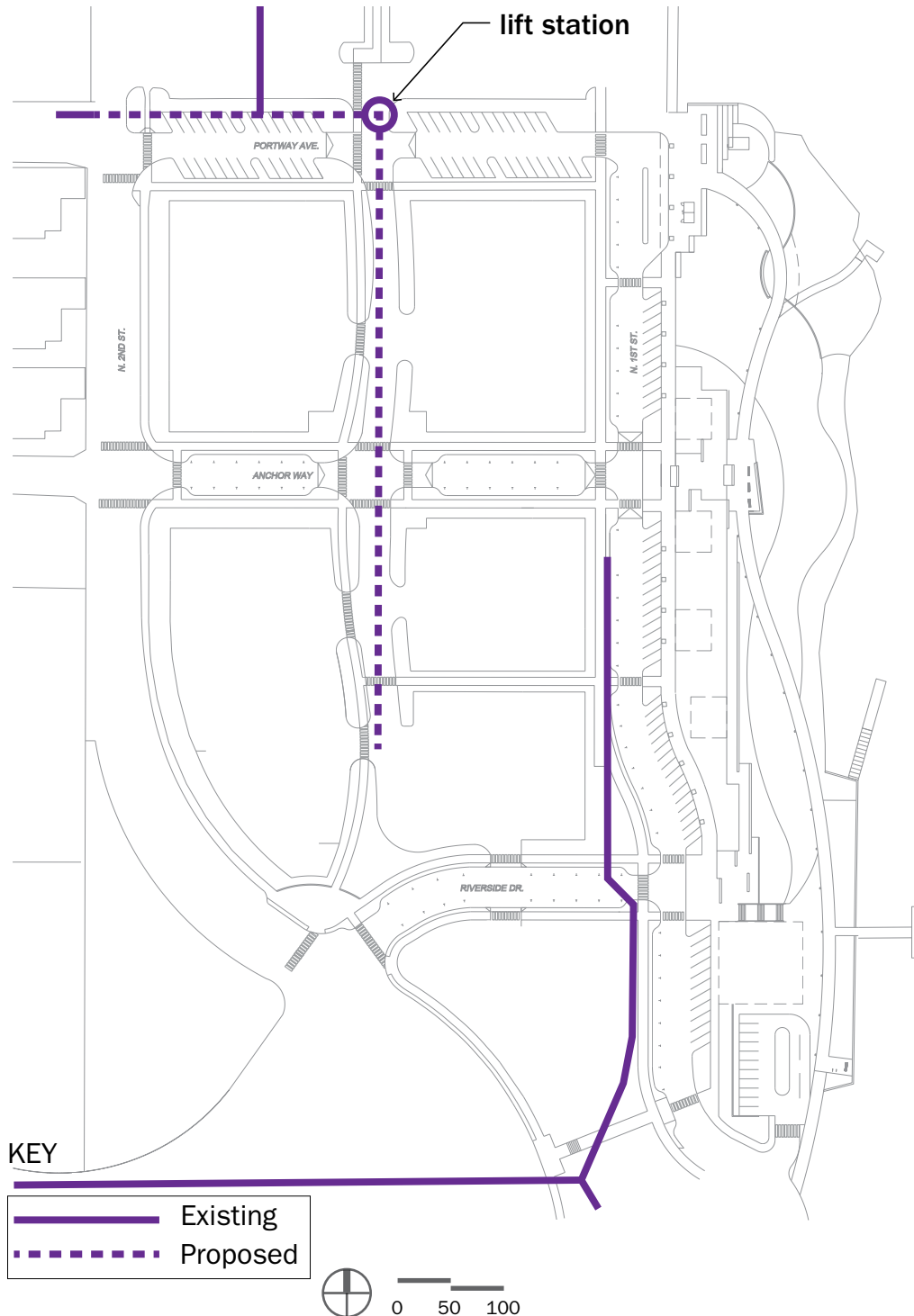
Existing east-west storm utility to be abandoned and realigned along new Anchor Way. This will connect to a new north-south run at 1st Street and connect to the existing outfall which daylights at Nichols Basin. Given the capacity of this outfall and requirements for cleaning of stormwater, new lots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

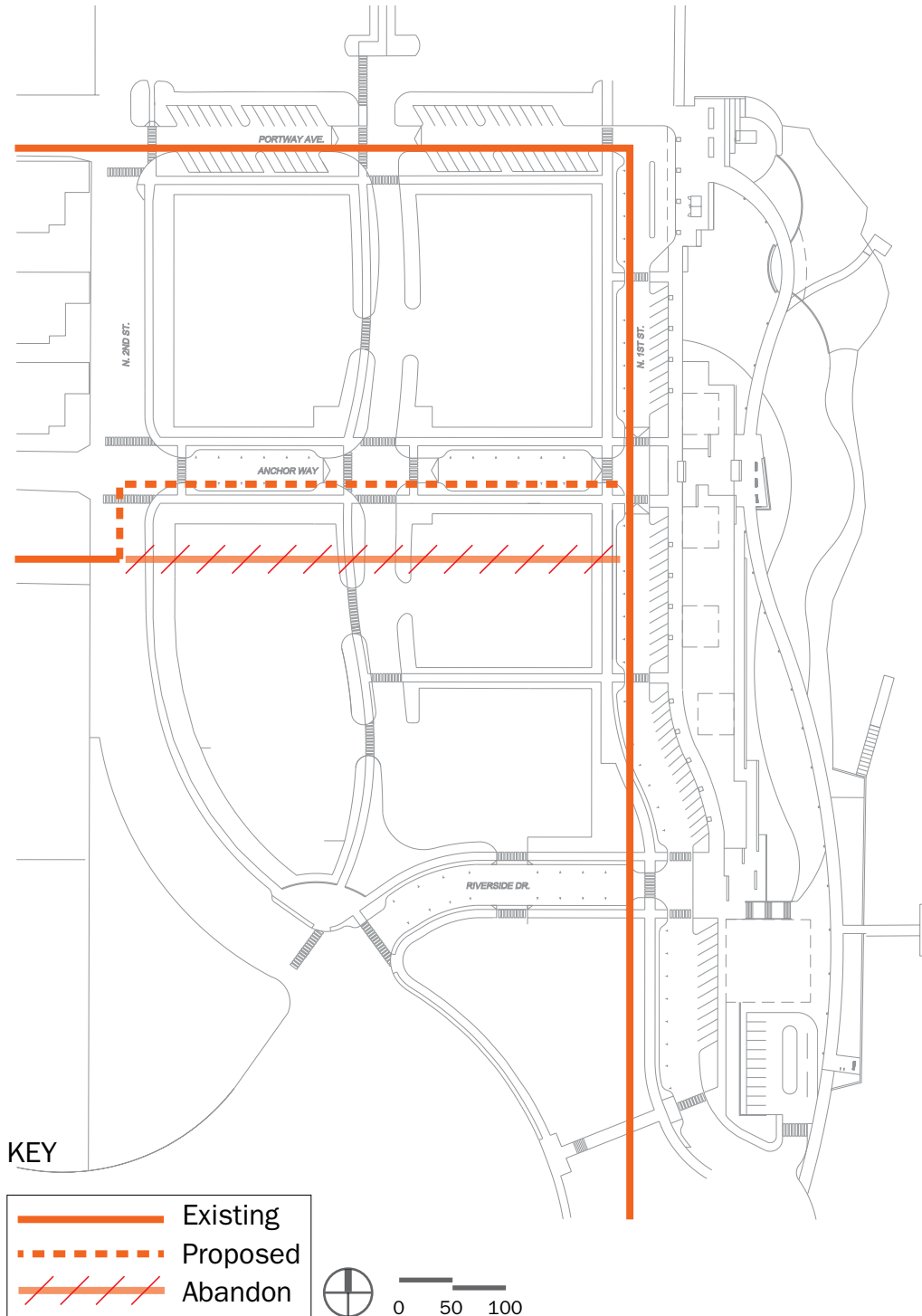
In order to serve the primary upland lots, new sewer lines will be extended from the northwest corner of Lot 1 and run along a north-south alignment along the “Swerve.” Due to grading challenges and elevation of existing sewer, an in-line lift station will need to be located along Portway Avenue.



Utility Component: **Communication**

Description

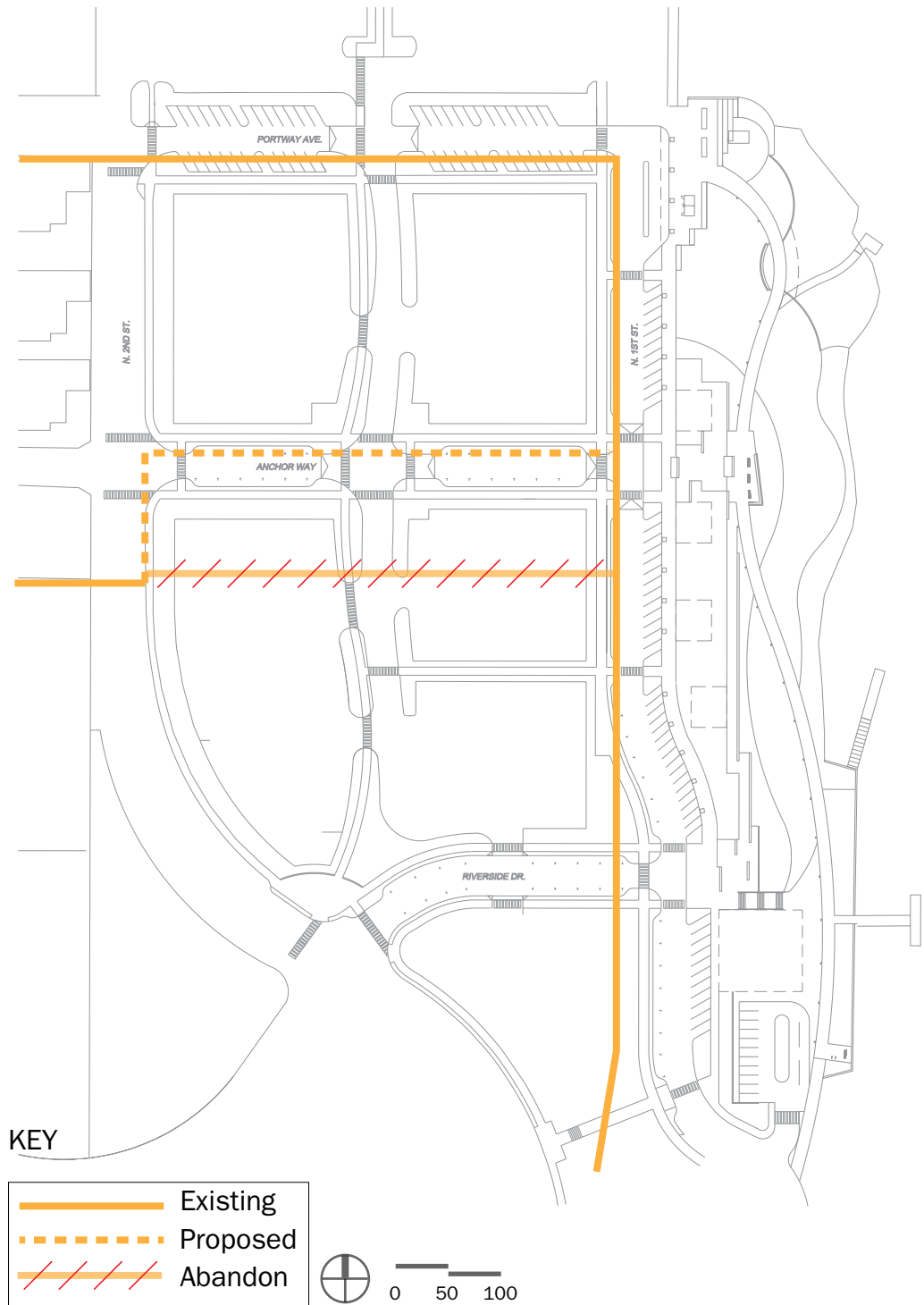
Existing east-west communication utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



Utility Component: Gas

Description

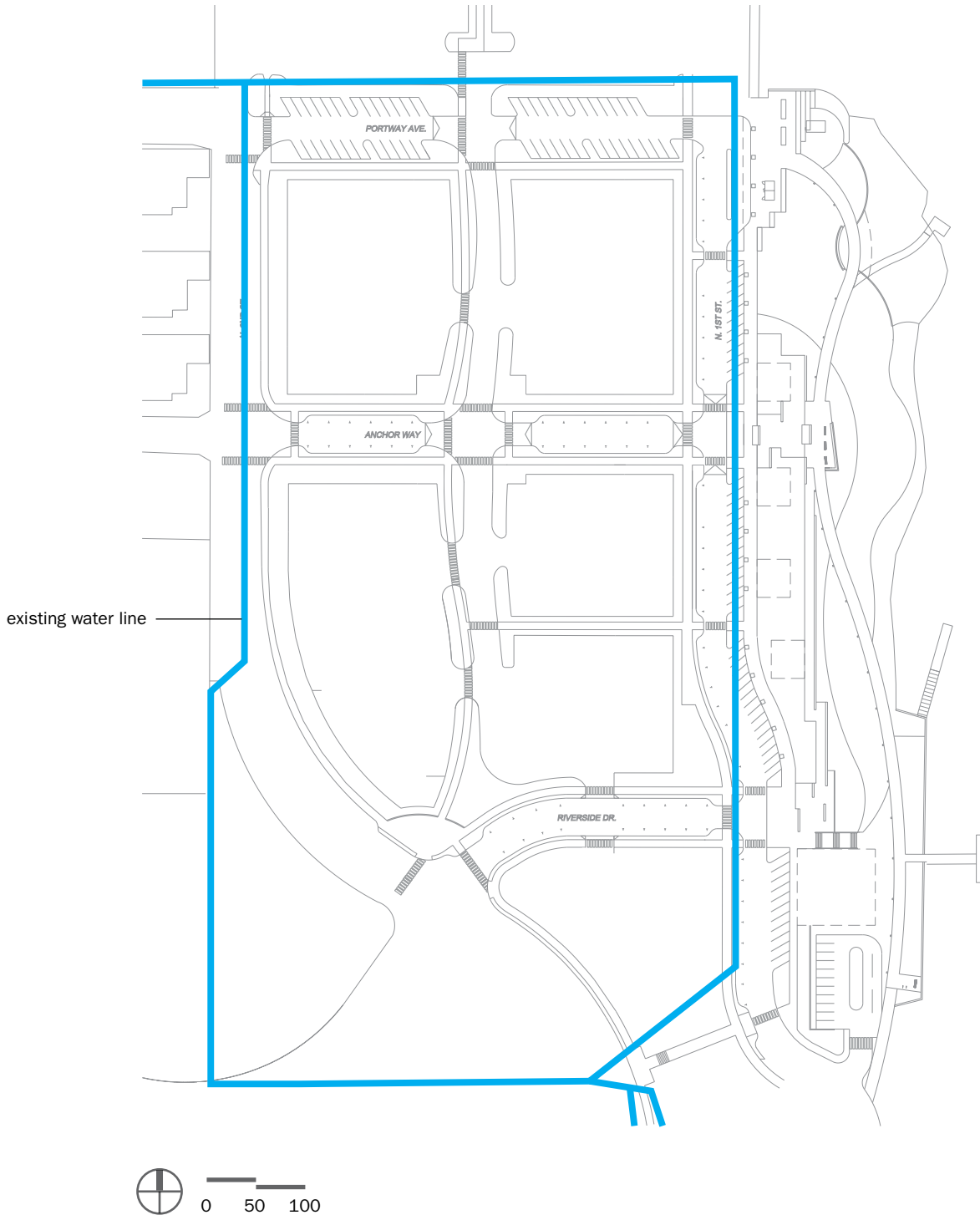
Existing east-west gas utility to be abandoned and realigned along new Anchor Way. The new alignment will connect to the existing north-south run along 1st Street.



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		\$ 356,908		\$ 101,366		\$ 470,650

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
Utilities	Furnishings	ALLOW	\$ 24,000		\$ -		\$ -		\$ -		\$ -		\$ -	1	\$ 24,000	\$ 24,000
	Temp Connection	ALLOW	\$ 25,000	1	\$ 25,000		\$ -		\$ -		\$ -	1	\$ 25,000		\$ -	\$ 50,000
	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
Utility Relocation	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
	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
					\$ -		\$ -		\$ -		\$ -	1	\$ 30,000		\$ -	\$ 30,000
				Subtotal:	\$ 936,750		\$ 159,000		\$ 770,000		\$ 1,029,750		\$ 816,500		\$ 678,200	
				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

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		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Amenities	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		\$ -		\$ -		\$ -		\$ -		\$ -
	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*		\$ 4,400		\$ 14,022		\$ 8,968		\$ 14,000		\$ 12,208
2021					15.8%		\$ 8,669		\$ 27,628		\$ 17,670		\$ 27,584		\$ 24,054
					Cost Escalation		\$ 16,500		\$ 52,583		\$ 33,630		\$ 52,500		\$ 45,780
					30% Estimating Contingency:										
					Construction Cost:		\$ 84,569		\$ 269,507		\$ 172,368		\$ 269,084		\$ 234,642
					30% Permitting & Design Fees:		\$ 25,371		\$ 80,852		\$ 51,710		\$ 80,725		\$ 70,392
					Totals:		\$ 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		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		\$ -
	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					
	8% Mobilization \$ 8,400				\$ 8,480	\$ 5,176	\$ 6,564	\$ 960					
Estimated Const Year 2021	Escalation* 15.8%				\$ 16,708	\$ 10,198	\$ 12,933	\$ 1,892					
	Cost Escalation \$ 16,551				\$ 31,800	\$ 19,410	\$ 24,615	\$ 3,600					
	30% Estimating Contingency: \$ 31,500												
	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.

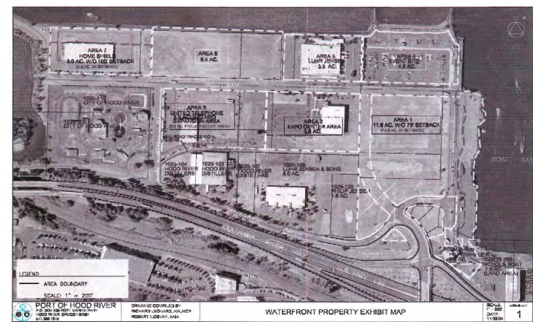


July 2006: Waterfront Industrial Market Assessment

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.

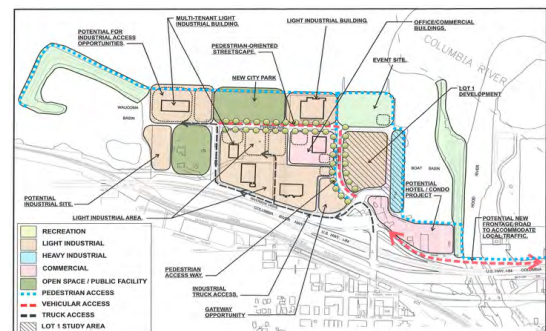


2007-08 Waterfront Development Strategy

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 for the 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.

