

Board of Commissioners

Frank Spence – Chairman
Robert Stevens – Vice-Chair
Dirk Rohne – Secretary
James Campbell – Treasurer
Scott McClaine – Assistant Secretary/Treasurer

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Workshop Session

March 15, 2022 @ 4:00 PM

Via Videoconference*

*To maintain social distancing, this meeting will be held via Zoom. Please see page 2 for login instructions.
Public comment can be submitted via email to admin@portofastoria.com until 5 PM on Monday, March 14, 2022.
A link to the recording will be available on the Port website at www.portofastoria.com.

Agenda

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. COMMISSION REPORTS
5. CHANGES/ADDITIONS TO THE AGENDA
6. PUBLIC COMMENT – for items on the agenda, when not covered by a public hearing
This is an opportunity to speak to the Commission for 3 minutes regarding any item on the agenda.
Public comment received by the deadline will be read aloud at the meeting.
7. CONSENT CALENDAR:
 - a. Meeting Minutes
 - 1/18/2022 Workshop Session 3
 - 2/1/2022 Regular Session 8
 - 2/15/2022 Workshop Session12
 - b. Financials – January 2022 16
 - c. Event Calendar – March 2022 25
8. ACTION:
 - a. Astoria Waterfront Master Plan Approval 26
 - b. Business Oregon Contract Approval – Airport Tide Gate Study 252
 - c. Request For Expenditure #0119 – Pier 2 Roof Repairs 261
 - d. Airport Advisory Committee Appointment 270
9. PUBLIC COMMENT – for non-agenda items
This is an opportunity to speak to the Commission for 3 minutes regarding Port concerns not on the agenda.
Public comment received by the deadline will be read aloud during the meeting.
10. EXECUTIVE DIRECTOR COMMENTS
11. UPCOMING MEETING DATES:
 - a. Regular Session – April 5, 2022 at 4:00 PM
 - b. Workshop Session – April 19, 2022 at 4:00 PM
12. ADJOURN

Please Note:

Agenda packets are available online at: <https://www.portofastoria.com/CommissionMeetings/AgendaMinutes.aspx>

Please allow time for the normal posting procedure for agendas and meeting packets.

Board of Commissioners**HOW TO JOIN THE ZOOM MEETING:**

Online: Direct link: <https://us02web.zoom.us/j/86905881635?pwd=amhtTTBFcE9NUElxNy9hYTZFPQTlZQT09>
Or go to [Zoom.us/join](https://zoom.us/join) and enter Meeting ID: 869 0588 1635, Passcode: 422

Dial In: (669) 900-6833, Meeting ID: 869 0588 1635, Passcode: 422

This meeting is accessible to persons with disabilities or persons who wish to attend but do not have computer access or cell phone access. If you require special accommodations, please contact the Port of Astoria at least 48 hours prior to the meeting by calling [\(503\) 741-3300](tel:5037413300) or via email at admin@portofastoria.com.

Please Note:

Agenda packets are available online at:

<https://www.portofastoria.com/CommissionMeetings/AgendaMinutes.aspx>

Please allow time for the normal posting procedure for agendas and meeting packets.

**MEETING MINUTES
JANUARY 18, 2022**

**PORT OF ASTORIA
REGULAR SESSION**

Meeting held via videoconference due to the COVID-19 pandemic

Call to Order:

Chairman Spence called the Regular Session to order at 4:00 PM.

Roll Call:

Commissioners Present: Frank Spence; Robert Stevens; Dirk Rohne; Jim Campbell; and Scott McClaine.

Staff Present: Executive Director Will Isom; Deputy Director Matt McGrath; Finance & HR Manager Jim Grey; Accounting and Business Services Manager Melanie Howard; and Executive Assistant/Administrative Coordinator Stacy Bandy.

Port Counsel: Eileen Eakins was not present at this session.

Special Guest: Shane Jensen Grant Consultant; Adam Dailey Civil Engineer with A. M. Engineering; and Tony Ewing and Ryan Lampi with Big River Construction.

Also Attending: Ethan Myers of *The Astorian*.

Changes/Additions to the Agenda:

Commissioner Spence added Advisory item 9b. Astoria Waterfront Master Plan Update to the agenda.

Public Comment for items on the agenda:

There were no requests for public comment.

Consent Calendar:

The Consent Calendar consisted of the following:

- Meeting Minutes – 11/16/2021 Workshop Session Minutes
- Financials – November 2021
- Event Calendar – January 2022

Commissioner McClaine requested to separate the meeting minutes from the consent calendar as he was not present for the November 16th meeting. Commissioner Spence compliments the Executive Director and staff for their preparation of the financials. Spence notes that revenues exceed projections and expenditures are below expectations.

Commissioner Campbell moved to approve the November 2021 financials and January 2022 event Calendar. Commissioner McClaine seconded. The motion carried unanimously 5-0 amongst the Commissioners present.

Commissioner Rohne moved to approve the 11/16/2021 minutes as presented. Commissioner Stevens seconded. The motion carried unanimously 4-0 amongst the Commissioners. Commissioner McClaine

abstained from the vote as he was not present for the 11/16/2021 meeting.

Action Items:

8a. I&I Final Change Order

Deputy Director McGrath explains that this is the final change order for the I&I project at the airport. The project was completed several months ago, but there was discussion back and forth concerning the final invoice. Typically, the Port would come to the Commission prior to beginning work for a change order, but there was no option to stop the work due to the construction process. Per the contract, the contractors can perform additional work if deemed worthy by the civil engineer and owner. The additional work totals \$71,205.84, of which \$59,874.94 is approved by Adam Dailey. Dailey does not recommend the final four items totaling \$11,330.90 because they do not fall within the bounds of the contract. McGrath has had discussions with Big River and is satisfied with the work completed. McGrath refers to page 18 of the packet and notes that the total contract amount with approved changes for the project was \$549,545.79 though the total billed is roughly \$517,000, including the approved changes and final change order. McGrath asks the commission for questions.

- Commissioner Spence refers to the total contract amount with approved changes on page 18 of the packet and notes the original contract amount was \$331,342.21. Spence is concerned about how such increases occurred. Spence compliments Dailey's detailed notes for the change order. Spence also asks why there were delays with the change order. McGrath explains that the project was put on hold for several months due to supply chain issues. McGrath continues that the increase in project fees resulted from unknowns related to the nature of the project. Dailey confirms that the majority of the additional work was due to unknowns relating to the project's scope.
- Commissioner Campbell adds that there are 75 years of materials buried in the project area that are not documented. He recommends paying the complete final change order as recommended by McGrath. Commissioner Stevens agrees with Campbell and notes that the overage is reasonable given the type of work done.
- Commissioner Rohne notes that the Airport will be in a better position with the additional repairs done. In the long run, this is the rational choice. There is consensus among the Commission.

Commissioner Rohne moved to approve the final change order in the amount of \$71,205.84. Commissioner Stevens seconded. The motion carried unanimously 5-0 amongst the Commissioners present.

8b. Resolution 2022-01 Resolution to Raise Rates at the Airport

McGrath explains that there has been discussion about raising the base rates at the airport. The airport landing fee and the callout fee are the fees that will be raised. The original fees were set in 1992 and have not been adjusted since. The Port is looking to increase the landing fee to \$2 for every 1,000 pounds over 10,000 pounds maximum takeoff weight. The call-out fee would remain at \$50 per hour, though a two-hour minimum would be required. McGrath notes that ramp fees and overnight fees would remain the same. These rate changes were brought to the Airport Advisory Committee at their last meeting and approved by the committee.

- Commissioner Rohne notes that the overnight parking fee is low. McGrath answers that the overnight parking fee is standard with general aviation airports, and the fee is tempered by fuel sales through the airport does not have requirements for fuel sales.

Commissioner Rohne moved to increase the overnight fee to \$10. Commissioner McClaine seconded. The roll call vote occurred as follows:

Commissioner McClaine: Yes.

Commissioner Rohne: Yes.

Commissioner Stevens: No.

Commissioner Campbell: Yes.

Commissioner Spence: Yes.

The motion carried 4-1 amongst the Commissioners present.

Commissioner Rohne moved to approve the Resolution 2022-01 as amended. Commissioner McClaine seconded. The roll call vote occurred as follows:

Commissioner McClaine: Yes.

Commissioner Rohne: Yes.

Commissioner Stevens: Yes.

Commissioner Campbell: Yes.

Commissioner Spence: Yes.

The motion carried unanimously 5-0 amongst the Commissioners present.

Advisory Items:

9a. Tide Gate Grant Discussion

McGrath explains that this project began last year. Since the Vera Slough tide gate was improved, the water table at the airport has been raised. This has caused significant issues. The Port is working with Warrenton and Clatsop County to address this issue. The Port is interested in ways to adjust or re-vamp the tide gate to lower the water tables at the airport. McGrath shares his screen to show a map of the area affected by the Vera Slough tide gate, including the Airport Industrial Park. The intention of the grant is to study the tide gate; the gate is not functioning as it was intended to, and the water tables are dangerously high.

- Commissioner Campbell notes that he thinks the Vera Slough tide gate should be removed. The water tables at the airport are high enough that it is causing damage to the runways.
- Commissioner Rohne comments that he has spoken with Nehalem Marine, and it should be noted that the Vera Slough tide gate was one of the first installs of that type of tide gate, and the concept has since been refined.

Grant Consultant Shane Jensen refers to the summary of award on page 21 of the packet and explains that the grant has been awarded to the Port, and the Port will now contract work authorized in the award. There are several components to this project. The significant difficulty with this project was because this site was previously a mitigation site from Bornstein in 2003-2005. During that time, the goal was to raise the water tables at the airport as mitigation for the Bornstein project. This introduced complications, though Business Oregon is aware of the inherent difficulties with the project. Commissioner Rohne congratulates Shane for his work on the grant.

Public Comment for items not on the agenda:

There were no requests for public comment.

Commission Reports:

Commissioner Campbell reported that his comments have already been stated concerning the tide gate.

Commissioner Stevens reported on the following:

- Attended the Airport Advisory Committee meeting, where the delineation study was discussed. The AAC unanimously voted in support and referred back to the Port Commission with support.
- With regard to airport fees, it should be noted that there is a cross-over point; if landing fees are too high, the airport may lose traffic.
- Met with BST Associates and found their work on the boatyard study to be comprehensive. Met with Brendon and Joey, toured the boatyard operations, and was impressed with their work. Would like to

commend Brendon and Joey for their work at the boatyard. They have a vision and are hardworking. There is a lot of room for expansion. The boatyard could fill a niche and be an additional source of revenue.

Commissioner McClaine reported on the following:

- Attended a meeting with the Lower Columbia Study Group. Found the meeting to be very interesting. NOAA is monitoring sand drifts and placing trackers on crabs.

Commissioner Rohne reported on the following:

- Received a questionnaire from the biodigester feasibility study and referred it to a farm in the Lewis & Clark area. The questionnaire asks how much material would be potentially contributed to the biodigester and how much material would the farm like to receive from the biodigester. The county is looking to get a general sense of users' needs.
- Enjoyed meeting with BST Associates.
- Talked with Leo Kunz at Nehalem Marine. The conversation was quite informative. It is good to see progress on the Tide Gate project in cooperation with the City of Warrenton and Clatsop County.

Commissioner Spence reported on the following:

- Attended a North West Area Commission on Transportation meeting. The group asked for projects to recommend for the Connect Oregon program. Bob Dorn presented for Hyak Maritime; their grant request was selected first to endorse for funding. Shane Jensen made an excellent presentation for the East Mooring Basin Causeway on behalf of the Port.

Executive Director Comments:

- Isom begins with advisory item 9b. Astoria Waterfront Master Plan update. Two public forums have been held, with over 150 attendees in total. The response from the community has been overwhelmingly positive. The majority of concerns haven't been with the plan itself but to move the process forward and to not veer away from the plan. Multiple meetings have also been held with the project advisory team. The plan is now in the final stages and will soon be sent to the City of Astoria and the Port for final adoption. Plan highlights include redeveloping the Riverwalk Hotel to a hotel with a smaller footprint, a mixed-use building to the east of the Red Building, and the addition of a Fishing Village. There will be a final presentation to the commission in March.
- Thanks to the Commissioners for meeting with BST Associates last week. Interviews were well received by the consultants.
- Thanks to Facilities Security Officer Rick Yelton and Accounting and Business Service Manager Melanie Howard for their quick responses to the Tsunami advisory.
- Confirms that the \$1,000 contribution to the county-wide feasibility study has been issued.
- Has been in correspondence with the ILWU to negotiate a new collective bargaining agreement. The current CBA expires this June.
- This Thursday, Representative Weber is scheduled to visit the Port. Isom met with Spence and Stevens last week to finalize the agenda. Commissioners will be able to meet with Representative Weber two at a time in the morning.
- Met with Senator Merkley's office last week along with Business Oregon and lobbyist for Business Oregon, Ray Bucheger. Merkley's office is interested in the Port's priorities for funding.
- Met with the Oregon Coast Visitor's Association, Business Oregon, the Port of Garibaldi, and the Port of Tillamook. OCVA is looking at how they can use funds to benefit north coast ports.
- Met with Finance and Budget committee members John Lansing and Walt Postlewait to discuss future items for the finance committee.
- Will hold an executive session soon to discuss details of the harbor fee. This will be on the agenda for the first meeting in February.
- Thanks to Matt McGrath for his work. It has been an extremely busy time at the Port offices.

Upcoming Meeting Dates:

- Regular Session – February 1, 2022, at 4:00 PM
- Workshop Session – February 15, 2022 at 4:00 PM

Adjourned:

Chairman Spence adjourned the meeting at 5:06 PM.

APPROVED:

Frank Spence, Board Chairman
Board of Commissioners

ATTEST:

Dirk Rohne, Secretary
Board of Commissioners

Respectfully submitted by:
Stacy Bandy
Executive Assistant – Administrative Coordinator

March 15, 2022
Date Approved by Commission

**MEETING MINUTES
FEBRUARY 1, 2022**

**PORT OF ASTORIA
REGULAR SESSION**

Meeting held via videoconference due to the COVID-19 pandemic

Call to Order:

Chairman Spence called the Regular Session to order at 4:00 PM.

Roll Call:

Commissioners Present: Frank Spence; Robert Stevens; Dirk Rohne; Jim Campbell; and Scott McClaine.

Staff Present: Executive Director Will Isom; Deputy Director Matt McGrath; Director of Maintenance Joe Tadei; Finance & HR Manager Jim Grey; Accounting and Business Services Manager Melanie Howard; and Executive Assistant/Administrative Coordinator Stacy Bandy.

Port Counsel: Eileen Eakins was not present at this session.

Also Attending: Cindy Yingst of *The Columbia Press*, Ethan Myers of *The Astorian*, and Finance and Budget Committee member David Oser.

Commission Reports:

Commissioner Rohne reported on the following:

- Coordinated with Clatsop County and a large farm in Lewis & Clark to complete a survey for the biodigester feasibility study.

Commissioner Campbell had nothing to report.

Commissioner McClaine had nothing to report.

Commissioner Stevens had nothing to report.

Commissioner Spence reported on the following:

- Betsy Johnson has resigned; she will be running independently for the governor's office. Rachel Armitage has been selected to replace Betsy Johnson for the remainder of her term. Armitage has been asked to introduce herself to the commission.
- Many requests are pending for grant funds, including an eight million dollar request for the East Mooring Basin Causeway. Looking to see updates for grant application status.
- The Vera Slough Tide gate is crucial to developing the Airport Industrial Park. The tide gate will be included in the airport expansion delineation study.

Changes/Additions to the Agenda:

There were no changes or additions to the agenda.

Public Comment for items on the agenda:

There were no requests for public comment.

Consent Calendar:

The Consent Calendar consisted of the following:

- Meeting Minutes – 12/07/2021 Regular Session, 12/21/2021 Workshop Session, and 1/12/2022 Finance Committee
- Event Calendar – February 2022
Commissioner Spence notes that for the 12/7/2021 Regular Session, the roll call vote on page four of the packet lists Commissioner Rohne twice; the last roll call vote should read “Spence.”

Commissioner Campbell moved to approve the meeting minutes as amended. Commissioner McClaine seconded. The motion carried unanimously 5-0 amongst the Commissioners present.

- Financials – December 2021
Accounting and Business Services Manager Melanie Howard presents the December financials narrative. The Port is over half a million above prior year operating gains and approximately \$400,000 over budgetary projections. Revenues are 113% of budget expectations, while operating expenses are 103% of budget. Non-operating income and expenses are in line with expectations. Total net income is \$700,000, which is \$180,000 over prior year and approximately \$400,000 over budget. With strong fuel sales, the marina sales are over 150% of budget expectations. Personnel services came in \$176,000 under budget though materials and services were \$265,898 over budget. A large portion of this overage, \$160,000, can be attributed to fuel costs. Last year was a particularly bad year for the Port due to the effects of the pandemic. Howard notes that the Port’s personnel services budget is down, and salary and wages have decreased, but employee benefits have remained consistent. Total net income has remained relatively consistent, though the data may look different due to the Business Oregon debt deferment. Howard asks if the Commission has questions.
- Spence notes that the Port has lost 1.7 million dollars in expected cruise ship revenue throughout the pandemic. The administration has done an excellent job keeping expenses in line. Spence thanks Isom and Howard for keeping expenses controlled.

Commissioner Campbell moved to approve the December financials and event calendar presented. Commissioner Rohne seconded. The motion carried unanimously 5-0 amongst the Commissioners present.

Advisory Items:**8a. Maintenance Update – Joe Tadei**

Executive Director Isom introduces the director of the maintenance department, Joe Tadei, to give an update about current maintenance projects.

- Tadei begins with an update for this season’s dredging. There was a late start to dredging due to a failure with one of the winches. Due to the extensive repair needs, most of December was spent repairing the failed winch. Dredging began at the end of December. Most of the face of Pier 1 is completed. The dredge is currently out on Slip 2 between Pier 2 and 3. This area is expected to be complete in a couple of weeks, and dredging season will finish at the face of Pier 1. The dredge will be moored next to the responder for the remainder of the year.
- 99% of the material has been removed from the East Basin Causeway failure. Power has been restored to the floats, and we are no longer using temporary generator power. The Port is moving forward with additional repairs at a later date.
- The pile replacement project at Pier 2 and Pier 1 West was completed in December by Bergerson Construction. Fender piles have been replaced on Pier 2 East. Failed wooden piles have been removed, and 26 steel piles have been installed. Tadei hopes to remove and replace another 25-30 piles during the in-water work window next year.

- Bergerson Construction has also removed broken and failed wooden piles from Pier 1 West and replaced them with steel piles.
- Commissioner Campbell asks if Bergerson was able to remove the sunken logs in Pier 1. Tadei answers that there was an attempt, but the logs could not be removed due to 6-8 ft of fill on top of logs. This legitimizes the case to dredge in Pier 1. It was time well spent, and now we know what needs to be done to move ahead.

Tadei asks the Commission if they have questions about dredging. Spence asks if there are restrictions on time for dredging. Tadei answers that dredge season is over at the end of February. Spence thanks Tadei for his presentation.

Public Comment for items not on the agenda:

There were no requests for public comment.

Executive Director Comments:

- Thanks to Commissioner Stevens for leading the effort for Representative Weber's visit to the port. Weber was appreciative and showed a genuine interest in the Port. Overall, the visit was very positive. We have reached out to Senator Armitage to attend a Commission meeting.
- Will be making a presentation to the Clatsop County Commission at their workshop meeting tomorrow morning. This is a follow-up from a meeting last year to solicit help from the county for the development and expansion of the Airport Industrial Park. The county has an industrial revolving fund that was first intended for use to develop the North Coast Business Park. The Port is looking to see if there is potential to access this fund for the AIP.
- The Astoria Waterfront Master Plan Advisory Committee, along with consultants Walker Macy, the Port, and the City of Astoria, will be going over the final draft of the AWMP on Thursday. After this meeting, the final draft proposal will be sent to the advisory committee for final review. A final product will then be sent to the City and Port for formal adoption.
- There is a vacancy on the Budget Committee, and committee member Walt Postlewait's term has expired. The Port will be posting for the vacancy on the committee and reaching out to Postlewait to see if he is interested in serving another term. The goal is to present the candidates at the April workshop meeting for Commission review.
- The Port was contacted by Alex Shockneck with Tesla to install a 12 stall supercharger site on Port property. Tesla would coordinate utilities and design with the idea that there would be no charge for the lease.
- Will meet with Bob Dorn with Hyak Marine on Thursday afternoon.
- To follow up on the December financials. The Port has continued to engage in capital projects. There are concerns about cash flow and what that looks like moving forward. This is the time of year when cash flow is the lowest, and due to the amount of outflows, we are in a less than desirable cash position. Cashflows will be closely monitored so that the Port has cash to leverage for grant applications.
- Spence notes the Tesla charging sites need to coordinate with the master plan. Isom agrees that there are a lot of details to work out. This could be an opportunity to bring people down to the waterfront in the off-season.
- Commissioner Stevens thanks Stacy for her work in planning Weber's visit.
- Commissioner Spence thanks Campbell and Stevens for showcasing the airport operations during Weber's visit.

Upcoming Meeting Dates:

- Regular Session – February 15, 2022, at 4:00 PM
- Workshop Session – March 1, 2022, at 4:00 PM

Adjourned:

Chairman Spence adjourned the meeting at 4:58 PM.

APPROVED:

Frank Spence, Board Chairman
Board of Commissioners

ATTEST:

Dirk Rohne, Secretary
Board of Commissioners

Respectfully submitted by:
Stacy Bandy
Executive Assistant – Administrative Coordinator

March 15, 2022
Date Approved by Commission

**MEETING MINUTES
FEBRUARY 15, 2022**

**PORT OF ASTORIA
WORKSHOP SESSION**

Meeting held via videoconference due to the COVID-19 pandemic

Call to Order:

Chairman Spence called the Workshop Session to order at 4:00 pm.

Roll Call:

Commissioners Present: Frank Spence; Robert Stevens; Dirk Rohne; Jim Campbell and Scott McClaine.

Staff Present: Executive Director Will Isom; Deputy Director Matt McGrath; Finance & HR Manager Jim Grey; and Executive Assistant/Administrative Coordinator Stacy Bandy.

Port Counsel: Eileen Eakins was not present for this session.

Also Attending: Cindy Yingst of the *Columbia Press*; Lori Beth Culp; Ethan Myers of *The Astorian*; and Cruise Consultant Bruce Conner.

Changes/Additions to the Agenda:

There were no changes or additions to the agenda.

Public Comment:

No public comment was received.

Action Items:

6a. Resolution 2022-02 Amended Resolution to Raise Rates at the Airport

Deputy Director McGrath explains that this amendment clarifies the language of the original Resolution 2022-01 Resolution to Raise Rates at the Airport. The landing fee will be charged to every aircraft over 10,000 lbs. for every 1,000lbs of total weight.

Commissioner Rohne moved to approve Resolution 2022-02 Amended Resolution to Raise Rates at the Airport. Commissioner Stevens seconded. The roll call vote occurred as follows:

Commissioner McClaine: Yes.

Commissioner Rohne: Yes.

Commissioner Stevens: Yes.

Commissioner Campbell: Yes.

Commissioner Spence: Yes.

The motion carried unanimously 5-0 amongst the Commissioners present.

Advisory/Discussion Items:

7a. Cruise Ship Update – Bruce Conner

Bruce Conner begins with the 2022 cruise ship spring updates.

- Norwegian Cruise Lines, which owns Oceana and Regent Seven Seas, has strong bookings and

pricing. This season, the Port is expecting the Oceania Regatta and the Seven Seas Mariner. Third-quarter occupancy projections are expected to be in line with 2019 sailings.

- Royal Caribbean/Celebrity Cruises currently operates at 60% capacity and anticipate 100% occupancy this summer. Conner notes there has been strong demand for Alaska sailings.
- Princess Cruise Lines has six ships expected to dock in Astoria. The Caribbean Princess will be arriving on April 5th, followed by the Viking Orion on April 15th.
- Ship inventory has increased with three new vessels. The Viking Orion, Norwegian Bliss, and Norwegian Encore are new ships.
- Cruise the West expects 20% more berths in Alaska than during 2019. The Alaska cruise season is expected to start earlier and end later.
- Hapag-Lloyd announced that cruise guests would be required to have booster shots in addition to being vaccinated.
- Cruise lines had until February 15th to opt into the CDC's voluntary COVID-19 program. All cruise ships docking in Astoria will have the CDC's voluntary COVID-19 protocols in place.
- Commissioner Spence notes that he is amazed at how high the occupancy projections are. Conner answers that the cruise operators are optimistic for ship occupancy and that the operators on the shore are asked to operate at 65-70% occupancy.
- Isom inquires how cruise ships enforce mask mandates when federal rules state guidelines may differ. Conner explains that cruise ships follow federal and state guidelines with on-shore activities.

7b. Budget Season Update – Will Isom

Director Isom explains that Port staff are currently working on the budget for the following fiscal year.

- There is a vacancy on the Budget Committee; staff intend to post for the opening on the Budget Committee.
- Walt Postlewait's term has expired. Isom asks the commission if they would like to ask Postlewait if he is interested in serving another term.
- The Port will advertise the Budget Committee vacancy on the Port website and social media. The Port would formally appoint any new Budget Committee members by the April 19th commission meeting per the budget calendar.
- The budget calendar has been moved up; the first Budget Committee meeting will be on May 4th.
- Rohne asks if it would be appropriate to ask the Finance Manager at Englund Marine if he is interested in the Budget Committee vacancy.
- Spence asks about the timber revenue received from the State of Oregon for 2021. Isom explains that the Port receives timber payments quarterly.

Port staff experienced technical difficulties; the meeting paused at 4:41pm. The meeting resumed at 4:46pm with limited staff and all commissioners present.

Commission Comments:

Commissioner Rohne commented on the following:

- Spoke with Steve Fick with Salmon for All earlier today. Fick is interested in speaking to the commission.

Commissioner McClaine commented on the following:

- Chris Connaway has written a letter to the editor in *The Astorian* concerning the Port.

Commissioner Stevens did not have any comments.

Commissioner Campbell did not have any comments.

Commissioner Spence commented on the following:

- Attended the SDAO annual conference. Special Districts are not included in the federal stimulus funds to be distributed.

7c. Executive Director Update

- Isom addressed the letter to the editor published in the Astorian on February 12th. Chris Connaway is the former president of the ILWU Local 50. The Port has engaged with the ILWU Local 50 for collective bargaining agreement negotiations; the current contract expires in June.
- Met with the chair and the vice-chair of the Clatsop Community College Foundation to discuss needs and future partnerships. The CCC is looking to collaborate with local businesses for the college's maritime program.
- Interviewed with ColPac to discuss Hyak Maritime at Tongue Point and the Port's plans for the boatyard.
- Met with Jim Knight regarding the Hollander property, which is included in the Astoria Waterfront Master Plan (AWMP) footprint. The property is under a long-term lease. Isom will be working with Walker Macy to match priorities from different interests.
- Met with DSL last week. The Port received the annual lease bill for the West Basin, which has increased by 50% since last year. Fuel prices have increased dramatically, causing the lease with DSL to increase.
- The AWMP Advisory Committee will meet tomorrow to discuss final comments. Formal adoption is expected in the next month.
- Will meet with Bob Dorn of Hyak Maritime next week.
- Will meet with Clatsop County Commissioner Pamela Webb and Matt McGrath to discuss the Port potentially using industrial revolving funds for infrastructure upgrades at the Airport Industrial Park. Last week McGrath and Isom made a presentation to the County Commission; the county commission directed staff to work with Port staff to submit a formal proposal to the county commission.
- Collective bargaining unit negotiations for ILWU employees are underway. The first in-person meeting will be next Tuesday, February 22nd.

Upcoming Meeting Dates:

- Regular Committee Meeting – March 1, 2022 at 4:00 PM
- Workshop Session – March 15, 2022 at 4:00 PM

Adjourned:

Chairman Spence adjourned the meeting at 5:14 PM.

APPROVED:

ATTEST:

Frank Spence, Board Chairman
Board of Commissioners

Dirk Rohne, Secretary
Board of Commissioners

Respectfully submitted by:
Stacy Bandy
Executive Assistant / Administrative Coordinator

March 15, 2022
Date Approved by Commission

DRAFT



JANUARY 2022 FINANCIALS NARRATIVE

For July through January 2022, the Port is showing a \$657,366 operating gain. This operating gain is ahead of prior-year profits by \$572,213 and is \$427,934 ahead of budget projections. Operating revenue YTD is at 113% and operating expense is at 102% of seasonally trended budget. Non-operating income is at 101% and non-operating expense is 100% of budget. Total net income YTD is \$376,029, which is \$447,025 ahead of budget expectations.

The budget surplus/deficit for dockage and rebilled expenses are \$82,779 and \$(-15,368) respectively. Boatyard gross revenues are at roughly 157% of both prior-year and budget expectations. The marina has seen a slow-down this winter, but year-to-date revenues are still high at 104% of budget and 117% of the prior year.

Total gross fuel sales were ahead of both budget expectations and prior year. Fuel sales at the marina are at 169% of budget, while fuel sales at the airport are 123% of budget.

Personnel services came in \$194,308 under budget while materials and services were \$283,063 over budget. Of the overage in materials and services, approximately \$200,000 can be attributed to fuel costs as a result of higher-than-expected fuel sales.

Looking at non-operating totals, most revenues and expenses were reasonably close to budget expectations. Capital spending in January totaled \$266,627; major expenditures included \$165,375 for Marina dredging, \$71,200 for the Airport I&I project, \$21,750 for debris removal on Slip 1, \$18,500 for pile replacements, and \$14,400 for the Boatyard Feasibility Study.

Fuel Sales Summary:

Marina Fuel	Unleaded Sales \$	Unleaded Sales Gal	Unleaded COGS	Unleaded Profit	Diesel Sales \$	Diesel Sales Gal	Diesel COGS	Diesel Profit
Jul - Jan 2021	\$ 396,075	72,941	\$ 262,611	\$ 133,464	\$ 174,653	43,877	\$ 112,721	\$ 61,932
Jul - Jan 2020	\$ 223,972	57,619	\$ 142,446	\$ 81,526	\$ 77,552	31,287	\$ 46,170	\$ 31,382
Airport Fuel	Jet A Sales \$	Jet A Sales Gal	Jet A COGS	Jet A Profit	100LL Sales \$	100LL Sales Gal	100LL COGS	100LL Profit
Jul - Jan 2021	\$ 297,936	71,860	\$ 196,720	\$ 101,216	\$ 54,334	10,086	\$ 43,841	\$ 10,493
Jul - Jan 2020	\$ 249,357	70,451	\$ 118,851	\$ 130,506	\$ 55,293	13,718	\$ 43,298	\$ 11,995

Port of Astoria
Profit & Loss Actual vs. Budget
January 2022

	Actuals Jul 2021 - Jan 2022	Actuals Jul 2020 - Jan 2021	Budget Jul 2021 - Jan 2022	Budget Variance Through Jan	% of Budget Through Jan	Full '21-'22 Budget
<u>Operating Revenues</u>						
Dockage & Vessel Service	744,371	597,856	661,592	82,779	113%	1,180,000
Lease & Rental Income	1,250,545	1,112,968	1,265,913	-15,368	99%	2,163,925
Rebilled Expenses	857,551	774,779	855,694	1,857	100%	1,499,380
Boat Haulout	324,831	203,382	207,092	117,739	157%	390,000
Marina Revenues	376,321	320,490	360,274	16,047	104%	626,480
Fuel Sales	922,998	606,175	625,078	297,920	148%	890,000
Ticket Revenues	4,785	5,065	5,599	-814	85%	8,500
Other Income	75,325	92,157	58,795	16,530	128%	100,800
Total Operating Revenues	4,556,727	3,712,871	4,040,037	516,690	113%	6,859,085
<u>Operating Expenses</u>						
Personnel Services	1,477,036	1,537,851	1,671,344	-194,308	88%	2,879,677
Materials and Services	2,422,324	2,089,866	2,139,261	283,063	113%	3,444,948
Total Operating Expenses	3,899,360	3,627,718	3,810,605	88,755	102%	6,324,625
Income from Operations	657,366	85,153	229,432	427,934	287%	534,460
<u>Non-Operating Revenues</u>						
Property Tax Revenues-Genl Fund	806,716	776,006	782,972	23,744	103%	841,048
Timber Tax Revenues	41,827	59,915	41,827	0	100%	139,458
Other County Revenues	36,045	41,159	37,869	-1,824	95%	39,500
Grants*	1,959,033	754,172	1,959,033	0	100%	4,678,334
Interest Income	1,059	1,324	5,330	-4,271	20%	8,250
Total Non-Operating Revenues	2,845,893	1,632,575	2,827,031	18,862	101%	5,706,590
Total Non-Operating Expenses						
Capital Outlay*	3,021,516	1,453,571	3,021,516	0	100%	6,881,192
Interest Expense	42,258	85,242	42,131	127	100%	95,000
Principal Expense	63,455	90,417	63,812	-357	99%	220,000
Total Non-Operating Expenses	3,127,230	1,629,231	3,127,459	-229	100%	7,196,192
Net Income (Loss)	376,029	88,497	-70,996	447,025		-955,142

*Capital Outlay/Grants year-to-date budget set to match Revenue/Expense, not seasonally adjusted.

Port of Astoria

Balance Sheet

As of January 2022

	<u>January 31, 2022</u>
ASSETS	
Current Assets	
Cash & Cash Equivalents	
Cash Funds	745
Operating Account #1442	959,824
Payroll Account #5344	103,897
Bornstein MMA #0004	63,296
Money Market #1259	262,302
Total Lewis & Clark Bank	<u>1,389,319</u>
Total Cash & Cash Equivalents	1,390,064
Accounts Receivable	870,481
Other Current Assets	1,609,214
Total Current Assets	<u>3,869,759</u>
Fixed Assets	34,408,861
Other Assets	
Long-term Receivables	<u>6,272,746</u>
TOTAL ASSETS	<u><u>44,551,367</u></u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	515,953
Other Current Liabilities	1,100,935
Total Current Liabilities	<u>1,616,888</u>
Long Term Liabilities	
Accrued Vacation Payable	137,170
Accrued Sick Leave	150,986
Notes Payable	13,991,007
Net Pension Liability	2,050,327
OPEB Liability	1,069,338
Pollution Remediation AOC 4 Liability	1,456,000
Less Current Portion LT Debt	-361,076
Total Long Term Liabilities	<u>18,493,752</u>
Total Liabilities	20,110,639
Equity	
Retained Earnings	24,064,698
Net Income	376,029
Total Equity	<u>24,440,727</u>
TOTAL LIABILITIES & EQUITY	<u><u>44,551,367</u></u>

Capital Projects
January 2022
Budget to Actual

DEPARTMENT AND PROJECT			CAPITAL SPENDING & GRANTS - AS BUDGETED			ACTUAL CAPITAL SPENDING & GRANTS			REMAINDER & PRIORITY	
Department	Accounting Reference #	Description	Adopted Capital Expenditure	Adopted Grant Funding	Adopted POA Expense	Expenses through 01/31/2022	Grants Received through 01/31/2022	Expenses through 01/31/2022 NET OF GRANTS	Budgetary Estimate of Remaining POA Expense	Priority Level (1-10) 9=Completed 10=Removed
WFW	32	P2 West 30% Design	40,000		40,000	82,212	-	82,212	(42,212)	1
WFW	33	P2 West Final PS&E Documents; Permitting & Mitigation	250,000		250,000	-	-	-	250,000	1
Airport	02	AIP 26 Apron Ph. 2	2,388,852	2,381,352	7,500	1,590,728	1,524,175	66,553	-	2
Airport	04	Backfill and Site Prep Behind Overbay	30,000		30,000	2,573	-	2,573	27,427	2
Airport	05	Backfill and Site Prep Behind Recology	25,000		25,000	6,948	-	6,948	18,053	2
Airport	06	FBO Upgrades	15,000		15,000	4,880	-	4,880	10,120	2
WFE - Marinas	26	West Marina Dredging	482,500		482,500	258,095	-	258,095	224,405	2
WFW	28	AOC4	300,000	300,000	-	-	-	-	-	2
Airport	07	Hangar Maintenance	50,000		50,000	-	-	-	50,000	3
WFE - Marinas	22	EMB Dredging - Sampling & Analysis	29,650		29,650	33,793	-	33,793	(4,143)	3
WFE - Marinas	23	Marina Piling Replacement (25)	95,000		95,000	133,286	-	133,286	(38,286)	3
WFW	29	Central Waterfront Master Plan - Permitting and Design	12,500		12,500	-	-	-	12,500	3
WFW	30	Fender Pile Replacement (40) Pier 1 West, Pier 2 East, Pier 2 West	125,000		125,000	245,223	-	245,223	(120,223)	3
WFW	41	Waterfront Bathymetry	22,000		22,000	-	-	-	22,000	3
Airport	08	Industrial Park	250,000	225,000	25,000	630	-	630	24,370	4
Boatyard	14	Boatyard Feasibility Study	66,666	50,000	16,666	31,008	18,469	12,539	4,127	4
Administration	01	2021-22 IT Upgrades	10,000		10,000	-	-	-	10,000	5
Airport	03	Airport Master Plan	107,500	90,000	17,500	5,550	-	5,550	11,950	5
Airport	11	Repair Fencing	7,500		7,500	-	-	-	7,500	5
Airport	13	Vegetation Management	42,500		42,500	30,600	-	30,600	11,900	5
WFW	39	Slip 1 Debris Removal	25,000		25,000	21,750	-	21,750	3,250	5
WFW	27	422 Gateway - siding, windows, interior upgrades	75,000		75,000	-	-	-	75,000	6
Airport	09	Overbay Building - windows, siding, exterior upgrades	20,000		20,000	9,511	-	9,511	10,489	9
Boatyard	15	Heat Pump for new shop	5,500		5,500	1,906	-	1,906	3,594	9
WFW	34	Pier 1 Building - paint	25,000		25,000	36,589	-	36,589	-	9
WFW	37	Seal Coat and Stripe Pier 1 Lot	12,500		12,500	26,834	-	26,834	-	9
Airport	10	Rehab Tetrahedron	15,000		15,000	-	-	-	15,000	10
Airport	12	Taxiway/Ramp Striping; Closed Runway Marking; 12,000 LF	10,000		10,000	-	-	-	10,000	10
Boatyard	17	Sandblasting Building	10,000		10,000	-	-	-	10,000	10
Boatyard	16	Refurbish Boatyard dually Forklift (new tower and hydraulic components)	20,000		20,000	-	-	-	20,000	10
WFE	18	Central Waterfront Master Plan - Permitting and Design	12,500		12,500	59	-	59	12,441	10
WFE	20	Seal Coat and Stripe Chinook Lot	12,500		12,500	-	-	-	12,500	10
WFE	19	Chinook Building Repairs (roof and interior)	5,000		5,000	-	-	-	5,000	10
WFE - Marinas	21	Causeway Repairs	1,809,980	1,491,810	318,170	185,160	-	185,160	133,010	10
WFE - Marinas	25	T-Dock Power	150,000		150,000	-	-	-	150,000	10
WFE - Marinas	24	Marina Truck	20,000		20,000	-	-	-	20,000	10
WFW	31	Fire suppression/system upgrades - Pier 2	20,000		20,000	-	-	-	20,000	10
WFW	35	Pier 2 East - Repairs based on ODOT reports	50,000		50,000	-	-	-	50,000	10
WFW	38	Security Upgrades: Trident equipment; Pier 1 Generator; Pier 1 Booth	201,544	140,172	61,372	-	-	-	61,372	10
WFW	36	Replace 200' storm water pipe	12,000		12,000	-	-	-	12,000	10
WFW	40	Stormwater Upgrades / Maintenance	20,000		20,000	-	-	-	20,000	10
		Misc				314,182	372,926	(58,744)	-	
TOTALS			6,881,192	4,678,334	2,202,858	3,021,516	1,915,570	1,105,946	1,123,144	



ESTIMATED FINANCIAL EFFECTS OF COVID-19 AS OF JANUARY 2022

Cruise Ships and Riverboats



Estimated number of cruise ships and riverboats diverted: 97

Estimated lost revenue: **\$1,505,861**

Hospitality (May through July 2020)



2019 Income from Percentage of Revenues: \$77,451

2020 Income from Percentage of Revenues: \$31,796

Estimated lost revenue: **\$45,656**

Airport Fuel (May through July 2020)



2019 Fuel sales: \$242,334

2020 Fuel sales: \$160,950

Estimated lost revenue: **\$81,382**

Marina Fuel (May through October 2020)

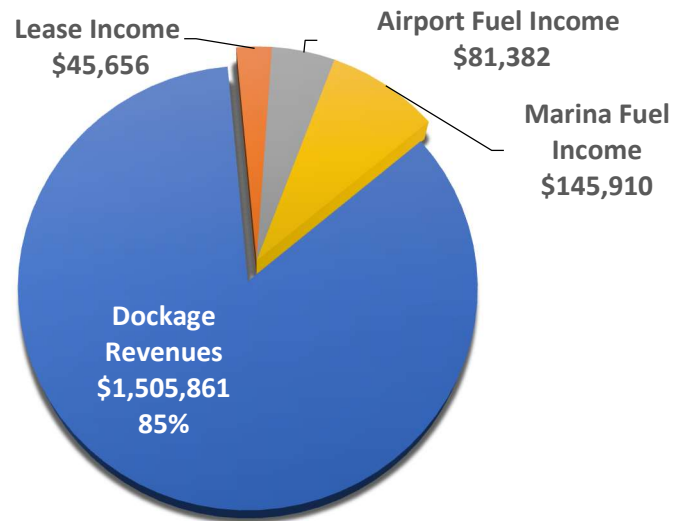


2019 Fuel sales: \$450,151

2020 Fuel sales: \$304,241

Estimated lost revenue: **\$145,910**

March 2020 thru Jan 2022 COVID-Related Losses (Estimate) TOTAL: **\$1,778,809**



Port of Astoria
Vouchers Paid -- Operating Acct

EBH ✓

Type	Date	Num	Name	Memo	Credit
102-00 - Cash					
102-02 - CCB Operating #1442					
Bill Pmt -Check	01/05/2022	80592	✓ A Coastal Lock & Key, LLC		217.70 -OK
Bill Pmt -Check	01/05/2022	80593	✓ Advanced Remediation Technologies, Inc.	Job # OR0203-003.001	320.00 -OK
Bill Pmt -Check	01/05/2022	80594	✓ AFLAC	BM482	50.96 -OK
Bill Pmt -Check	01/05/2022	80595	✓ AT&T	Acct # 019 295 1870 001	23.51 -OK
Bill Pmt -Check	01/05/2022	80596	✓ Blue Line Courier, LLC		150.00 -OK
Bill Pmt -Check	01/05/2022	80597	✓ Burl (Bud) Shoemaker II		4,886.80 -OK
Bill Pmt -Check	01/05/2022	80598	✓ Card Service Center		3,883.23 -OK
Bill Pmt -Check	01/05/2022	80599	✓ Charter Business - 0229	8787 14 680 0000229	2,116.63 -OK
Bill Pmt -Check	01/05/2022	80600	✓ Charter Business - 0590	8787 14 001 0420590	40.58 -OK
Bill Pmt -Check	01/05/2022	80601	✓ Charter Business - 5587	Acct # 8787 14 002 0105587	39.99 -OK
Bill Pmt -Check	01/05/2022	80602	✓ Charter Business - 5595	Acct # 8787 14 002 0105595	174.97 -OK
Bill Pmt -Check	01/05/2022	80603	✓ Charter Business - 8391	Acct # 8787 14 001 0388391	177.96 -OK
Bill Pmt -Check	01/05/2022	80604	✓ Cintas Corporation	10829	457.55 -OK
Bill Pmt -Check	01/05/2022	80605	✓ City Lumber	Cust # 7259	551.21 -OK
Bill Pmt -Check	01/05/2022	80606	✓ City of Astoria - utilities		167,865.23 -OK
Bill Pmt -Check	01/05/2022	80607	✓ Clatsop County Budget & Finance	County-wide Biodigestes Study	1,000.00 -OK
Bill Pmt -Check	01/05/2022	80608	✓ Clean Water Technologies, LLC	Nov & Dec Support	370.00 -OK
Bill Pmt -Check	01/05/2022	80609	✓ DSL	Acct ID APP0035260	1,000.00 -OK
Bill Pmt -Check	01/05/2022	80610	✓ DSL	Acct ID APP0035122	8,412.53 -OK
Bill Pmt -Check	01/05/2022	80611	✓ Equipment Rental Services	Cust # 205559	1,350.90 -OK
Bill Pmt -Check	01/05/2022	80612	✓ Frank Spence, Commissioner	Reimbursement - December 2021	100.00 -OK
Bill Pmt -Check	01/05/2022	80613	✓ iFocus Consulting, Inc.		349.00 -OK
Bill Pmt -Check	01/05/2022	80614	✓ J P Plumbing Company, Inc.	Cust # AS75	375.00 -OK
Bill Pmt -Check	01/05/2022	80615	✓ James T. Campbell, Commissioner	Commission Mtg Attendance	600.00 -OK
Bill Pmt -Check	01/05/2022	80616	✓ Joshua Gifford	Window Restoration	300.00 -OK
Bill Pmt -Check	01/05/2022	80617	✓ Lawson Products		422.59 -OK
Bill Pmt -Check	01/05/2022	80618	✓ Northwest Local Government Legal Advisors	December 2021	2,150.00 -OK
Bill Pmt -Check	01/05/2022	80619	✓ NW Natural	Acct #2737126-9	132.12 -OK
Bill Pmt -Check	01/05/2022	80620	✓ Orkin Pest Control	28012851	1,114.28 -OK
Bill Pmt -Check	01/05/2022	80621	✓ Orkin Pest Control	28012851	1,219.97 -OK
Bill Pmt -Check	01/05/2022	80622	✓ P & L Johnson Mechanical, Inc.		1,391.87 -OK
Bill Pmt -Check	01/05/2022	80623	✓ Pacific Power		12,567.14 -OK
Bill Pmt -Check	01/05/2022	80624	✓ PacificSource Administrators	Employer ID: P00431	1,548.22 -OK
Bill Pmt -Check	01/05/2022	80625	✓ PetroCard, Inc.	01-0004280	744.60 -OK
Bill Pmt -Check	01/05/2022	80626	✓ Platt Electric Supply (Rexel)	Acct #135946	392.88 -OK
Bill Pmt -Check	01/05/2022	80627	✓ Shane Jensen - Grant Writer	Grant Writing - December 2021	7,226.25 -OK
Bill Pmt -Check	01/05/2022	80628	✓ Solutions YES, LLC	Acct # PO03	82.48 -OK
Bill Pmt -Check	01/05/2022	80629	✓ Special Touch Janitorial, Inc.	December 2021	3,456.25 -OK
Bill Pmt -Check	01/05/2022	80630	✓ Stacy Bandy (A/P)	Reimb for purchases & mileage driven	86.36 -OK
Bill Pmt -Check	01/05/2022	80631	✓ Standard Insurance Co.	Policy # 00 158620 0001	1,863.19 -OK
Bill Pmt -Check	01/05/2022	80632	✓ Staples Advantage		88.18 -OK
Bill Pmt -Check	01/05/2022	80633	✓ Vance McDermott	Window Restoration	300.00 -OK
Bill Pmt -Check	01/05/2022	80634	✓ Verizon Wireless #7705-1	270297705-00001	563.98 -OK
Bill Pmt -Check	01/05/2022	80635	✓ Walter E. Nelson Co.	1629	554.24 -OK
Bill Pmt -Check	01/05/2022	80636	✓ Wells Electrical Contracting, Inc.		1,609.50 -OK
Bill Pmt -Check	01/05/2022	80637	✓ Wood's Logging Supply	Cust # 11402	1,731.02 -OK
Total 102-02 - CCB Operating #1442					234,058.87
Total 102-00 - Cash					234,058.87
TOTAL					234,058.87

Scott L. McClaine

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01/21/22

Accrual Basis

Port of Astoria
Vouchers Paid -- Operating Acct

Type	Date	Num	Name	Memo	Credit
102-00 - Cash					
102-02 - CCB Operating #1442					
Bill Pmt -Check	01/21/2022	80638	Advanced Remediation Technologies, Inc.		1,725.00 -OK
Bill Pmt -Check	01/21/2022	80639	ALS Environmental		870.00 -OK
Bill Pmt -Check	01/21/2022	80640	America's Phone Guys		575.21 -OK
Bill Pmt -Check	01/21/2022	80641	Bergerson Construction, Inc		115,501.47 -OK
Bill Pmt -Check	01/21/2022	80642	BST Associates	Boatyard Study	1,935.00 -OK
Bill Pmt -Check	01/21/2022	80643	Campbell Environmental		3,845.00 -OK
Bill Pmt -Check	01/21/2022	80644	Capt Robert Stevens - Commissioner	Reimb for Commission Mtgs	300.00 -OK
Bill Pmt -Check	01/21/2022	80645	Cartomation, Inc.	Invoice #47	1,360.00 -OK
Bill Pmt -Check	01/21/2022	80646	CHS Inc/Cenex	Cust # 195072	354.83 -OK
Bill Pmt -Check	01/21/2022	80647	City of Astoria - Finance		50.00 -OK
Bill Pmt -Check	01/21/2022	80648	City of Warrenton		1,752.76 -OK
Bill Pmt -Check	01/21/2022	80649	Clatsop Economic Development Resources	Membership renewal	1,000.00 -OK
Bill Pmt -Check	01/21/2022	80650	Coastal Alarm Systems, Inc.	Mon-001	1,515.84 -OK
Bill Pmt -Check	01/21/2022	80651	Englund Marine (Boatyard)		95.38 -OK
Bill Pmt -Check	01/21/2022	80652	Englund Marine (Marina)		161.22 -OK
Bill Pmt -Check	01/21/2022	80653	Englund Marine (MX)		3,451.29 -OK
Bill Pmt -Check	01/21/2022	80654	EPIC Aviation, LLC - fuel	AST0770GP	1,000.00 -OK
Bill Pmt -Check	01/21/2022	80655	Erin Hawkinson	Reimb for mileage driven - Nov - Dec 2021	86.02 -OK
Bill Pmt -Check	01/21/2022	80656	Haglund Kelley LLP	Matter # 10437.015	420.00 -OK
Bill Pmt -Check	01/21/2022	80657	Hauer's Lawn Care & Equip		25.90
Bill Pmt -Check	01/21/2022	80658	Home Depot	6035 3225 3191 4798	817.46 -OK
Bill Pmt -Check	01/21/2022	80659	iFocus Consulting, Inc.		6,470.00
Bill Pmt -Check	01/21/2022	80660	Jackson and Son Oil	Acct # 63045	8,970.11 -OK
Bill Pmt -Check	01/21/2022	80661	Jim Grey (A/P)	Reimb for postage stamps	58.00 -OK
Bill Pmt -Check	01/21/2022	80662	Jordan Ramis PC	Client ID 43046	5,917.50 -OK
Bill Pmt -Check	01/21/2022	80663	K Manufacturing Corp.		1,300.00 -OK
Bill Pmt -Check	01/21/2022	80664	Kendrick Equipment (USA) LLC		7,959.01
Bill Pmt -Check	01/21/2022	80665	MarinaWare	Quarterly Software License - Jan, Feb & Mar 2022	450.00 -OK
Bill Pmt -Check	01/21/2022	80666	NW Marine Terminal Assn		465.00
Bill Pmt -Check	01/21/2022	80667	NW Marine Terminal Assn	2022 Dues - renewal	1,277.00
Bill Pmt -Check	01/21/2022	80668	Pacific Power	Acct #09996911-015 6	2,894.19 -OK
Bill Pmt -Check	01/21/2022	80669	PERS Health		1,588.68 -OK
Bill Pmt -Check	01/21/2022	80670	Platt Electric Supply (Rexel)	Acct #135946	59.00 -OK
Bill Pmt -Check	01/21/2022	80671	Quadient (postage)	X3391	334.85
Bill Pmt -Check	01/21/2022	80672	Recology Western Oregon		2,937.97 -OK
Bill Pmt -Check	01/21/2022	80673	Rick Yelton (A/P)	Reimb for purchases made	74.93
Bill Pmt -Check	01/21/2022	80674	S. Bruce Conner	January 2022	2,100.00
Bill Pmt -Check	01/21/2022	80675	Sierra Springs	928320221793628	85.85 -OK
Bill Pmt -Check	01/21/2022	80676	Special Districts Association of Oregon	Executive Director Evaluation	250.00 -OK
Bill Pmt -Check	01/21/2022	80677	Special Districts Health Premiums	Cust # 03-0016324	43,981.59 -OK
Bill Pmt -Check	01/21/2022	80678	Special Districts Insurance Services	Entity ID: 16324	211,479.00 -OK
Bill Pmt -Check	01/21/2022	80679	Staples Advantage	Cust # LA 1833939	60.13 -OK
Bill Pmt -Check	01/21/2022	80680	Sunset Auto Parts	Cust # 6004	2,032.65 -OK
Bill Pmt -Check	01/21/2022	80681	Sweet Septic and Portable Service	December 2021	256.00 -OK
Bill Pmt -Check	01/21/2022	80682	Terry's Plumbing LLC.	W/O 220003	914.19 -OK
Bill Pmt -Check	01/21/2022	80683	Tim Severson (A/P)	Reimbursements per CBA	200.00 -OK
Bill Pmt -Check	01/21/2022	80684	VenTek International	Cust # PORTASTORIA	380.00 -OK
Bill Pmt -Check	01/21/2022	80685	Wells Electrical Contracting, Inc.		1,530.38 -OK
Bill Pmt -Check	01/21/2022	80686	WHA Insurance Agency, Inc.	Policy # 37P16324	7,740.00 -OK
Bill Pmt -Check	01/21/2022	80687	Whitney Equipment Co., Inc.	Sales Order # 62838	1,200.00 -OK
Bill Pmt -Check	01/21/2022	80688	Winning Solutions, Inc.		270.00
Total 102-02 - CCB Operating #1442					450,079.01
Total 102-00 - Cash					450,079.01
TOTAL					450,079.01

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02/04/22

Accrual Basis

Port of Astoria
Vouchers Paid -- Operating Acct

Type	Date	Num	Name	Memo	Credit
102-00 - Cash					
102-02 - CCB Operating #1442					
Bill Pmt -Check	02/04/2022	80691	A Coastal Lock & Key, LLC		70.00 -OK
Bill Pmt -Check	02/04/2022	80692	Advanced Remediation Technologies, Inc.		1,650.00 -OK
Bill Pmt -Check	02/04/2022	80693	Airside Solutions, Inc.		431.72 -OK
Bill Pmt -Check	02/04/2022	80694	Art's Automotive		311.24 -OK
Bill Pmt -Check	02/04/2022	80695	AT&T	Acct # 019 295 1870 001	23.22 -OK
Bill Pmt -Check	02/04/2022	80696	Big River Construction, Inc.	Contract 21008	67,645.55 -OK
Bill Pmt -Check	02/04/2022	80697	BST Associates	Boatyard Study	14,385.00 -OK
Bill Pmt -Check	02/04/2022	80698	Builders First Source	Cust # 825101	246.50 -OK
Bill Pmt -Check	02/04/2022	80699	Card Service Center		2,090.59 -OK
Bill Pmt -Check	02/04/2022	80700	Cartomation, Inc.	Invoice #48	1,360.00 -OK
Bill Pmt -Check	02/04/2022	80701	Charter Business - 0229	8787 14 680 0000229	2,113.60 -OK
Bill Pmt -Check	02/04/2022	80702	Charter Business - 5587	Acct # 8787 14 002 0105587	39.99 -OK
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Total 102-00 - Cash					249,826.29
TOTAL					249,826.29

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02/23/22

Accrual Basis

Port of Astoria
Vouchers Paid -- Operating Acct

Type	Date	Num	Name	Memo	Credit
102-00 · Cash					
102-02 · CCB Operating #1442					
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Total 102-02 · CCB Operating #1442					465,096.95
Total 102-00 · Cash					465,096.95
TOTAL					465,096.95

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March 2022

March 2022							April 2022						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
6	7	1	2	3	4	5	3	4	5	6	7	8	9
13	14	8	9	10	11	12	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31			24	25	26	27	28	29	30

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Feb 27	28	Mar 1 4PM CXL Regular Session 6PM CB City Council Mtg	2 7PM Gearhart City Council Mtg	3	4	5
6	7 7PM Astoria City Council Mtg	8 6PM CB City Council Work Mtg 6PM Warrenton City Council Mtg	9 6PM Clatsop Cnty Commission	10 10AM Col-Pac EDD Mtg 10AM NWOEA Mtg 1PM NW ACT Clatsop Comm College	11	12
13	14 7PM Seaside City Council Mtg	15 4PM Regular Workshop Session	16 1PM Finance Cmte Meeting	17	18	19
20	21 7PM Astoria City Council Mtg	22 330PM CEDR Board Mtg 530PM Astoria Planning Commission 6PM Warrenton City Council Mtg	23 6PM Clatsop Cnty Commission	24	25	26
27	28 7PM Seaside City Council Mtg	29 7:30AM AWACC Breakfast Mtg	30	31	Apr 1	2

PORT OF ASTORIA WATERFRONT MASTER PLAN

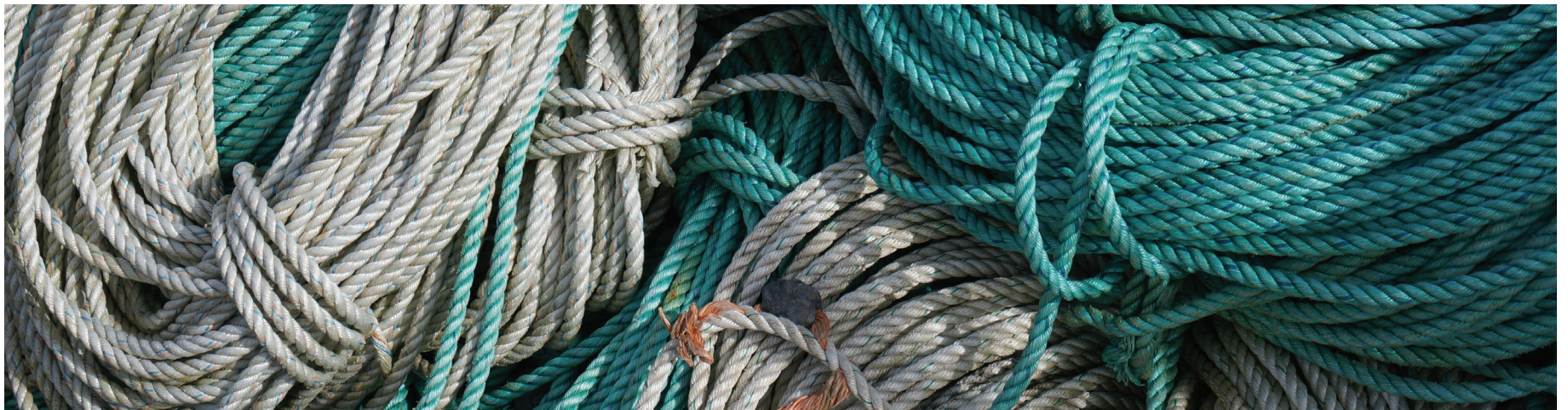
MARCH, 2022

PORT OF ASTORIA & CITY OF ASTORIA



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ACKNOWLEDGEMENTS

The following individuals have been involved in the development of the Port of Astoria Waterfront Master Plan.

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Alan Evans (Helping Hands Reentry Outreach Centers)
Norma Hernandez (Astoria Parks and Recreation Board)
Senator Betsy Johnson (Oregon State Senate)
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Diana Kirk (Workers Tavern)
Kevin Leahy (Clatsop Economic Development Resources)
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Karen Van Cleve (Finnish Brotherhood)
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State of Oregon North Coast Regional Solutions Team: Melanie Olson (Business Oregon), Chris Castelli (Department of State Lands), Jae Pudewell (Department of Transportation), and Lisa Phipps (Department of Land Conservation & Development)

EXECUTIVE SUMMARY

PURPOSE AND CONTEXT

The Port of Astoria's Central Industrial Waterfront is a rare mix of working waterfront businesses coupled with travel and recreation destinations. People come from across the region and beyond to work at its industrial facilities, moor boats in the West Mooring Basin, fish the Columbia River, enjoy the Riverwalk Trail, and visit the area's hotels and restaurants. Few other places in Oregon blend these activities in such close proximity. This area has great potential to increase its benefits as a destination for business, Astorians, and visitors.

The Port of Astoria Waterfront Master Plan provides a framework for key investments to infrastructure, streets, and public access, along with opportunities for attracting new industrial and commercial development to the District. Its purpose is to establish a clear, enduring, flexible plan for the Port's holdings that fosters long-term financial prosperity while creating a welcoming place for the community to enjoy. It aims also to build champions in the Astoria community and local and state governments, who will advocate for the long-term vision and support the decisions and steps to achieve it.

The Port of Astoria, Astoria Development Commission, and City of Astoria will adopt this Master Plan and are committed to implementing it through ongoing partnership and collaboration.

Project Partners

This effort represents a collaboration among several agencies, private businesses, private property owners, and the community. Key members of the Partnership are as follows:

Port of Astoria. The Mission of the Port of Astoria is "to generate economic growth and prosperity in a safe and environmentally responsible manner for

its citizens through creation of family wage jobs and prudent management of its assets." As noted in its recently completed Strategic Plan, in the coming years the Port will be focusing on restoring financial sustainability, addressing the rehabilitation needs of its aging infrastructure and fostering public trust. In particular, the Port is interested in exploring ways to better capitalize on the West Mooring Basin marina, the cruise ship terminal, and other existing developments. The Port takes a long view of the area and even of its mission as an important component of the region's economy.

Astoria Development Commission. The Astoria Development Commission oversees urban renewal efforts in Astoria, using tax increment financing to fund new investments which stimulate revitalization in the City's two Urban Renewal Areas. The District in its entirety falls within the boundaries of the 205-acre Astor-West Urban Renewal Area. The Urban Renewal Plan was established in 2002, with a maximum indebtedness of about \$9.1M.

The City of Astoria. The City of Astoria oversees the zoning regulations that steer new development in the City, including the District. Unique to this effort, the City has directly partnered with the Port to collaborate on the future of this part of the waterfront. It also bears ultimate responsibility for infrastructure investment, even when those investments are funded by other entities such as the Commission, the Port, or outside authorities.

Study Area (District)

The planning study area is an industrial waterfront site along the Columbia River, a mile and a half west of downtown Astoria, just west of the Astoria-Megler Bridge. Of the study area's 64.6 acres, approximately 25 acres are on land, above the top of riverbank. The remainder is open water or over-water structures, including buildings, piers, and docks.

For the purposes of this document, the study area is referred to as the District.

The District is comprised of Pier 1, the West Mooring Basin (marina), and several building lots connected by a series of paved streets and parking lots. The Riverwalk Trail, a public multi-use trail, and the Astoria Riverfront Trolley, an active streetcar line, utilize a 50-foot wide right of way administered by Astoria Parks and Recreation, at the southern edge of the District. Three municipal streets, Portway Street, Basin Street, and Bay Street, enter the District from the south; Industry Street enters from the west, along with Gateway Avenue, which is owned by the Port.

Process

The Port of Astoria Waterfront Master Plan was developed over a six-month period in 2021, following a process outlined by the Port and City.

A **Project Advisory Committee (PAC)**, comprised of City and Port staff, stakeholders, and members of the public appointed by the Mayor, provided guidance at key points in the process, offering both broader perspectives and deeper knowledge of the District, economic and technical factors influencing the Master Plan, and the interests of the community. The PAC participated in three meetings which consisted of planning team presentations and discussion and provided input and recommendations as well as detailed review of the final Port of Astoria Master Plan and Implementation Strategy. PAC meetings were held virtually (online), hosted by the City and open to the public.

Community engagement included three means of communication and input. Project updates were provided on the City of Astoria's project web page. These included notifications of upcoming meetings, Project Advisory Committee (PAC) meeting presentations and summaries, and a summary report of stakeholder interviews. Additionally, the City and Port hosted two Public Forum events, virtual (online) presentations with opportunities for participants to ask questions and provide feedback about the study's progress and preliminary and preferred master plan alternatives.

The Port of Astoria Waterfront Master Plan is the product of four primary tasks led by the planning team during the study: Review of Background and Existing Conditions; Plan Alternative Concepts; Preferred Alternative Refinement; Final Plan and Implementation Strategy.

This Port of Astoria Waterfront Master Plan document is submitted for approval and adoption by the City Council of Astoria and Port of Astoria.

Master Plan Goals

Established early in the project, these goals guide the planning work and provide criteria for successful implementation of the framework plan.

Strengthen Astoria's working waterfront with a mix of uses and ongoing private investment.

Make a place for Astorians. Establish long-term community support.

Contribute to the financial stability and prosperity of the Port, City and region.

Support living wage jobs.

Establish an enduring framework plan that is flexible to new opportunities and resilient to changing economic conditions.

Core Values

The following core values outline a bold yet pragmatic vision for the District.

Working Waterfront. A place where the work gets done.

Real Astoria. A connection between the city's heritage and its future.

Public Access. Everyone is welcome.

Adaptability. A place that can adapt over time while maintaining its identity.

MASTER PLAN

The Port of Astoria Waterfront Master Plan is composed of a Framework Plan, Demonstration Plan, description of Plan Elements, Zoning Considerations, Other Recommendations, and an Implementation Strategy.

Framework Plan

The Master Plan's foundation is a framework for overall circulation, building sites, and open space. The Framework Plan establishes a permanent strategy for developing the District to accomplish the Master Plan's goals and realize the vision for the Port's waterfront. It provides a baseline of certainty while retaining flexibility for future engagement with private sector partners and resiliency amidst changing economic conditions.

The Port of Astoria Waterfront Master Plan framework is comprised of the following structural elements:

- 1 Pier 1 west of Portway Street is designated for maritime industrial uses.
- 2 The West Mooring Basin is designated for marina use.
- 3 The northeast section of Pier 1 is designated for mixed uses that support the Port's working waterfront, specifically Pier 1 maritime industry, the West Mooring Basin, and cruise ship operations.
- 4 The southeast section of Pier 1 is designated for a hotel and public market oriented to the West Mooring Basin.
- 5 The area surrounding the south end of the West Mooring Basin is designated as a "fishing village," a public waterfront open space with support services for sport fishing and the marina, and visitor amenities.
- 6 Three parcels east of the fishing village are designated for mixed uses that support the Port's working waterfront.

7 The land and pier extending into the river continue to be designated for the Cannery Pier Hotel (no change to existing use).

8 A network of public streets provides interconnected circulation and access to destinations inside and outside the District.

9 A pedestrian network provides safe, intuitive, and pleasing connections and prioritizes public access and views to the river.

Demonstration Plan

The Demonstration Plan indicates how the framework could be expressed and envisioned; it provides a depiction of one possible scenario, brought to fruition. New circulation, buildings, and open spaces are represented realistically so that the plan serves as a useful reference to assist subsequent planning, development, and design efforts. It also provides a visual index for the Plan Elements, in a successful arrangement.

Core elements of the Demonstration Plan are:

- A system of waterfront pedestrian circulation consisting of the Pier 1 Walk, Footbridge, and West Mooring Basin Boardwalk
- A new hotel replacing the existing Astoria Riverwalk Hotel, built on land and oriented to minimize obstruction of public view corridors to the river.
- A Market Hall that offers fresh fish "right off the boat," produce and goods from local vendors, food and drink, flexible community space, and covered outdoor areas. The Market Hall is the social and commercial hub of the district, a melting pot of locals, waterfront workers, and visitors.
- The Fishing Village, a collection of small buildings and public amenities that are an extension of the West Mooring Basin, establishing a destination that brings people together by the water.

FRAMEWORK PLAN

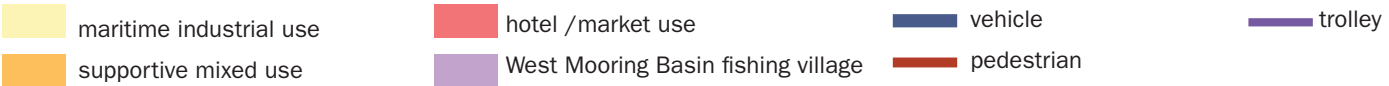
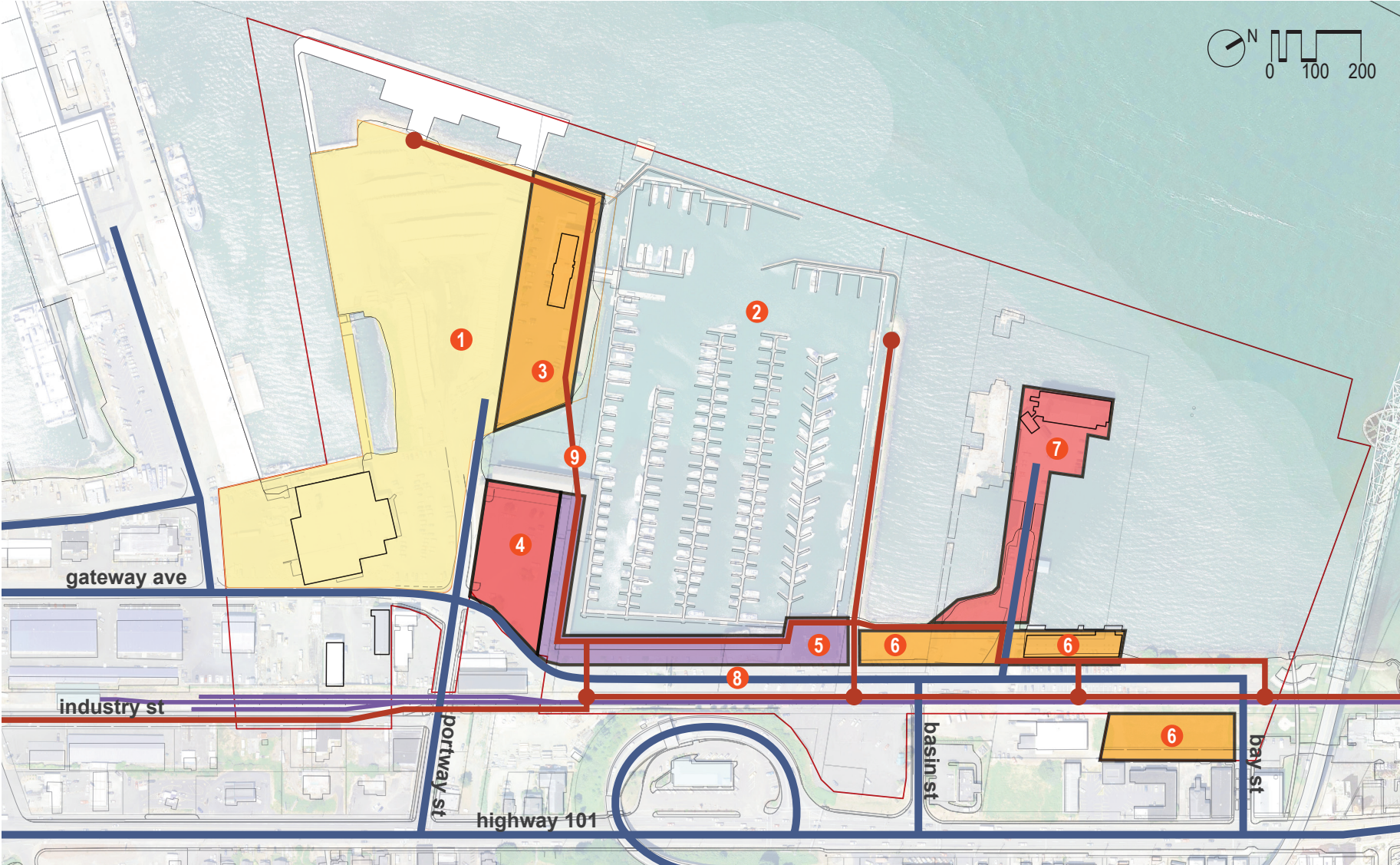


Figure 1: Framework Plan

DEMONSTRATION PLAN



Figure 2: Demonstration Plan

- Industry Street, a new street connecting Portway Street, Basin Street, and Bay Street. Designed as a two-way “parking street” with perpendicular parking on both sides.
- Improved Riverwalk Trail, with lighting, wayfinding signage, and safe connections to the waterfront destinations.
- Two new mixed-use buildings that provide space for businesses that support the Port’s working waterfront commerce and character. These could include light manufacturing and incubator space, maritime professional offices, food and drink, and small retail spaces.

Other plan elements include:

- A new observation tower
- Cruise passenger transportation improvements
- Street connections and upgrades to Portway, Basin, and Bay Streets
- District signage program

In addition, the Master Plan includes recommendations for developing Port identity, other transportation improvements, and utility infrastructure considerations.

Zoning Considerations

A set of code amendments is required to make implementation possible. While the Master Plan does not prescribe specific changes to the City’s Development Code, it outlines potential differences between the Plan Elements and what current zoning allows.

The existing zoning framework imposes significant challenges to new development within the District.

The District encompasses five base zones from the City Development Code, which establishes allowable and conditional uses and basic standards for development with each zone.

The Development Code establishes a Port of Astoria West Mooring Basin Plan District, which provides a mechanism for adoption of modified development standards, unique to this subarea, as part of an approved master plan for future development. The Port of Astoria Waterfront Master Plan thus provides an initial step toward establishing a simplified framework of development standards to enable progress toward the waterfront vision.

The plan recommends that the City of Astoria adopt a simplified framework of development standards to enable progress toward the waterfront vision and goals established in the Port of Astoria Waterfront Master Plan, through its approval and affiliated zoning amendments.

Implementation Strategy

Implementing the Master Plan will take the concerted effort of multiple parties in writing grants, securing capital funding, convening stakeholders, and attracting site users. The purpose of this Implementation Strategy is to outline the steps to be taken to realize the vision of the Master Plan

The framework for implementation of the Plan is composed of three components:

- **Set the Table** (Zoning Changes and Horizontal Development of public infrastructure—streets, sidewalks, utilities—that will support the desired uses on the site)
- **Attract Commercial Development** (hotel, mixed-use, and commercial facilities)
- **Attract Industrial Development** (maritime-related industrial facilities)

The plan recommends that the Port construct horizontal development first, followed by the commercial and industrial tracks that can be executed entrepreneurially dependent on the market and opportunities.

Each component follows three steps: 1. Identify funding sources and define and engage stakeholders; 2. Fund-raise and plan; 3. Construct improvements.

To pay for planning and capital costs of development, funding sources and programs administered through federal, state, and local governments are available. The Master Plan provides guidance on matching funding opportunities to various steps of the horizontal, commercial, and industrial development tracks.

Early Wins

The transformation of the waterfront envisioned in the Master Plan will take the concerted efforts of multiple entities over time. To draw attention to Port’s vision, demonstrate commitment, and instigate progress, it is prudent to initiate this process with some “early wins” that are relatively simple to accomplish and begin the momentum of change that helps to build excitement. The following steps offer tangible benefits to the Port and community that will signify improvement and help attract private investment to the waterfront:

Replace the Chinook Building with interim uses such as food stands, picnic tables, and fish cleaning stations.

Implement Riverwalk Trail lighting and wayfinding.

Promote the Port’s identity through a branding program with pilot installations of signage around the West Mooring Basin.

Improve seasonal cruise facilities to encourage passengers to enjoy Astoria, including wayfinding signage, transportation options, and seasonal market facilities.

Improve access, availability, and amenities within the West Mooring Basin.



1 INTRODUCTION

Background

Partners

Study Area

Process

Master Plan Goals

Waterfront Vision

BACKGROUND

Astoria is the oldest American settlement west of the Rocky Mountains, dating to 1811 when John Jacob Astor established an outpost for the fur trade. Prior to this, the land was first home to the Clatsop people, Chinookan-speaking Indigenous Americans who lived in several villages along the southern bank of the Columbia River. The Corps of Discovery led by Meriwether Lewis and William Clark concluded its momentous exploration of the west in Astoria.

From earliest days, Astoria's economy and culture have been centered on the Columbia River. The Astoria waterfront was the home of canneries and fish-processing related businesses, providing good paying jobs to generations of Astorians. But over the years, this industry has transitioned. The Port of Astoria continues to be the home of several large fish processors which have become more mechanized while continuing to provide hundreds of jobs and playing a vital role in the County's economy. In recent decades, Astoria has experienced considerable economic success, including new development along and near the waterfront. The establishment of the Cruise Ship terminal which welcomes thousands of visitors annually to Astoria, is one example of this success as is the boat repair facility on Pier 3. Many of the properties within the District represent an opportunity to build on other positive developments nearby. The Port and Commission conceived of the Port of Astoria Waterfront Master Plan as an important step in the emergence of a new economic dynamism for the Port of Astoria and the community, with the Port's waterfront recapturing a pivotal role in that dynamism.

Astoria retains its physical authenticity and its extraordinary position near the mouth of the Columbia River. Astorians pride themselves on their heritage and are careful to preserve that identity as the City and its economy evolve. While proud of the rich architectural legacy of the 19th and early 20th centuries, Astorians insist that their city is "pretty and gritty." That is to say, Astoria's heritage is as much about the hard work, the canneries, the mills, and wharves, as it is about the treasured Victorian mansions in the hills above Downtown. And, while welcoming visitors and

newcomers to their city, Astorians are proud of their community slogan "Astoria for Astorians." New plans and new investments are intended to benefit Astorians, whether longtime residents or newcomers, rather than only serve the interests of outside investors and visitors.

No place in Astoria better captures these distinct traits of the community and its people than the waterfront. While the economic base of Astoria has changed over time, the waterfront remains a vital center of the City's economic and cultural life. From the waterfront, one can enjoy breathtaking views of the mouth of the Columbia River, the dramatic Astoria-Megler Bridge connecting Oregon and Washington, the hills of Pacific County to the north, and the broad river channel to the east. In closer view, there are the old wharves and piers, the marina with its diverse mix of fishing boats, and the vernacular architecture from generations past.

As important as the waterfront is to Astoria's history and identity, much of the District is available for revitalization, characterized by as-yet unfulfilled opportunity. Much of the 64.6-acre District is open or under-developed (of the total acreage, 27.8 acres are land or over-water buildings; the remainder is open water). There is tremendous potential in this area for new industrial and supportive development knit together by attractive water-related open spaces and trail connections to other parts of the City, development which will also serve to support and improve the Port's fiscal position over the long term.

This part of the Port of Astoria's industrial waterfront has untapped potential and myriad opportunities for significant new investment. It currently falls far short of its potential and the current conditions make it difficult to capitalize on the opportunities. The Port, Commission, and City all recognize these realities and they are committed to the strong partnership that supported the planning effort and will help to ensure the success of this area's revitalization. This Plan represents a unique opportunity to promote not just the immediate vicinity of the industrial waterfront, but truly the entire region's economic vibrancy.

PARTNERS

This effort represents a collaboration among several agencies, private businesses, private property owners, and the community key members of the Partnership are as follows:

The Port of Astoria

All of the District falls within the jurisdiction of the Port of Astoria. The Port was established in 1910 and is administered as a Special District under Oregon Revised Statute 777. The Port provides a spectrum of transportation services and related lines of business, including marine, marina, industrial, and aviation facilities (the latter is located in nearby Warrenton). Within or near the District, the Port offers services to commercial and recreational boaters at its two marinas and boatyard, and to commercial and cargo vessels; an emergency pier for passing ships; and piers for fish processing, cruise ships and research vessels. The Port has industrial and commercial leasing opportunities on its properties at the Airport, Skipanon Peninsula, and waterfront locations.

The Mission of the Port of Astoria is “to generate economic growth and prosperity in a safe and environmentally responsible manner for its citizens through creation of family wage jobs and prudent management of its assets.” As noted in its recently completed Strategic Plan, for the next 2 to 4 years the Port will be focusing on restoring financial sustainability, addressing the rehabilitation needs of its aging infrastructure and fostering public trust.

The Port is seeking support in its long-term financial stability through the District’s revitalization. The Port is interested in exploring ways to better capitalize on the West Mooring Basin marina, the cruise ship terminal, and other existing developments. The Port takes a long view of the area and even of its mission as an important component of the region’s economy.

The Port’s primary representative for the Plan are its Executive Director Will Isom and Deputy Director Matt McGrath.

Astoria Development Commission

The Commission oversees urban renewal efforts in Astoria, using tax increment financing to fund new investments which stimulate revitalization in the City’s two Urban Renewal Areas. The District in its entirety falls within the boundaries of the 205-acre Astor-West Urban Renewal Area. The Urban Renewal Plan was established in 2002, with a maximum indebtedness of about \$9.1M.

The Commission’s primary representative for the Plan is its Executive Director Brett Estes. The Commission has also retained the services of two consultants to assist Mr. Estes: John Southgate, a redevelopment consultant who served as the Project Coordinator for the Plan; and Elaine Howard, an Urban Renewal consultant who provided advice to the partners and the Master Plan team.

City of Astoria

Amongst other responsibilities, the City of Astoria oversees the zoning regulations that steer new development in the City, including the District. Unique to this effort, the City has directly partnered with the Port to collaborate on the future of this part of the waterfront. It also bears ultimate responsibility for infrastructure investment, even when those investments are funded by other entities such as the Commission, the Port, or outside authorities. The City was represented by City Manager Brett Estes and Community Development Director Meg Leatherman.



Figure 3: Study area

STUDY AREA

The study area (District) is an industrial waterfront site along the Columbia River, a mile and a half west of downtown Astoria, just west of the Astoria-Megler Bridge. Of the District's 64.6 acres, approximately 25 acres are on land, above the top of bank. The remaining site is open water or over-water structures, including buildings, piers, and docks.

The District is comprised of Pier 1, the West Mooring Basin (marina), and several building lots connected by a series of paved streets and parking lots. The Riverwalk Trail, a public multi-use trail, and the Astoria Riverfront Trolley, an active streetcar line, utilize a 50-foot wide right of way administered by Astoria Parks and Recreation, at the southern edge of the District. Three municipal streets, Portway Street, Basin Street, and Bay Street, enter the District from the south. Industry Street and Gateway Avenue, Port streets, enter from the west.

The study considered factors beyond the project boundary, including urban context, transportation, and local and regional economic conditions and opportunities.



Figure 4: Study area in context

PROCESS

The Port of Astoria Waterfront Master Plan was developed over a six-month period in 2021, following a process outlined by the Port and City.

Throughout the study and development of the master plan and implementation strategy, the consultant team reviewed their progress with the Project Management Team (PMT), at biweekly meetings.

A Project Advisory Committee (PAC), comprised of City and Port staff, stakeholders, and members of the public appointed by the Mayor, provided guidance at key points in the process, offering both broader perspectives and deeper knowledge of the District, economic and technical factors influencing the Master Plan, and the interests of the community. The PAC participated in three meetings which consisted of planning team presentations and discussion and provided input and recommendations as well as detailed review of the final Port of Astoria Master Plan and Implementation Strategy. PAC meetings were held virtually (online), hosted by the City and open to the public.

See the title page for the membership lists of both the PMT and PAC.

Community Engagement

Community engagement included three means of communication and input. Project updates were provided on the City of Astoria's project web page. These included notifications of upcoming meetings, Project Advisory Committee (PAC) meeting presentations and summaries, and a summary report of stakeholder interviews. Additionally, the City hosted two Public Forum events, virtual (online) presentations with opportunities for participants to ask questions and provide feedback about the study's progress and preliminary and preferred master plan alternatives. Recordings of the Public Forums were also posted on the project web page, with opportunities for the public to post written comments and questions about the material. Public feedback was recorded and considered in subsequent planning work and is summarized in this document.

The Port of Astoria Master Plan is the product of four primary tasks led by the planning team during the study.

Review of Background and Existing Conditions

Following the Project Kickoff and site walk with Port and City staff, the team reviewed relevant background documents, analyzed existing site conditions, economic considerations, code and policy framework, existing buildings, and utility infrastructure.

The planning team conducted Stakeholder Interviews with individuals having special knowledge about the Port's waterfront and interest in its future, selected by the City and Port. The planning team hosted a series of stakeholder meetings with individuals and groups to discuss the project, solicit feedback, and build a better understanding of the site and its context.

The purpose of this task was to provide a characterization of the area in the context of current assets, opportunities, liabilities, and challenges, to inform subsequent planning work and identify development opportunities and constraints.

Chapter 2 summarizes the key findings from this task.

Plan Alternative Concepts

The planning team studied a range of preliminary plan concepts and developed two schemes for the District. Reflecting insights from site assessments, stakeholder interviews, and the first Project Advisory Committee (PAC) meeting, the concepts presented options for public access and amenities, improved connections through the District, new buildings, and increased maritime industrial uses.

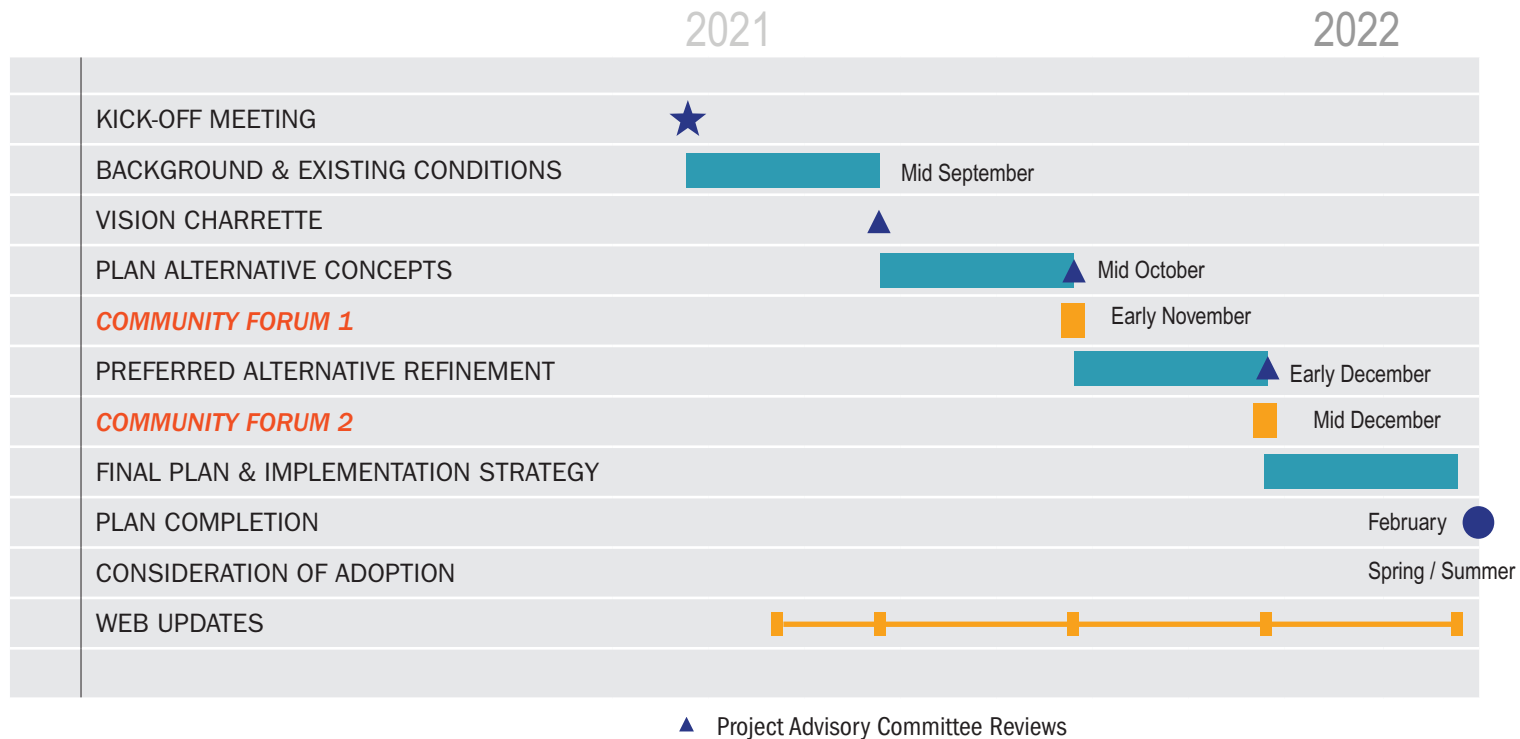


Figure 5: Process

The purpose of this effort was to explore multiple ways to address development potential and demonstrate alternative future scenarios to solicit input from the Project Advisory Committee (PAC Meeting #1) and the public (Public Forum #2) to steer the Master Plan toward the best solution.

Chapter 4 summarizes the results of this task.

Preferred Alternative Refinement

Assimilating feedback on the Plan Alternative Concepts from the Project Advisory Committee and the public, the team prepared a Preferred Alternative concept plan for the District, which incorporated aspects of both preliminary concepts, accommodations for new information, and depicted the recommendations in greater resolution. In this task,

the team also developed a preliminary implementation strategy which recommended changes to the existing zoning code, defined development tracks with sequential steps for each, identified potential funding sources, and suggested “early win” opportunities to lead off the implementation process. The Preferred Alternative was presented to Project Advisory Committee (PAC Meeting #3) and the public (Public Forum #2) for feedback, to inform the final task.

Final Plan and Implementation Strategy

The process resulted in the Port of Astoria Waterfront Master Plan document for approval and adoption by the City Council of Astoria and Port of Astoria.

MASTER PLAN GOALS

Master Plan Goals were established early in the project, to guide the planning work and provide criteria for a successful final product. The team developed the following goals in collaboration with the Port, City, and Project Advisory Committee.

1. Strengthen Astoria's working waterfront with a mix of uses and ongoing private investment.
2. Make a place for Astorians. Establish long-term community support.
3. Contribute to the financial stability and prosperity of the Port, City and region.
4. Support living wage jobs.
5. Establish an enduring framework plan that is flexible to new opportunities and resilient to changing economic conditions.



WATERFRONT VISION

Prior to work on spatial planning concepts, the team established four Core Values to support a bold yet pragmatic vision for the District. These values were embraced by the Port, City, and Project Advisory Committee and utilized throughout the process, to focus the planning recommendations.

Working Waterfront. A place where the work gets done.

Real Astoria. A connection between the city's heritage and its future.

Public Access. Everyone is welcome.

Adaptability. A place that can adapt over time while maintaining its identity.



2 EXISTING CONDITIONS AND ASSESSMENTS

- Overview
- Economic Considerations
- Existing Buildings
- Existing Zoning Framework
- Circulation
- Parking
- Utility Infrastructure
- Tsunami Flood Risk and Sea Level Rise
- Development Opportunity

OVERVIEW

As a basis for the planning study, the team reviewed and assessed economic conditions and trends and the physical characteristics, conditions, and functions of the District and its surroundings. This chapter summarizes key findings, along with a description of the City's zoning framework as it relates to development potential of the Port's waterfront. These findings informed subsequent development of the planning recommendations within this document.

The District is comprised of three general areas corresponding to use.

The first is a large industrial zone occupying the majority of Pier 1, the easternmost industrial pier of the Port's Central Waterfront. Pier 1 is home to the Port's Pier 1 Building and Bornstein Seafoods.

On the east side of Pier 1 is the West Mooring Basin marina, which provides moorage and fuel for recreational boats, fishing boats, guide boats, and commercial vessels. The West Mooring Basin currently has 335 slips with capacity for over 400 by utilizing side-tie and lineal-tie, as well as a transient slip on a first-come, first-served basis.

Surrounding the West Mooring Basin is a border of mixed uses, namely two hotels (the Cannery Pier Hotel and Astoria Riverwalk Inn), the Red Building, and some smaller

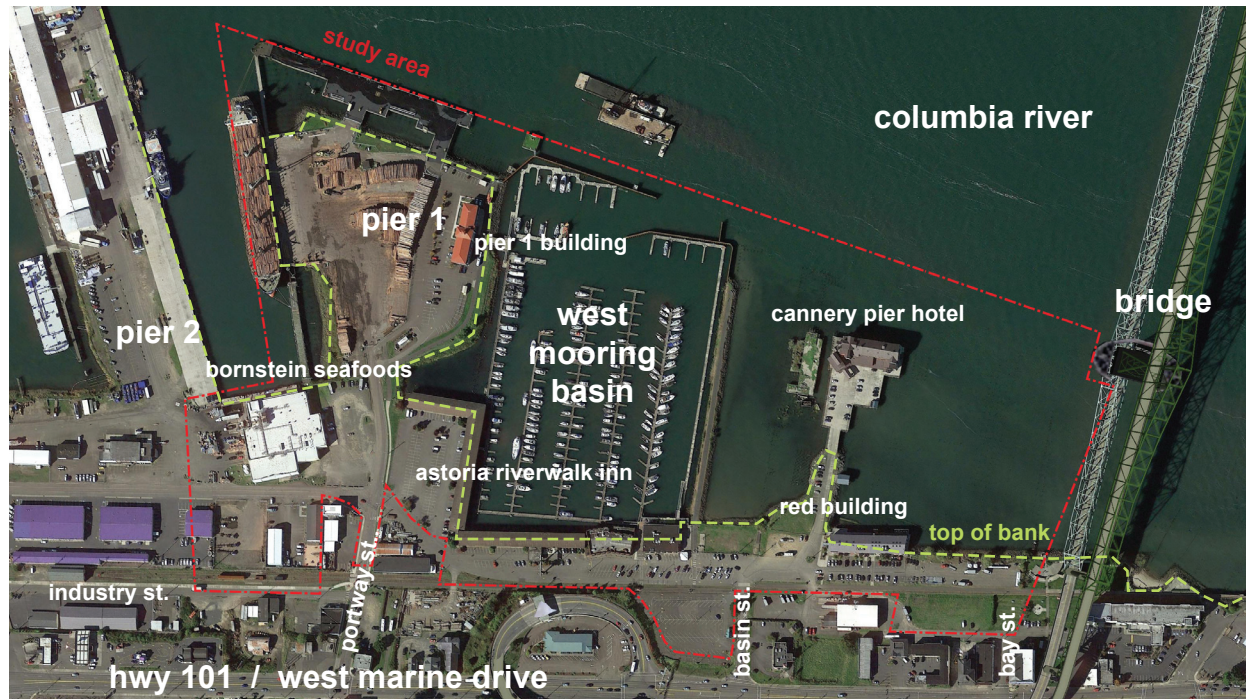


Figure 6: Study area

buildings and parking areas. The West Mooring Basin is the center of this district, closely connected to Pier 1 and the focal point for the buildings that surround it, in terms of their uses and identity.

The Port of Astoria is a port of call for large cruise ships traveling the Pacific Coast. Up to 40 times a year from April to November, thousands of passengers disembark onto Pier 1 each time a ship lands—an intensive use of this side of the District would benefit from a more welcoming setting and better circulation than exist today.

In summary, the District encompasses a variety of existing uses, buildings, and businesses within three primary areas that represent the extent of its current organization.



Figure 7: Study area in context; Piers 1, 2, and 3



Figure 8: Cruise ship docked at Pier 1 (West Mooring Basin in foreground)



ECONOMIC CONSIDERATIONS

Based on evaluations of existing economic studies, the following is a summary of trends, issues, and constraints related to demographic changes, tourism development, economic barriers, and small business needs in Astoria, organized around strategic questions to consider throughout the planning process for the Port of Astoria Waterfront Master Plan.

How might demographic changes impact thinking about development trends on the site?

- New development should consider the needs of an aging population. Clatsop County is attracting retirees, and the fastest growing age group has been in the 65 years and older age group. Walkability and aging in place are important factors that Baby Boomers consider when thinking about a place to live.
- To attract younger workers, Astoria should focus on how it provides urban amenities, like a vibrant waterfront and housing that is affordable to workers entering the workforce. Since 2000, the number of residents 24 and younger has declined. Most members of Generation Y are interested in living in a place with urban amenities. If the area is unable to attract enough young workers, the region's economic resiliency is in jeopardy. Additionally, retirements will affect workforce development and training needs in the coming years. ¹
- Incomes are lower than in other areas. Therefore, to be viable, new offerings on the waterfront may need to serve both visitors and locals. Additionally, higher wage jobs may be an important priority.
- Resident incomes have fallen and are stagnating at 80% of the median income in Oregon. As the region's economy experiences growth in certain industries, the regional median income (\$47,337) has fallen below Oregon's median income (\$50,521).” ²

The following documents were evaluated:

- *Port Strategic Business Plan, 2019*
- *Advance Astoria Economic Development Strategy, 2017*
- *Advance Astoria Economic Opportunities Analysis (EOA), 2017*
- *NW Oregon Comprehensive Economic Development Strategy, 2018-2023*
- *North Coast Economic Recovery Strategy, 2020*
- *Civic Dossier – Civilis Consultants*

“Lack of workers is already limiting expansion and development of North Coast fish processors and staffing restaurants and retail in the visitor industry. Trucking and the construction trades, two vital industries to NW Oregon’s economic sustainability are losing workers to retirement.”

- NW Oregon 2018—2023 Comprehensive Economic Development Strategy (CEDS)



There are 139 identified entrepreneurial establishments in Astoria. They report average revenues of about \$70,000 annually for a total of more than \$9.5M in 2015, and on average they occupy less than 1,800 square feet of space to operate, which means that the entire sector leases nearly 250,000 square feet of space within the City.

- The area continues to attract new residents and is forecast to grow. In Astoria, nearly 12% of all residents lived outside Clatsop County or outside the State of Oregon 12-months prior. These new residents will be a source of demand for housing and retail uses. ³
- The waterfront could contribute to local workforce training efforts as employment is forecast to continue growing. Employment in Astoria will grow by about 1% annually, adding about 1,400 net new jobs by 2040, with the largest number of new jobs in health care and social assistance. ⁴
- Educational attainment is lower in NW Oregon than statewide, but community colleges help fill in workforce skills gaps. ⁵ Development at the waterfront could build on Clatsop Community College and Small Business Development Center efforts to coordinate apprenticeship programs with local employers and high school youth. ⁶

Based on studies to date, how can the Waterfront best serve Astoria's small business community?

- The Waterfront district can help fill the gap on needed affordable commercial space. As businesses scale up, local economic development plans to date have concluded that it is extremely difficult to find available and affordable commercial space. Small businesses occupying less than 1,800 square feet can help activate the waterfront district. ⁷
- Centralized business resources, such as a maker space, resource center or incubator may help develop a supportive entrepreneurial ecosystem. The Advance Astoria Plan cites turnover and high failure rates among small businesses downtown, and indicated that “a testing ground (e.g., a maker space), programs or city-sponsored or supported business training could improve the prospects for entrepreneurs.” ⁸

- Provide flexibility in zoning regulations to bolster Astoria’s existing business base, which provides a strong foundation to promote local industries. The waterfront could provide spaces to showcase the City’s existing makers and producers, combined with the existing service delivery system in NW Oregon. ⁹ However, many of these uses span both retail and industry, which is not always compatible with current zoning.
- Specific physical improvements can help to activate business districts, including better active transportation connections from Uniontown to downtown and a greater focus on Astoria’s gateways into town. ¹⁰
- Build on the energy from the proposed food hub in downtown Astoria. The Astoria Food Hub is seeking to redevelop the former Sears Hometown Store as a food hub that would serve as a retail, processing, storage and distribution hub for local food producers. ¹¹ There could be an opportunity for a complementary use on the waterfront, with a focus on seafood.

What are key tourism trends that the Plan should account for?

Continued increase on tourism, with tight labor markets:

- Tourism and service industries already account for a third of the region’s employment and are likely to continue to be key industries. ¹²
- Labor shortages have been creating tighter markets, even with annual job growth approaching three percent. ¹³

Focus on experiential travel:

- With new trends in visitors seeking interpretive and educational experiences, the waterfront plan should incorporate these elements into developments in the district. This site could serve as an anchor for these experiences, alongside other key north-coast sites like the Columbia River Maritime Museum, Tillamook Forestry Center, Tillamook Creamery, and a planned Estuary Discovery Center in Garibaldi. ¹⁴



“First, focus on encouraging growth in local companies over recruitment. And second, create new opportunities that add value to current industries.”

- Civic Dossier, Civilis Consultants



“The growth of craft brewing in NW Oregon is also benefiting the region’s tourism industry, providing an attractive amenity for visitors to the area.”

- North Coast Economic Recovery Strategy

- Craft brewing, distilling, and other specialty manufacturing can offer unique opportunities to leverage existing industries and opportunities that attract visitors, take advantage of the traded sector and provide employment opportunities for residents. There are nearly a dozen breweries operating in the region that are exporting products all over the Pacific Northwest.

A changing cruise industry:

Astoria is an effective port-of-call for the Pacific Northwest cruise lines. An additional competitive advantage is having an accessible and supportive local/regional tourism sector to greet passengers.

- The Port has seen a continued rise in the number of cruise ships docking in Astoria over the last 10 years, which was temporarily halted by the COVID-19 pandemic. Prior to the COVID-19 pandemic, the Port was expecting 31 cruise ships for 2020, carrying close to 100,000 passengers and crew members. ¹⁵
- While the number of ships is not expected to increase over the next decade, the number of passengers is expected to double, and the size of ships is expected to increase. The Port also expects an increase in riverboat cruises. The Alaska to Pacific Northwest cruises were the second most popular route worldwide (after Caribbean destinations), based on 2017 data from the Cruise Line International Association (CLIA). ¹⁶

What economic barriers should the plan account for?

- Astoria remains a strategic location for commercial fishing fleets because of proximity and contracts with the local fish processors. However, the seafood processing industry is going through restructuring and its future stability is in question over the long term. Existing seafood processors are expanding their facilities outside of Astoria due to worker shortages and infrastructure limitations.

- An important challenge for fish processors located at the Port is having a stable workforce. While this work is well-paid, it is seasonal and physically demanding. The industry is trending toward more automation which over time will replace some of the manual labor. In addition, the Economic Opportunities Analysis points to a potential decline in seasonal commercial fishing, with a transition of existing fishery infrastructure to support other industries through post-secondary research opportunities. ¹⁷
- Lack of affordable housing will impede the city’s ability to attract and retain its workforce. Already, many of the city’s planning efforts have uncovered that the lack of affordable housing for the County’s workforce is limiting business expansion and recruitment.
- The ability to manage cruise ship infrastructure demands may impact Astoria’s ability to compete for passenger ships. Per the Port’s Strategic Business Plan, the Port’s existing docking infrastructure cannot accommodate the larger ships that are forecasted. Even if the number of ships remains stable, doubling the number of passengers will require changes in how the city provides transportation and services. ¹⁸
- An aging population and a shortage of labor is limiting industry cluster growth and expansion for North Coast fish processors and the tourism industry. In addition, the Comprehensive Economic Development Strategy (2018-2023) noted that trucking and the construction trades are losing workers to retirement. ¹⁹
- While planning for redevelopment and new industry, the plan needs to consider its resilience to acute and chronic economic supply shocks related to earthquakes, severe winds, and flooding related to climate change. These events have the potential to displace residents, some of whom will not return to the region. ²⁰

“Direct competition from other ports or fish processing facilities is probably less of an issue than the shortage of seafood processing workers and the aging of Port infrastructure.”

- Port of Astoria Strategic Business Plan 2019

“Housing in Astoria is a huge barrier to attracting and maintaining professional caliber talent.”

– Advance Astoria Economic Opportunities

“Manufacturing, one of the better paying occupations in NW Oregon, has the third highest number of jobs. One of NW Oregon’s 2018—2023 strategic areas of emphasis is expansion of the manufacturing sector.”

– North Coast Economic Recovery Strategy

How does the county’s economic recovery planning play into the waterfront plan?

- The four overarching clusters identified in the NW Oregon Comprehensive Economic Development Strategy 2018-2023 with immediate opportunity for development are: timber and value-added forest products, fisheries and seafood processing, agriculture and food processing, and tourism. ²¹Because several of these are relevant to opportunities at the waterfront, Astoria should consider the regional opportunities and support for development. Additional emerging clusters may also find support in development at this area.
- Targeted services or recruitment can take advantage of industries already in the area such as the marine sciences or manufacturing.
- Marine infrastructure improvements are critical to the economic recovery of the region, including:
 - Pier-related business activity and the private development at Tongue Point. ²²These activities will include: cold storage, boat construction, repair and maintenance, marine construction and repair, log export shipping and barging, and expanded seafood processing. Water resource constraints in the south may push agricultural production north and lead to increased demands on inland ports.
 - Reliable, high speed internet access to ensure continued growth in target industries, company relocation, or allowing for new workers from large metros to telework. ²³

How might increased cargo capacity on the Lower Columbia impact the District?

On the Lower Columbia, major deepwater port projects may increase marine cargo capacity over the next 20 years, including Columbia Gateway (Port of Vancouver), Barlow Point (Port of Longview), Austin Point (Port of Woodland), and North Port (Port of Kalama). Because of the Lower Columbia system's limited ability to accommodate larger vessels, if demand keeps pace with the capacity increases, Astoria will see increased vessel calls passing through the bar. This will increase the demand for captains, ship assists, limited repair/maintenance operations, supplies, and other services. Pier 1 is the most likely area within the District to connect with this activity, if there are industrial activities that could help to support this increased demand. While these large cargo ships would not dock at this site, there could be demand for office or manufacturing space to serve these needs.

The Port of Portland commissioned a study forecasting marine cargo demand ²⁴ as an input to their Economic Opportunities Analysis in 2020. Assuming that there is infrastructure to support the demand, the baseline forecast estimates that marine cargo volumes on the Lower Columbia River are expected to grow from 39.1 to 54.8 million metric tons from 2020 to 2040, an increase of almost 40% in the base case scenario.

What role should the District play in the broader regional economy?

The Astoria waterfront is at a crossroads of several major industries in Astoria and Clatsop County: tourism, fishing, and seafood processing. The Astoria waterfront is also witnessing transition from being natural resource-based to accommodating more tourism and recreation.

This site has the potential to serve as a proving ground for businesses across several key "batches," identified in the Advance Astoria Economic Development Strategy, including:

"The breweries and other related businesses can contribute to the City's brand, and the City should work to strategically support what the brand is; what's critical is an evolving attitude about the City's identity, which is no longer fixed to timber and canning."

– Advance Astoria EOA

Microenterprises

- A key challenge to starting a business is finding the right space that is affordable. The District could provide spaces for businesses at multiple scales, potentially in the form of an incubator facility that may provide subsidized rents for startup and other businesses.

Seafood Processing

- Seafood processing at the Port is expected to remain a core industry sector as commercial fishing remains strong. The Port's availability of deep-water piers and access to the Columbia River and Pacific Ocean meshes well with the trend toward industry consolidation of both the fishing fleets and fish processing. Fish processing is expected to remain an important industry on Port properties, especially given demand from China, which has increasingly demanded high value foods, including seafood sourced in the U.S. ²⁵
- Building upon the existing presence of Bornstein Seafoods, the District could provide additional seafood processing space, and additional retail spaces to showcase the area's bounty. The seafood exports industry will likely continue to be an economic driver from the Port. Clustering related business at the District could take strategic advantage of existing uses.

Supporting Area Tourism

- While tourism is important to the economy, consideration should be taken for how this site can meet local residents' needs, at the city and regional level. Uses that allow for cultural and educational experiences may be an opportunity to leverage and expand existing resources to further develop a sense of place and capitalize on new tourism trends, including an expansion of special events. The site could provide a western anchor to the Riverwalk, with other attractions including the Columbia River Maritime Museum in Astoria. ²⁶

“Tourism is essential for retailers, and probably is inevitable as well, but we don’t want to become a monoculture of tourism; we want to be a good place to live that serves residents well.”

– Advance Astoria EOA

“Astoria’s powerful sense of place is one of greatest single assets to economic development and must be maximally leveraged; sensitive cultivation of Astoria’s brand, and linkages with façade and public realm improvements, signage and wayfinding projects, social media outreach and other placemaking efforts are important to future economic development.”

– Advance Astoria EOA

Visitor Amenities

- Recreational uses factor into the city and region’s economic development toolkit. This site has the potential to provide recreational and service uses that make Astoria a pleasant place to live, including recreational pathways, access to marina infrastructure, gathering spaces, and outdoor eating areas.

Craft Beverage and Fermentation

- Astoria features several renowned breweries, most of which are clustered near downtown and on the waterfront adjacent to downtown. A western anchor brewery or distillery could be a viable option for this site, which could help to draw visitors and develop a further brand identity, sense of place and provide extended shoulder season work for residents. A key challenge to this development type will be the provision of water to the site.

Providing Housing

- Housing is a critical component to ensuring that Astoria remains competitive for new companies and residents. Providing affordable housing for workers within the city will be critical to supporting industry on the waterfront.

¹ North Coast Economic Strategy, 2020

² Port of Astoria Strategic Business Plan, 2019

³ Advance Astoria EOA, 2017

⁴ Advance Astoria Economic Development Strategy 2017

⁵ NW Oregon 2018-2023 CEDS

⁶ NW Oregon 2018-2023 CEDS

⁷ Advance Astoria EOA, 2017

⁸ Advance Astoria EOA, 2017

⁹ North Coast Economic Recovery Strategy, 2020

¹⁰ Civic Dossier, Civilis Consultants

¹¹ https://www.dailystorian.com/news/local/astoria-food-hub-raises-700-000-for-sears-building/article_3d083840-8b5b-11eb-9f49-b7a5d5dba622.html

¹² North Coast Economic Recovery Strategy, 2020

¹³ North Coast Economic Recovery Strategy, 2020

¹⁴ North Coast Economic Recovery Strategy, 2020

¹⁵ Port of Astoria Strategic Business Plan Update, 2019

¹⁶ Port of Astoria Strategic Business Plan Update, 2019

¹⁷ Advance Astoria EOA, 2017

¹⁸ Port of Astoria Strategic Business Plan, 2019

¹⁹ NW Oregon 2018-2023 CEDS

²⁰ NW Oregon 2018-2023 CEDS

²¹ North Coast Economic Recovery Strategy, 2020

²² North Coast Economic Recovery Strategy, 2020

²³ Advance Astoria EOA, 2017

²⁴ Portland Harbor Marine Cargo Forecast. May 2020. BST Associates. <https://popcdn.azureedge.net/pdfs/Portland%20Marine%20Cargo%20Forecast%202020%20FINAL.pdf>

²⁵ Advance Astoria EOA, 2017

²⁶ 2018-2023 NW Oregon CEDS

EXISTING BUILDINGS

The District includes several existing buildings. All are currently occupied, except for the Chinook Building.

- The Pier 1 Building is operated by the Port, who leases offices to several commercial tenants. It is known as a high-quality office environment within Astoria.
- Bornstein Seafoods fish processing facilities are located inside a large industrial building at the southwest base of Pier 1. It is a well-functioning facility which has received on-going upgrades over the years to improve its function. The building's direct connection to a dock for the commercial fishing trawlers provides a critical link between fresh seafood and processing.
- The Cannery Pier Hotel is a modern, luxury boutique hotel built over the water on historic piers where the Union Fisherman's Cooperative Packing Company once stood, between the West Mooring Basin and bridge, it is a well-known entity on the Astoria Waterfront.
- The Red Building is a renovated mixed-use building on piers over the water, housing a restaurant, event venue, and several professional offices.

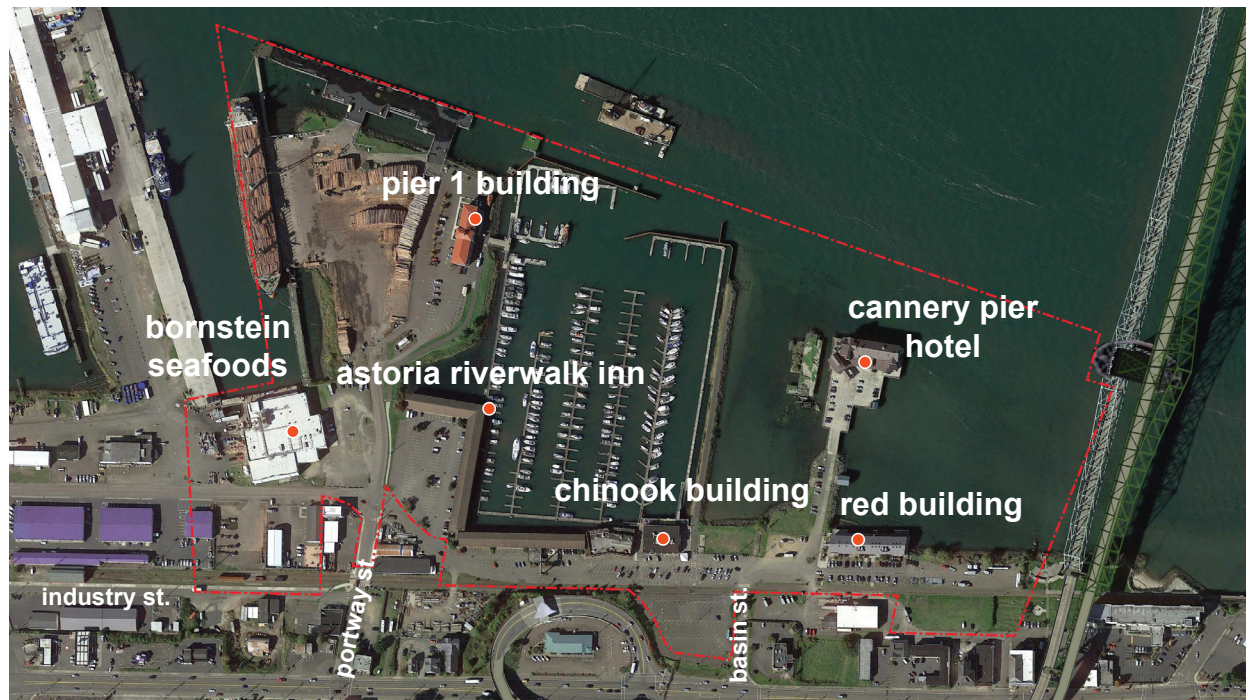


Figure 9: Existing buildings

- The Astoria Riverwalk Inn is an operating motel on piers over the water, overlooking the West Mooring Basin. It has been in operation for years and needs significant repair to remain viable.
- The Chinook Building is a small commercial building that was relocated to its current location on piers over the water at the southwest corner of the West Mooring Basin. The building was vacant at the time of the study, due to its poor condition.



Figure 10: Chinook Building (above) and Astoria Riverwalk Inn (below)

Building Assessments

The study included site observations of the Astoria Riverwalk Inn and Chinook Building and a review of architectural drawings made available to the planning team. Based on this information, the team’s structural engineering and architectural consultants toured the buildings and provided opinions about their conditions and their long-term value as assets to the Port.

Observations of the Astoria Riverwalk Inn included numerous health, safety, fire code and accessibility issues. There were also operational concerns with the utilities. Without significant rehabilitation or renovation, the building will soon fall into disrepair.

Similarly, the Chinook Building exhibited extensive challenges that indicate the building will need a full renovation of the envelope, structural assessment, and repair. The mechanical, electrical and plumbing systems require upgrade and there are numerous health, safety, and fire code issues are present. The building no longer meets accessibility requirements.

While a further understanding of the extent and cost of necessary retrofits and repairs would require a detailed evaluation along with detailed inspection of the critical structural and code elements, it was determined that the combined cost of structural work, deferred maintenance, and ongoing maintenance of these over-water structures would exceed the return on investment, given their condition and limited revenue potential. It is likely that it would be less expensive to demolish the buildings and build new than to work around poor existing conditions.

The planning team recommended that further long-term investment in either building was not the best use of the Port’s resources. The Astoria Riverwalk Inn is currently leased and could be viable through that period. The Chinook Building is recommended for removal due to its current closure and declining condition.

EXISTING ZONING FRAMEWORK

The District encompasses five base zones from the City Development Code, which establishes allowable and conditional uses and basic standards for development within each zone (see below for an overview of each relevant zone). In addition, several zoning overlays apply (see Figure 11).

The Bridge Vista Overlay (BVO) Zone adds regulations and constraints to emphasize water-dependent and related uses and encourages design that is compatible with the area’s historic and working waterfront character, protecting views and access to the Columbia River (see Astoria Development Code, Article 14).

Within the BVO are two additional overlays: a Non-Limitation Area, which allows for more building height and mass for over-water structures; and a Pedestrian-Oriented District, which establishes a unique set of allowable and prohibited uses.

In addition to these overlays, the Columbia River Estuary and Shoreland Overlay District (CRESO), includes areas in S-1 and S-2 Zones and within 50 feet of the estuary shoreline, which establishes additional requirements in protection of adjacent aquatic areas. These do not regulate building use or height but influence access, parking, and landscape requirements.

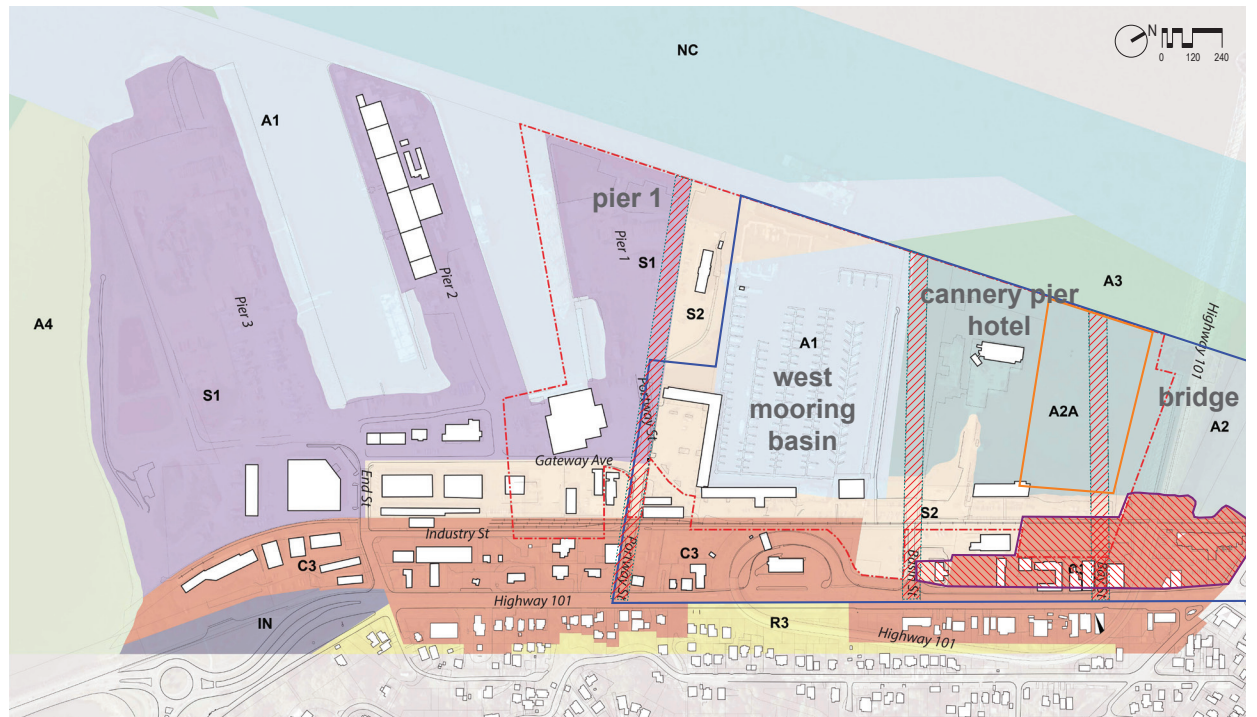


Figure 11: Zones and overlays



Finally, due to its proximity to the Uniontown Alameda National Historic District, parts of the District may be subject to Historic Landmarks Commission review during the permit application process for new construction.

A key implication of the Bridge Vista Overlay (BVO) Zone is the requirement for 70-foot-wide unobstructed view corridors at Basin Street and Bay Street. Both view corridors impact potential development sites, dividing them into reduced footprints.

In summary, the existing zoning framework imposes significant challenges to change within the District. Through the planning process, it has been acknowledged that the current zoning controls regulating the Port's waterfront have accrued incrementally, not as the result of a comprehensive plan for the future, are too restrictive, and should be assessed and amended as need to provide for a better and more integral condition.

The City Development Code establishes a Port of Astoria West Mooring Basin Plan District (see Figure 12), which provides a mechanism for adoption of modified development standards, unique to this subarea, due to special characteristics, as part of an approved master plan for future development.

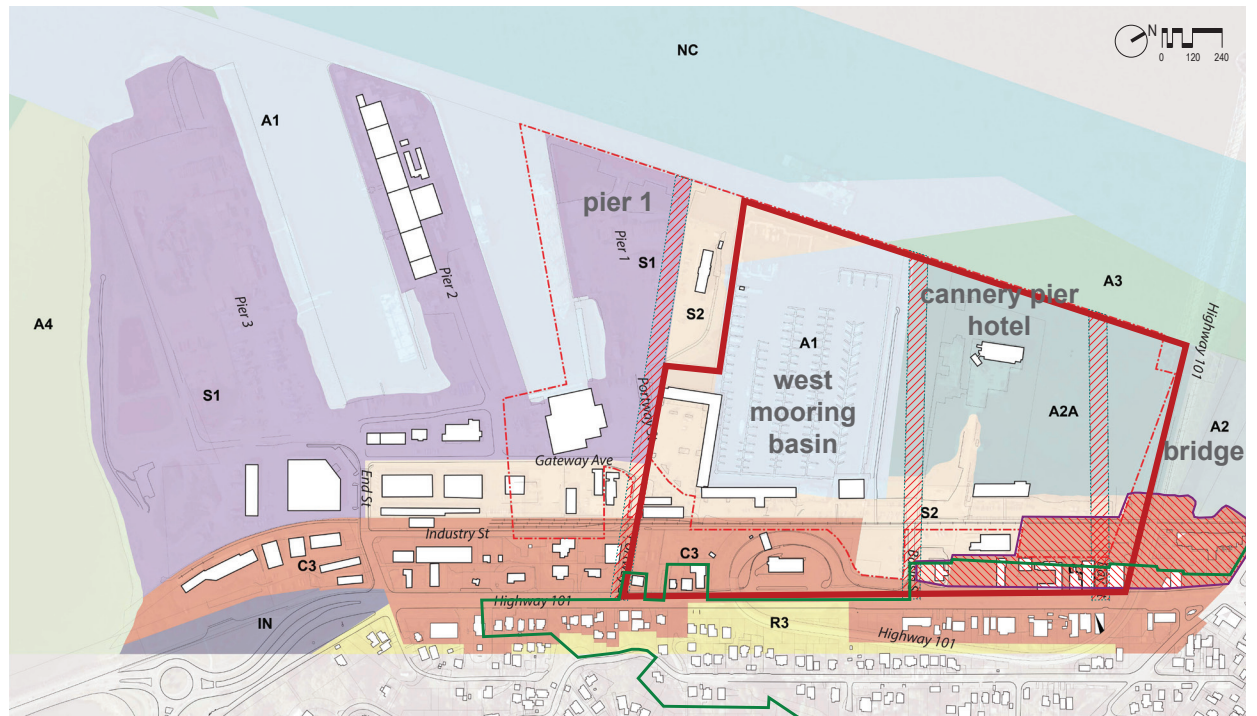


Figure 12: Port of Astoria West Mooring Basin Plan District

- Port of Astoria West Mooring Basin Plan District
- Uniontown Alameda National Historic District
- Pedestrian District
- View Corridor

USE ZONES IN THE DISTRICT

The following is a brief overview of pertinent features of the zoning code for each zone within the District, including elements affected by the Bridge Vista Overlay (BVO).

A-1 Aquatic One Development

- West Mooring Basin
- NOT allowed within the BVO: Eating and drinking; retail; office; indoor entertainment; new hotel (however, redevelopment of existing hotels is allowed)
- Height limits within the BVO: 28 feet, up to 35 feet (with 60-foot view corridor, public access, and upper-story step-backs)
- Gross floor area within the BVO: 30,000 square feet

“The purpose of the Aquatic One Development Zone (A-1) is to provide for the maintenance, enhancement and expansion of areas, activities and structures needed for navigation and for water-dependent industrial, commercial and recreational uses. Water-related industrial, commercial and recreational uses are also allowed where such uses are consistent with the purpose of this Zone.”

A-2A Aquatic Two A Development

- Overwater areas east of the West Mooring Basin, including the Cannery Pier Hotel site. (Not applicable to development opportunity sites in the District). *“The purpose of the Aquatic Two-A Development Zone is to provide for its redevelopment as a mixed-use area while permitting exclusive office use on piling supported structures. The mix of uses shall provide for public access where feasible.”*



S-1 Marine Industrial Shorelands

- Pier 1
- NOT allowed: Office; indoor entertainment; new hotel (however, redevelopment of existing hotels is allowed); conference; residential
- Height limits: no limit

“The purpose of the Marine Industrial Shorelands Zone is to manage shorelands in urban and urbanizable areas especially suited for water-dependent uses and to protect these shorelands for water-dependent industrial, commercial and recreational use. Uses of Marine Industrial Shorelands shall maintain the integrity of the estuary and coastal waters. Water-dependent uses receive highest priority, followed by water-related uses. Uses which are not water-dependent or water-related are provided for, but only when they do not foreclose options for future higher priority uses and do not limit the potential for more intensive uses of the area.”

S-2 General Development Shorelands

- Pier 1 and areas north of the Riverwalk Trail
- NOT allowed within the BVO: Office; indoor entertainment; new hotel (however, redevelopment of existing hotels is allowed); conference; residential
- Height limits within the BVO: 28 feet, up to 35 feet (with 60-foot view corridor, public access, and upper-story step-backs)
- Gross floor area within the BVO: 30,000 square feet

“The purpose of the S-2 Zone is to provide an area where a mixture of industrial, commercial, residential, public and recreational uses can locate. Uses which are water-dependent or water-related and other uses which would benefit from a water-front location are preferred. The S-2 Zone includes areas less suitable for marine-oriented uses than the S-1 Zone, such as shoreland areas with limited backup land.”

C-3 General Commercial

- Areas south of the Riverwalk Trail
- NOT allowed within the BVO: Light industrial without retail; single family or duplex dwelling.
- Hotel IS allowed.
- Height limits within the BVO: 28 feet, up to 35 feet (with 60-foot view corridor, public access, and upper-story step-backs)
- Gross floor area within the BVO: 30,000 square feet

“This zone is primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones.”

Pedestrian-Oriented District (Any Zone)

- NOT allowed: Parking lot; conference center; light industrial without retail; hospital

CIRCULATION

The District is located along Highway 101 where it transitions to West Marine Drive leading east to downtown Astoria. Direct vehicle access is currently provided at Portway Street and Basin Street. Hamburg Avenue also connects to Gateway Avenue and Industry Street to provide access to the District from the west. Bay Street provides limited access to select destinations within the District. However, both Basin and Bay Streets are disconnected from much of the site; Basin Street terminates at a large parking area and Bay Street terminates at a narrow alley along the back of existing buildings. All streets within the District currently provide two-way vehicular travel.

Sidewalks are intermittent. Existing trails, like the Astoria Riverwalk, provide the best pedestrian connections through the District by creating a direct and wide travel path for pedestrians. Improved wayfinding, lighting and amenities would greatly benefit the use of this portion of the Riverwalk. Portway Street is currently missing sidewalks on both sides, sidewalks are only partially completed on the east side of Basin Street, and sidewalks are missing on the east side of Hamburg Avenue between Industry Street/Astoria Riverwalk Trail and West Marine Drive. Although sidewalks are provided on both sides of Bay Street, there is no direct connection between Bay Street and the

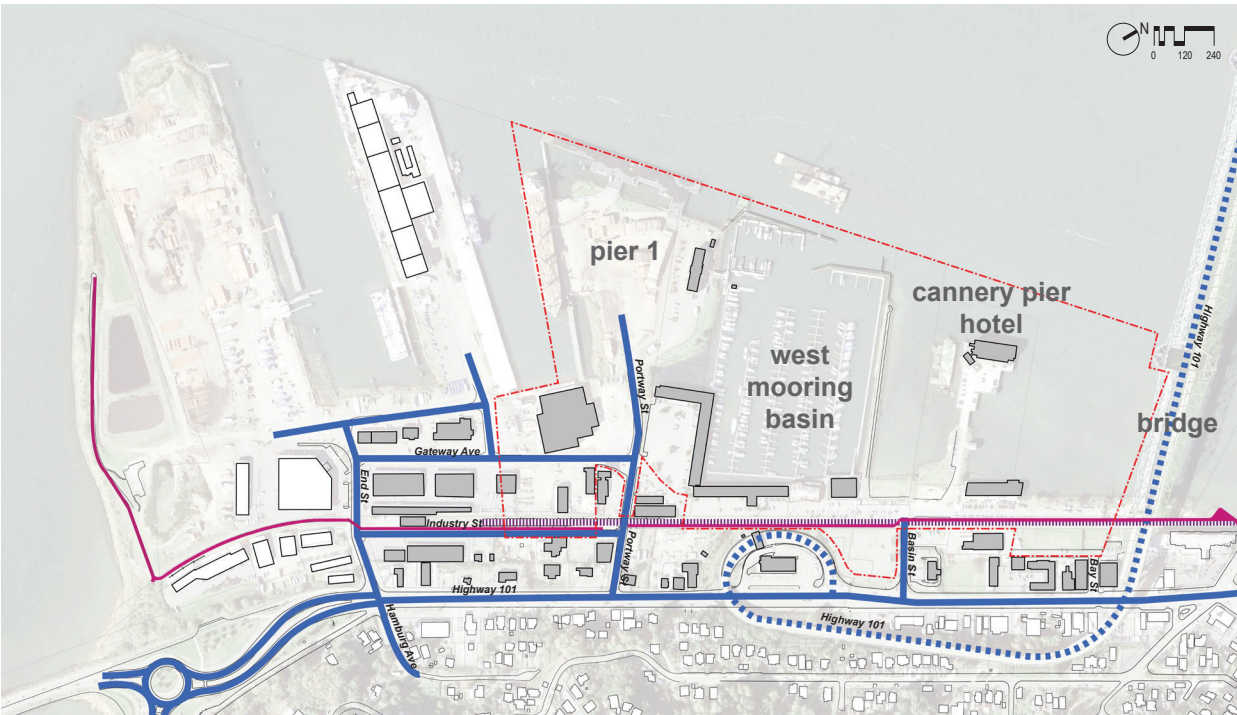


Figure 13: Existing circulation

Astoria Riverwalk Trail that does not require pedestrians to walk through a street/parking lot.

On-street bicycle facilities are limited within the District; today, there is only a northbound bicycle lane on Portway Street to the north of Industry Street. However, streets within the District tend to be low-volume, providing a relatively comfortable shared street environment. The Astoria Riverwalk Trail also accommodates bicyclists for a comfortable and safe, off-street bicycle facility, providing the best access to the District for cyclists. Westbound bicycle lanes do exist on West Marine Drive which could provide an alternative access route for cyclists. However, these lanes are typically narrow and can disappear prior to intersections, so they are not suitable for cyclists of all ages and abilities.



Figure 14: Riverwalk Trail (foreground) and large parking lot

In general, connections to and through the District are poor for motorized vehicles, pedestrians, and cyclists. It lacks a coherent network of streets and walks, which contributes to concerns about safety, wayfinding, visibility, and foot traffic, which are crucial both to attracting investment, business, and the public to the waterfront.

Additionally, both truck routes into the Port, at Hamburg Avenue and Portway Street, require difficult turns off the Highway, due to both intersection geometry and insufficient traffic signalization. While these intersections are outside the District boundary, it is noted that significant improvements are important to the Port's function. Planned modifications to West Marine Drive may also impact the function of the Port's access and should be carefully evaluated prior to implementation.

Therefore, it was recommended that the Master Plan provide improved connections for all modes of travel throughout the District, particularly from west to east between Portway Street and Bay Street, Intersection improvements outside the project area should be addressed in subsequent planning and design phases, to support the Port's goals and recommendations of the Plan. The Riverwalk should be improved as a welcoming connection to the site with improved wayfinding, amenities, and lighting.

PARKING

The Project Area provides approximately 800 parking spaces. Of these, approximately 200 are in public lots operated by the Port; 530 are in lots associated with buildings. 70 spaces are currently provided in informal or undefined areas that accommodate overflow parking conditions.

There is a marked change between utilization during the short sport fishing season, when parking lots are full, and the remainder of the year, during which there is a clear excess of available parking.

Existing parking areas currently cover the majority of the District, including on potential development sites.

Given the importance of supporting current businesses and the sport fishing economy, it was recommended that parking requirements be assessed relative to preferred land uses, and address the City’s development code requirements with creative strategies such as flexible, shared lots and off-site overflow parking opportunities to address seasonal surges in demand as well as potential adjustments to parking requirements.



Figure 15: Existing parking areas

- Port West Basin Lots
- Dedicated Lots
- Informal Parking Areas

UTILITY INFRASTRUCTURE

The following is brief description of the sizes, layout, and availability of critical utilities for the District based on available data provided by the Port of Astoria.

Domestic Water

Water service is currently available throughout the District in trunk sizes of 6-8 inches. The main water source is a 12-inch cast-iron main in Highway 101. Three main connections are made to the site from the 12-inch main line, two 8-inch lines, and one 6-inch. Each water connection from the 12-inch trunk in Highway 101 appear to be non-looped, dead-end lines. The 8-inch line on the west side of the District is looped with a 6-inch connection from the west, which also stems from Highway 101.

The Pier 1 area is fed with an 8-inch line that runs the length of the pier. This line serves five fire hydrants, three of which are within the pier area, and the services to each of the boat slips, ranging from 4-inches down to 1-inch.

The sizes of lines are sufficient for future development. However, the system would be more resilient and healthier if the system was updated to be looped. This is done to avoid water stagnation in pipes, aid in increasing potential fire flow, sustaining water quality, and reducing pipe corrosion.

Storm Water

The storm system in the District has five main basins, each with one or multiple discharges into the Columbia River. The main discharge points include a 24-inch PVC, 16-inch corrugated metal pipe, a 21-inch corrugate metal pipe, and five others of unknown size and material. In order to ensure sufficient capacity, these lines with unknown sizes and material should be scoped and investigated. The age and condition of each of these discharges is currently unknown.

One 24-inch line coming from Highway 101 and collecting drainage from the ramp for the Astoria-Megler bridge discharges through the site, with a discharge point indicated underneath the Astoria Riverwalk Inn. It appears that no onsite drainage is collected by this line.

The western area of the Astoria Waterfront district, which is outside of the District, appears to have a large regional stormwater facility, consisting of a large pretreatment forebay and settling pond, followed by four parallel vegetated biofiltration swales. The stormwater is pumped to the stormwater facility via three force mains. Additional treatment capacity if available should be identified and investigated for use within the District.

Sanitary Sewer

The Astoria Waterfront sanitary system is served by several force mains serving the far ends of the piers. At least 4 pump stations are in the District, each of them leading to one of two trunks heading out to the main trunk in Highway 101.

The first collection basin discharges into the Highway 101 trunk near the bridge on/off ramp via a 10-inch line collecting the east portion of the site. The second is a 15-inch line connecting underneath Portway Street. It appears that this area is necked down near the intersection of Portway and Highway 101 to a 12-inch line. It is unclear if this would limit the capacity of the district, but it is recommended that to accommodate full development of the District that this line be verified and possibly be increased to at least a 15-inch size.

Overall, the sizes of the existing sanitary system appear to be large enough to accommodate future development, however, it is recommended to collect data on each of the pump stations and ensure each is sized properly and in sufficient working condition.

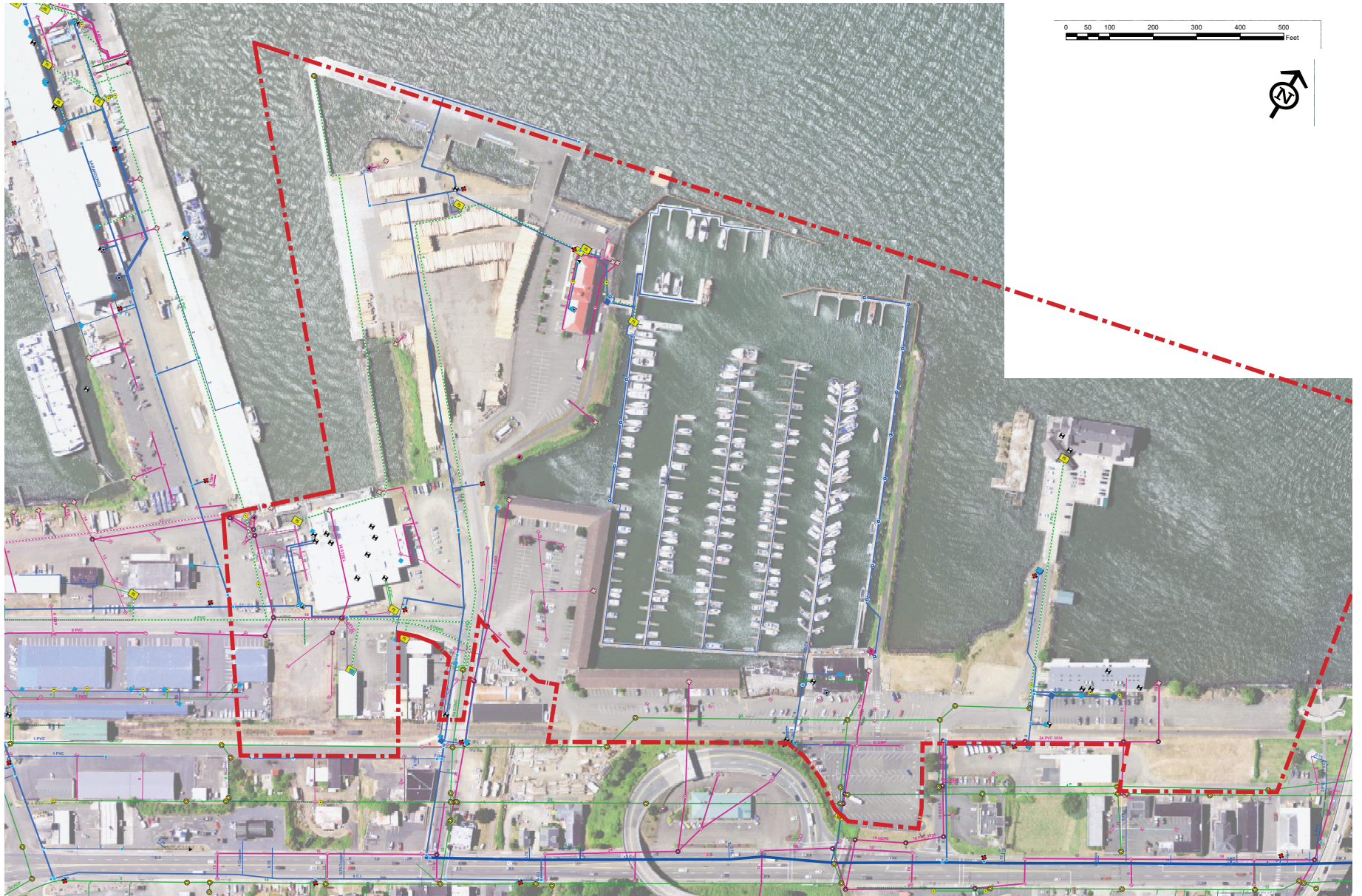
















Figure 16: Existing utility infrastructure















Water Points

-  Air Release Valve
-  Backflow Preventers
-  Blowoff Valves
-  Fire Control
-  Stand Pipe
-  Water Fire Hydrants
-  Water Meters
-  Water Pressure Reducer
-  Water Sample Points
-  Water Vaults
-  Water Valves

Sewer Points

-  Sewer Cleanouts
-  Sewer Manholes
-  Sewer Pump Stations

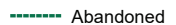

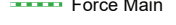
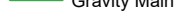
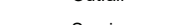

Storm Points

-  Access Point
-  Box
-  Cap
-  Discharge Point
-  Input
-  Misc.
-  Monitoring Site
-  Overflow
-  Pump Station
-  Roof Drain
-  Separator
-  Storm Catch Basins
-  Storm Cleanouts
-  Storm Manholes


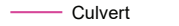

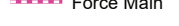
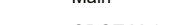




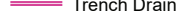
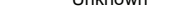



Water Lines

-  0.75
-  1
-  1.25
-  1.5
-  2
-  3
-  4
-  6
-  8
-  10
-  12
-  16
-  18

Sewer Lines

-  Abandoned
-  Cleanout
-  Force Main
-  Gravity Main
-  Outfall
-  Service

Storm Lines

-  Abandoned
-  Culvert
-  FM
-  Force Main
-  Main
-  ODOT Main
-  Outfall
-  Overflow
-  Roof Drain
-  Swale
-  Trench Drain
-  Unknown
-  Lateral
-  Trench

Franchise Utilities: Overhead Power

Power lines are served from Highway 101, with service mainly coming via power poles in Portway Street. The existing power poles along Portway Street diagonally cross the street with large transmission lines serve Pier 1 and presumably most of the buildings in the District, while a few buildings are being served from poles at the east end between the Chinook Building and the Red Building.

Franchise Utilities: Gas Lines

Three main gas line trunks serve the area. The largest is a 4-inch line just east of Basin Street. There is also a 2-inch line stemming out of the Astoria-Megler Bridge that currently serves the Astoria Riverfront Inn. Finally, there is a 2-inch line from Portway street that serves Pier 1 and the buildings east of the District. Each of these lines have existing crossings underneath the BNSF rail line.

TSUNAMI FLOOD RISK AND SEA LEVEL RISE

The District is at risk for tsunami flooding (300–600-year event). Pier 1, the West Mooring Basin, and jetties fall within the “Extreme Risk Zone”. North of the Riverwalk Trail between Portway and Basin Streets falls within the “High Risk Zone”. The rest of the District falls within the “Moderate Risk Zone”.

Sea level at the mouth of the Columbia Rivers is likely to rise by as much as 2.0 feet by 2100 and 3.7 feet by 2150, according to the Washington Coastal Hazards Resiliency Network.

Within the District, the existing top of bank averages approximately eight feet above the river’s Mean Higher High Water level; so normal fluctuations in water level projected for 2150 do not appear to directly impact the identified developable area but would severely impact any uses on the water.

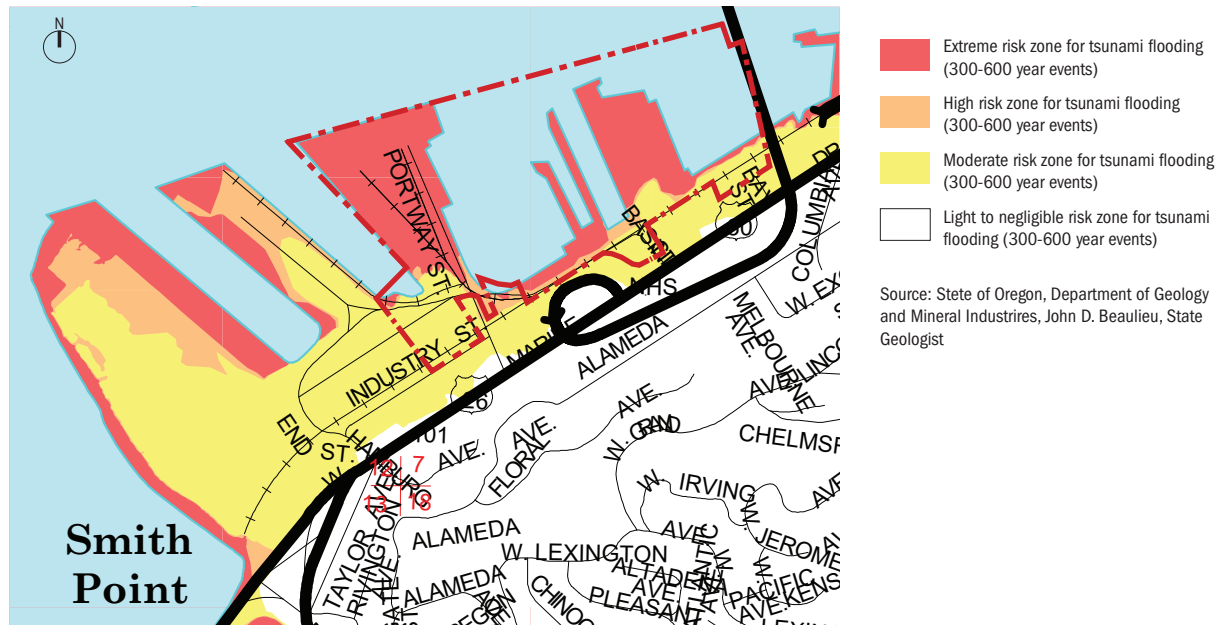
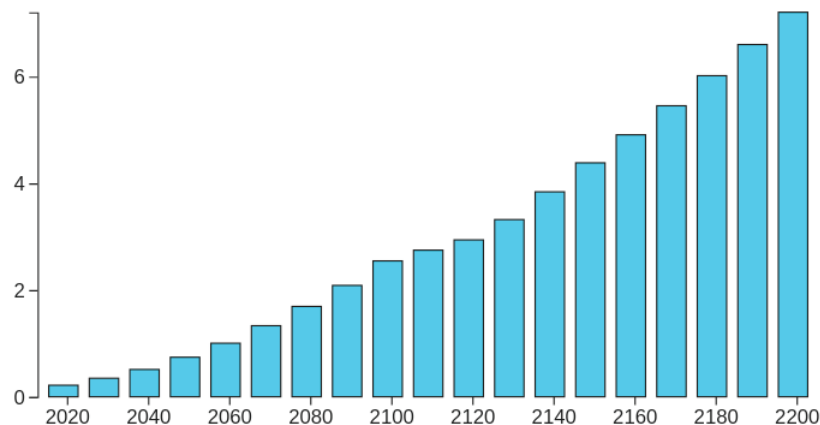


Figure 17: Tsunami Hazard Map of the Astoria Area, 1999



Source: <https://riskfinder.climatecentral.org/>

Figure 18: Projected sea level rise for Astoria Area

DEVELOPMENT OPPORTUNITY

Due to complexity of permitting, cost of construction, and high cost of ongoing maintenance of overwater structures, the Port has determined that it is in its best financial interest not to pursue constructing or maintaining buildings over water. For this reason, the team assessed the portion of the District that is fully on land, above the river's top of bank for buildings.

Excluding parcels with viable existing buildings and tenants, the remaining available land was identified as a series of development sites (indicated in yellow in Figure 19).

The Port, Project Advisory Committee, Stakeholders and the public agreed that the primary economic opportunity for the District is maritime industrial uses that benefit from the site's valuable water access. Given the size, shape, and location of the District's development sites, it was determined that Pier 1 clearly provides the best location for maritime industrial development and should be positioned for this primary use.

Sites adjacent to the West Mooring Basin and east are better suited for supportive uses that are public-facing, due to their size, visibility, and access.

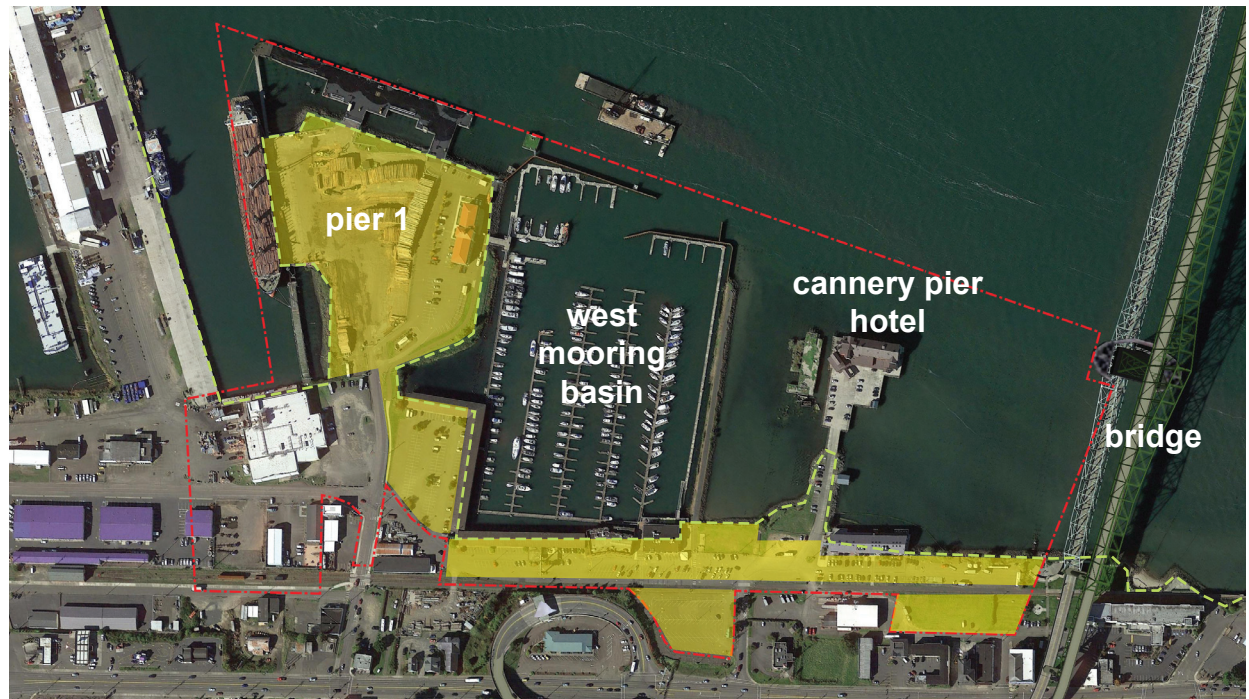


Figure 19: Development opportunity sites



3 INITIAL INPUT

Introduction
Project Advisory Committee
Stakeholder Interviews

INTRODUCTION

During the Background and Existing Conditions Review task, the planning team engaged the Project Advisory Committee (PAC) and other stakeholders in preliminary conversations to help frame the project, identify key issues and questions, and guide efforts in progress. This chapter summarizes input from both groups.



PROJECT ADVISORY COMMITTEE

During the Background and Existing Conditions Review task, the planning team conducted a kickoff meeting with the Project Advisory Committee (PAC) to gain insights into the project's opportunities and challenges, the preliminary project goals, and vision for future redevelopment.

The team presented an overview of the project scope and process, along with some initial findings from review of background information, existing site and economic conditions, and stakeholder interviews completed to date.

Notably, there was general agreement expressed by PAC members around three main questions. The following is a summary of key themes and salient points.

What story should this site tell?

- The Port Waterfront represents the “real Astoria”, the place where the work gets done. The site should be a hardworking waterfront, where people can go to enjoy the fruits of workers’ labor.
- The site’s purpose and identity are inseparable from the influence of water: the convergence of the Columbia River and Pacific Ocean, and the industry and commerce related to this unique position. The site uses should focus on water-dependent uses (like fishing and seafood processing) and celebrate the river as the basis for industry, commerce, and public access.
- As one of the last remaining water dependent industrial lands in Astoria, the site should be versatile and adaptable to changing economic circumstances and be available to accommodate a variety of current and future uses.

What specific opportunities should the Master Plan consider?

- Clear, safe access with improved wayfinding and circulation throughout the site
- Simplified zoning that promotes private investment
- A market where fishermen can sell directly to the public
- Services and facilities that support both workers and visitors
- Services that support sport fishermen and the marina.
- Improvements to the terminal for cruise ships, to alleviate impacts to businesses and public access on site and to graciously welcome visitors while encouraging them to enjoy Astoria

What are the toughest constraints and challenges to the site’s development and future?

- Attracting private investment to a site with complicated zoning and permitting conditions, and Port’s past business practices
- Truck access into the site and conflicts with public access within the site
- Competing interests and incompatible adjacent uses

STAKEHOLDER INTERVIEWS

As part of the Background and Existing Conditions phase of the project, the planning team conducted Stakeholder Interviews with individuals, identified by the City and the Port, who have special knowledge about the Port's waterfront and interest in its future. A complete list of participants is included at the beginning of this report.

The planning team hosted a series of meetings with individuals and groups to discuss the project, solicit feedback, and build a better understanding of the site, its context, its potential, challenges, and opportunities to inform the planning work.

Over numerous conversations, the team gathered detailed information, opinions, and suggestions reflecting a broad range of perspectives and priorities. Through these discussions, some recurring themes and impressions emerged. The following is a summary of salient input from stakeholders.

Significance

This is a very important site and opportunity for Astoria; it could be part of a "renaissance" for the city. The site deserves an inspired vision and durable, strategic, long-term plan to achieve it.

There is a great pride in this community and a desire to celebrate Astoria's heritage and community spirit. The site itself has meaning to many people, as a connection to the river and the city's maritime history.

The site's redevelopment warrants attention and support at the state and federal levels.

Working Waterfront

The Port of Astoria is a working waterfront. It is important that the City's zoning regulations do not challenge or impair the Port's ability to maintain

and expand industrial uses and supportive businesses on its property, to continue as a viable generator of economic growth and prosperity for the region.

Utilizing a small portion of the property for business incubators would help support local entrepreneurs. Businesses incubated on the site could include maritime-based industrial and light manufacturing startups.

It is important to recognize that this region has little land still available for water-dependent industrial uses. Pier 1 land is very valuable and should be preserved for industrial use.

The Port should take the long-term view of future of water-dependent industries, and any development should keep Pier 1 flexible for changing industrial markets and uses, such as manufacturing and assembly related to emerging technologies, and services for the ships that transport those materials.

West Mooring Basin Marina

The West Mooring Basin Marina is the most recognized and public part of the Port site.

The West Mooring Basin Marina and sport fishing industry are important to the economic support of local business. Over the years, the marina has lost crucial support services like ice supply, fish processing, and bait. These should be replaced, to support sport fishing, fishermen, and the economy fueled by their business.

The fishing opportunities and views of the river and bridge warrant a modern, upscale hotel overlooking the West Mooring Basin Marina. Options for longer-term rentals, more amenities, small conference space, and more commercial activity would increase occupancy during the off-season.

Public Access and Use

There is enthusiasm for a fish market in this area, a place where the community can buy fresh fish directly from vendors. This could be combined with a public market with shops and services for locals and tourists alike.

The community appreciates and uses the Riverwalk and Trolley.

The west end of the Riverwalk isn't highly used given its lack of pedestrian amenities, wayfinding, and sense of safety. The Memorial Park area at the east end attracts unsafe, undesirable activity at night. In general, more lighting, security, and commercial activity are needed throughout the site.

Connections to Uniontown and downtown are key to the success of the site. These connections should come in the form of an enhanced Riverwalk, improved signage for vehicular traffic, and an improved street grid at the east end of the site.

Socioeconomic Issues

There has been a change in the City's economics with the influx of new residents and increasing housing prices, especially over the last few years. There is now a feeling of "us vs them" between legacy residents and new arrivals, and concern about the impacts to legacy residents' way of life and the city's future.

Astoria needs affordable housing options, but most stakeholders felt that the priority for this site should be commercial/industrial, and that this site was not an appropriate location for housing if it comes at the expense of commercial/industrial uses.

The Hispanic community in particular lacks access to housing and support services.

Cruise Operations

Though the site is functional as a port of call, there are plenty of opportunities to improve the operations and experience for the cruise lines, passengers, and the Astoria community.

Arrival by cruise passengers should be impressive, friendly, and welcoming, with good pedestrian access through the site and connections to surrounding businesses and destinations beyond.

Site development could leverage cruise operations to bring benefits to Astoria. The cruise ships bring thousands of passengers to the site and provide opportunities for local businesses.





4 PRELIMINARY CONCEPTS

- Approach
- Circulation Concept
- Port Identity
- Preliminary Schemes
- Orange Scheme
- Blue Scheme
- Project Advisory Input
- Public Input



APPROACH

Building on insights from team's assessment of background information and existing conditions, stakeholder interviews, and early input from the Project Advisory Committee, the Plan Concepts reflect five important strategies to guide future investment and development toward the vision for waterfront, based on the project's core values. Starting in the Plan Alternative Concepts phase of the study, these strategies were the basis for planning recommendations.

1. Connect the site.
2. Improve identity and economic viability.
3. Position Pier 1 for maritime industry.
4. Support West Mooring Basin uses.
5. Provide public waterfront destinations.

CIRCULATION CONCEPT

A proposed new street connects from Pier 1 to the east edge of the District. It replaces the confusing and inefficient sequence of parking lots that exist today with Industry Street, a clear, safe, and welcoming thoroughfare along the West Mooring Basin. The new street provides ample perpendicular parking on both sides and better access to the Cannery Pier Hotel, Red Building, and proposed development. Bay Street is extended north to meet the new street, completing the circulation network.

Improved circulation and access through the District create a safer, more active, and inviting district that is better related to Uniontown businesses and directly supports the Port's businesses.

The new Industry Street and Bay Street extensions are both identified in the 2013 Astoria Transportation System Plan, along with improvements to intersections at Portway Street and Hamburg Avenue (discussed in Chapter 2).



Figure 20: Proposed circulation

- Vehicular Circulation
- Riverwalk
- - - - - Trolley
- New Street with Parking

PORT IDENTITY

Though the Port of Astoria is located between two primary points of arrival to Astoria—the New Youngs Bay Bridge to the west and the Astoria-Megler Bridge to the east—it is barely visible from Highway 101; it is easy to drive past without noticing the Port or its activities.

The Port of Astoria would benefit by identifying its presence and its place in the community and conveying a clear invitation to do business at its industrial waterfront.

Developing and strengthening the Port's identity is a multifaceted project. Initial components include new monument signs that identify the Port of Astoria and its entrances along Highway 101 (Hamburg Avenue, Portway Street, and Basin Street).

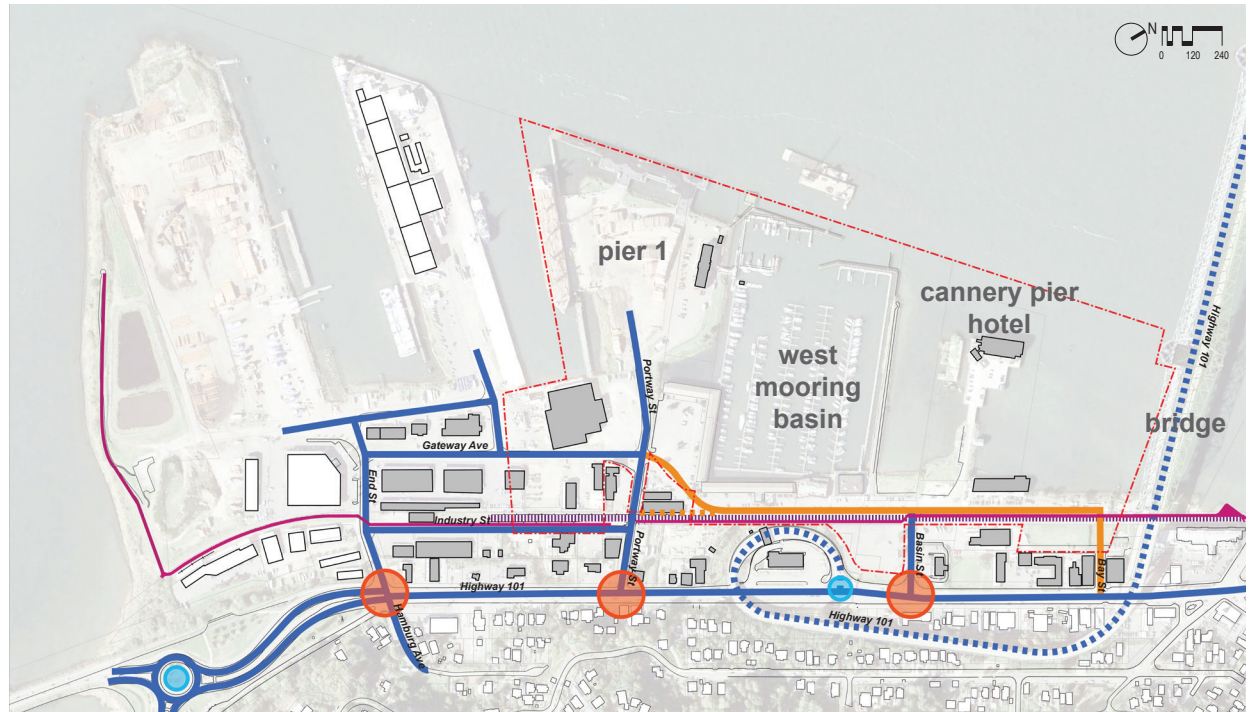


Figure 21: Proposed Port gateway sign locations



Figure 22: Inspiration

- Vehicular Circulation
- Riverwalk
- - - - - Trolley
- New Street with Parking
- Port Identity
- City Identity

PRELIMINARY SCHEMES

The planning team developed a range of preliminary plan concepts and established two schemes for evaluation (referred to as the “orange scheme” and “blue scheme”). Reflecting insights from site assessments, stakeholder interviews, and the Project Advisory Committee (PAC) input, the concepts presented options for public access and amenities, improved connections through the District, new buildings, and increased maritime industrial uses.

Two schemes, summarized on the following pages, demonstrate alternative future scenarios to solicit input from the Project Advisory Committee (PAC Meeting #2, October 2021) and the public (Public Forum #1, November 2021) with the intent to obtain the best thinking of the community in the development of the Master Plan.



ORANGE SCHEME

This scheme explored maximizing maritime industrial use by expanding across Portway Street, connecting the Pier 1 walk to a new Fish Market next to Bornstein Seafoods, and placing a new mixed-use or hotel building north of the Riverwalk Trail at the east end of the District.

Key Elements

- ① Maritime Industrial Land
- ② Overlook & Welcome Center
- ③ Fish Market
- ④ Marina Walk
- ⑤ Marina Boardwalk
- ⑥ New Street with Parking
- ⑦ Marina Pavilion & Support Services
- ⑧ New Mixed Use Building
- ⑨ New Mixed Use Building or Hotel

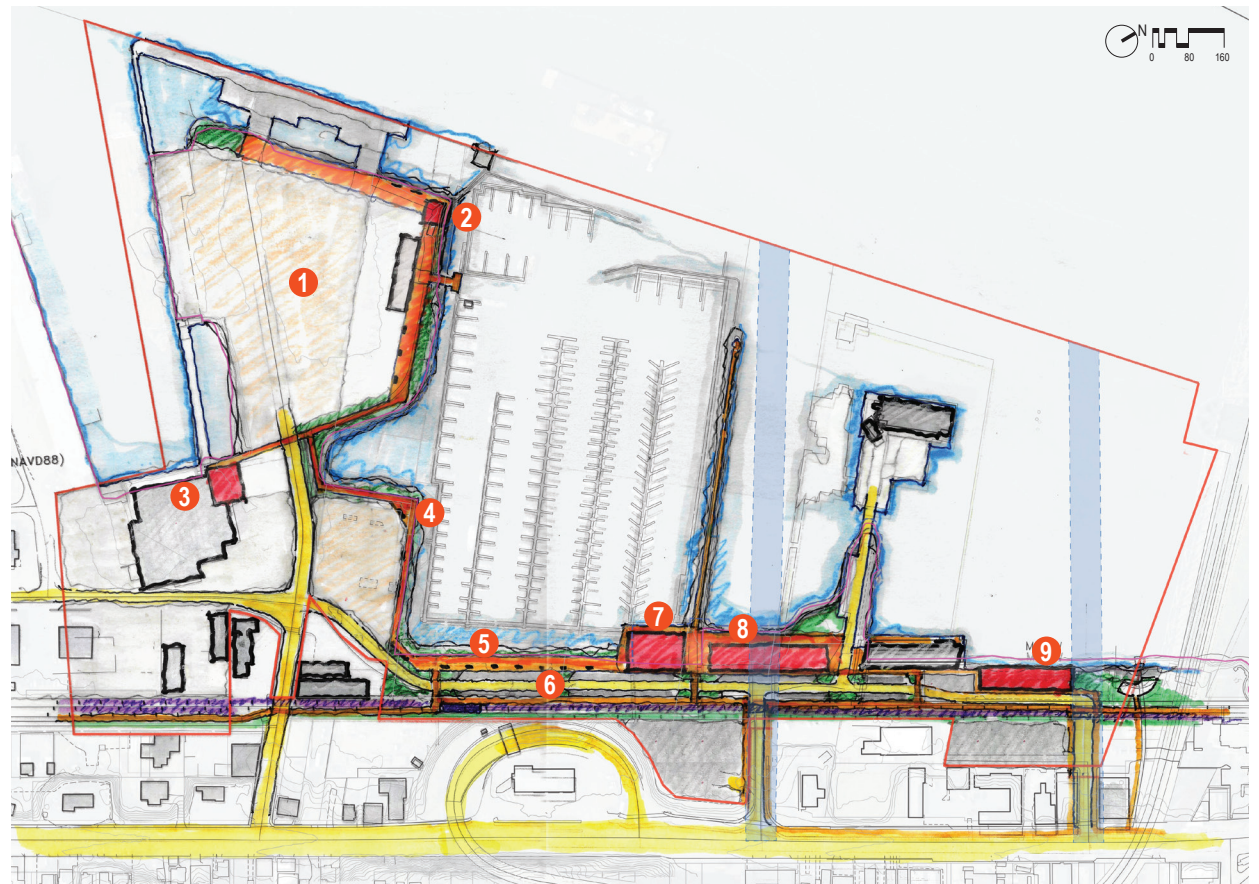


Figure 23: Orange Scheme

Presented at Public Forum, November 3, 2021

BLUE SCHEME

This scheme explored maximizing public access and activity around the West Mooring Basin by placing a new hotel and public market on the west side and placed a new mixed-use building south of the Riverwalk Trail at the east end of the District.

Key Elements

- 1 Maritime Industrial Land
- 2 Marina Walk
- 3 Footbridge
- 4 New Hotel
- 5 Public Market & Boardwalk
- 6 Fishing Village
- 7 New Street with Parking
- 8 Marina Pavilion & Support Services
- 9 New Mixed Use Building
- 10 New Mixed Use Building or Hotel

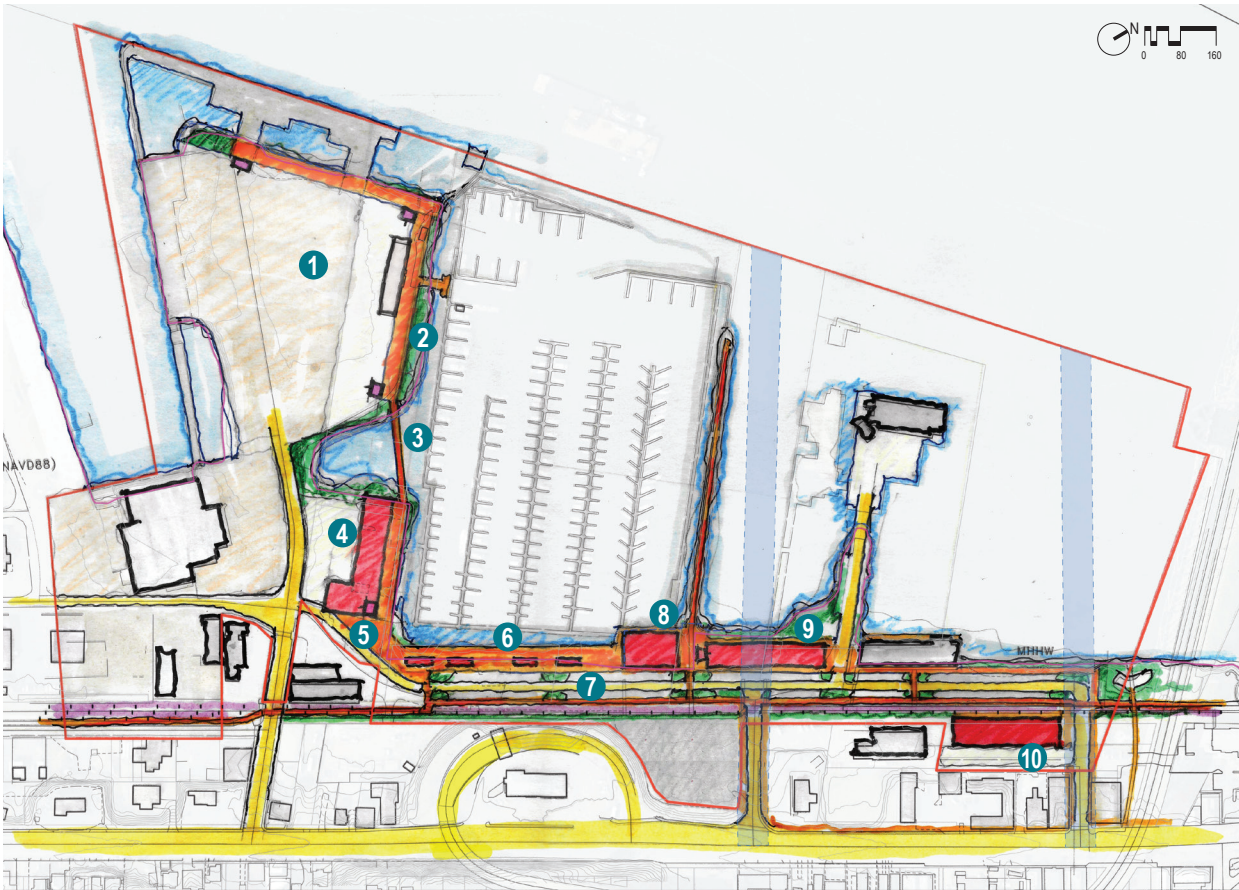


Figure 24: Blue Scheme

Presented at Public Forum, November 3, 2021

PROJECT ADVISORY COMMITTEE INPUT

The planning team first presented draft Preliminary Concepts to the Project Advisory Committee (PAC) for initial input, then made refinements to the plans and graphics prior to presentation to the public. The following summarizes recommendations and input from the PAC discussion (October 10, 2021).

- It is crucial to preserve the marine industrial land on Pier 1. The value of flexible, industrial land on the water is higher than any other use for this site.
- Amendments to the City's zoning regulations should be considered and recommended, to allow for a development framework that invites private investment and provides necessary flexibility and adaptability.
- The Chinook Building (vacant mixed-use building) and Riverwalk Inn (active hotel), both over-water structures in poor condition, require significant and costly repair and ongoing maintenance. Because both buildings are unsustainable financially, the master plan for the site should include their removal and replacement.
- The plan should not assume that cruise operations will provide a reliable source of revenue in the long-term future.
- A flexible public market building—with both leased retail space and temporary stalls for local producers, farmers, fisherman, seafood companies, and others—would support the local economy and bring people to the Port. This building could potentially be combined with maritime office space, event/ meeting space, light manufacturing space, and services for cruise passengers.
- New light over-water structures without permanent buildings, such as boardwalks, piers, and footbridges, should be considered, to expand usable area of the limited site. However, permanent over-water buildings are prohibitively expensive to build and maintain and should be avoided.
- Water uses, such as houseboats and floating restaurants and arts venues, are not viable due to permitting and the ongoing maintenance cost of dredging in this location.
- A new street connecting the east side of the site to Pier 1 is a good idea. It would provide better connectivity for public access, invite development, and make the waterfront more active and safer.
- There was general agreement among PAC members that the plans and concepts presented were viable and reflective of the project's goals and core values, and with refinements based on PAC input, were ready to share with the public for comment.

PUBLIC INPUT

The following is a summary of public input from the Public Forum #1 virtual event (online) and Online Survey hosted on the City's project web page. Complete comments are provided in the Appendix.

People voiced support for elements of the preliminary concepts.

- Public Fish Market / Seafood Hall
- Fishing Village
- Preserving industrial uses on Pier 1
- Street connections and improved vehicle access
- Pedestrian network and public waterfront access
- Improved connections to the Riverwalk Trail
- Pier 1 Overlook Tower & Footbridge
- Open view of the West Mooring Basin (Marina)

(continued on next page)



**Public Forum
& Online Survey: 120** attendees + **134** views

Facebook: 5,754 people reached

People expressed desire to see other elements included in the Master Plan.

- Improved safety and security
- Good pedestrian lighting
- Wayfinding and interpretive signage throughout
- Riverwalk Trail improvements: maintenance, pavement
- Bike rentals along the Riverwalk Trail
- Celebration of local maritime history
- Improvements to promote the trolley
- Places to sit
- Waterfront park
- Support for local “mom and pop” businesses
- Leasable space for small, industrial uses
- A restaurant to replace the Seafarer Restaurant
- An affordable cafe overlooking the water
- Shops
- Seasonal food carts and stands
- Space for a food truck pod
- Better facilities for cruise passengers and tour operators
- Better connections between the cruises and local businesses
- A district identity using a name, like “Fish District” or “The Basin”

People stated or demonstrated concern about certain issues.

- Shortage of workforce housing
- Parking availability
- Protecting view corridors
- Tourism and its effect on Astoria’s economy and quality of life
- Economics: costs, revenue/ return on investment, operations
- Feasibility and time frame to implement
- Response to public feedback
- Consistency and coordination with other planning initiatives and projects (Uniontown Reborn, Riverwalk, Fort George)
- The Port’s and City’s long-term commitment to and support of the Master Plan





5 PORT OF ASTORIA WATERFRONT MASTER PLAN

Overview
Framework Plan
Demonstration Plan
Index of Plan Elements
Zoning Recommendation
Additional Recommendations

OVERVIEW

This chapter presents the Port of Astoria Waterfront Master Plan: a spatial organization of land uses and specific plan elements within the District.

The Master Plan's foundation is a framework for overall circulation, building sites, and open space. The Framework Plan establishes a permanent strategy for developing the District to accomplish the Master Plan's goals and realize the vision for the Port's waterfront. It provides a baseline of certainty while retaining flexibility for future engagement with private sector partners and resiliency amidst changing economic conditions.

The Demonstration Plan illustrates how the framework could be expressed and envisioned; it provides a picture of one possible scenario, brought to fruition. New circulation, buildings, and open spaces are represented realistically so that the plan serves as a useful reference to assist subsequent planning, development, and design efforts. It also provides a visual index for the Plan Elements, in a successful arrangement.

Plan Elements are rendered in brief descriptions and images explaining their purpose and importance and to inform future work and decision making.

Zoning Considerations are offered to set the stage for code amendments required to make implementation possible. While the Master Plan does not prescribe specific changes to the City's development code, it outlines discrepancies between the recommended Plan Elements and what current zoning allows.

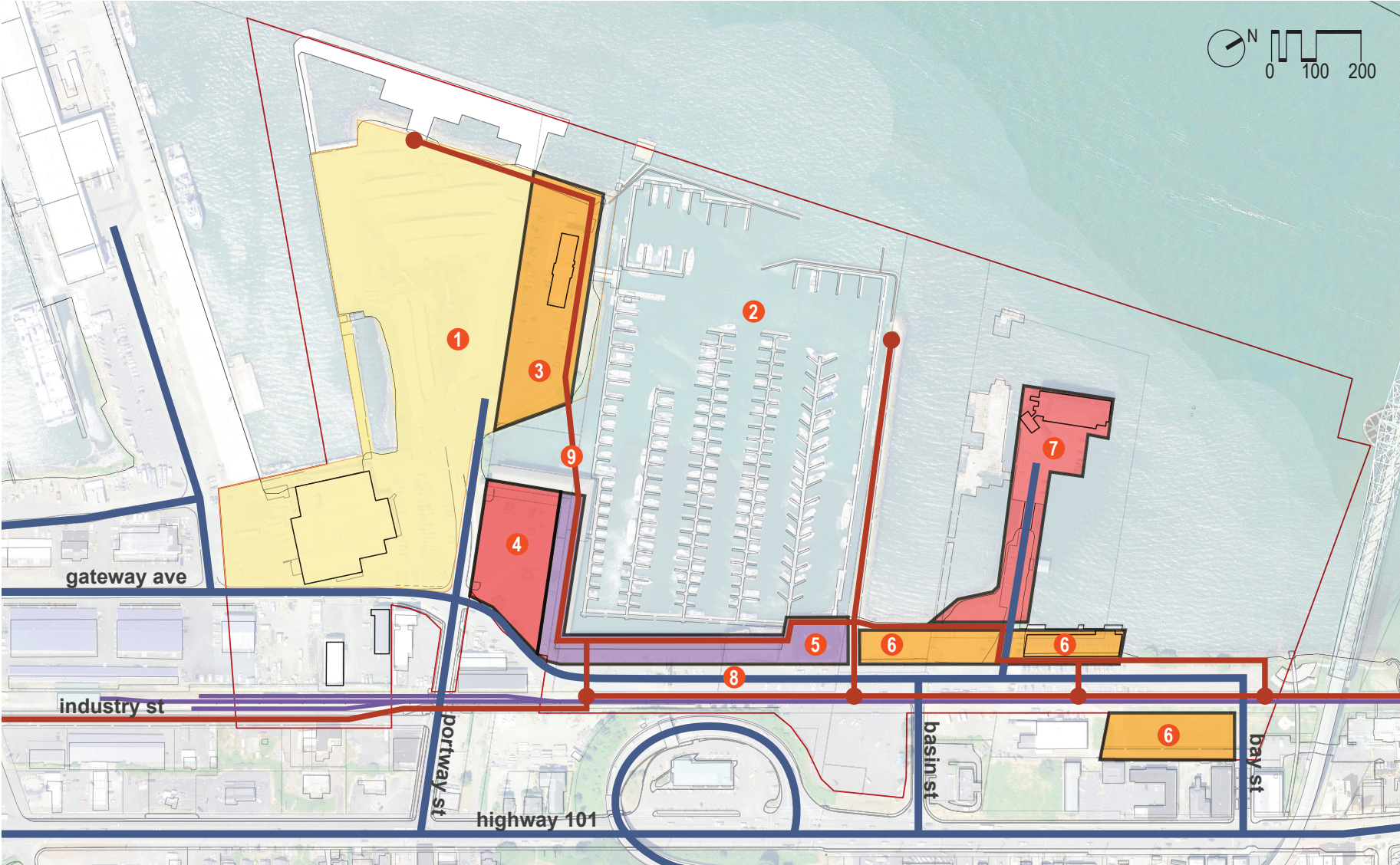
Finally, this chapter provides a few Additional Recommendations for work beyond the scope of the Master Plan, to bolster the success of investments within the District and Port of Astoria generally.

Framework Plan

The Port of Astoria Waterfront Master Plan framework is comprised of the following structural elements.

- 1 Pier 1 west of Portway Street is designated for maritime industrial uses.
- 2 The West Mooring Basin is designated for marina use.
- 3 The northeast section of Pier 1 is designated for mixed uses that support the Port's working waterfront, specifically Pier 1 maritime industry, the West Mooring Basin, and cruise ship operations. This includes public access near the river, along the top of bank.
- 4 The southeast section of Pier 1 is designated for a hotel and public market oriented to the West Mooring Basin.
- 5 The area surrounding the south end of the West Mooring Basin is designated as a "fishing village", a public waterfront open space with support services for sport fishing and the marina, and visitor amenities.
- 6 Three parcels east of the fishing village are designated for mixed uses that support the Port's working waterfront.
- 7 The land and pier extending into the river continue to be designated for the Cannery Pier Hotel (no change to existing use).
- 8 A network of public streets provides interconnected circulation and access to destinations inside and outside the District. The street network is comprised of Portway Street, Basin Street, Bay Street, Industry Street (a new street), and Gateway Avenue.
- 9 A pedestrian network provides safe, intuitive, and pleasing connections and prioritizes public access and views to the river. Waterside circulation is linked to the Riverwalk Trail at several places, to reinforce the District's connection a larger recreational experience of Astoria and the Columbia River. The Riverwalk is improved with lighting and wayfinding.

FRAMEWORK PLAN



- maritime industrial use
- hotel /market use
- vehicle
- trolley
- supportive mixed use
- West Mooring Basin fishing village
- pedestrian

Figure 25: Framework Plan
 Port of Astoria Waterfront Master Plan 97 67

DEMONSTRATION PLAN



Figure 26: Demonstration Plan

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1 MARITIME INDUSTRIAL DEVELOPMENT

A 5.6-acre site on Pier 1 is prepared and positioned for maritime industrial private development (e.g. manufacturing and assembly, seafood processing, industrial incubator space, shipping, etc).

Potential investments include utility infrastructure upgrades and replacement of the dilapidated existing dock on the west side to allow berthing of vessels.

See Chapter 6 Implementation Strategy, for a detailed description of steps to promote maritime industrial development on Pier 1.



Figure 27: Bornstein Seafoods



Figure 28: Demonstration plan

2 PORT TOWER

At the junction of the Port's industrial land, West Mooring Basin, and mighty Columbia River, the public viewing tower offers sweeping views and serves as beacon for people arriving on foot and by boat. A destination for locals who come to watch the weather as well as welcoming landmark for cruise passengers, the tower is an iconic feature in the Port's waterfront landscape.



Figure 29: Inspiration



Figure 30: Views from tower: East (top) and West (bottom)

3 PIER 1 WALK

The Pier 1 Walk provides public access along the water from the cruise ship landing to the West Mooring Basin, as well as flexible space for programming and events in front of the Port's Pier 1 Building. As an integral part of the arrival experience for cruise passengers, the Pier 1 Walk is scaled and appointed for large crowds, welcome activities, and queues for transportation. Potential amenities include seating and site furnishings, lighting, shelter from wind and rain, and wayfinding and interpretive signage.



Figure 31: Inspiration

4 CRUISE PASSENGER TRANSPORTATION

Improvements are made to cruise passenger connections with transportation into Astoria and the region beyond. Buses, vans, taxis and rideshares queue and load in a more organized and efficient manner. Bike rentals and tourist information are available. Improvements are focused on two primary goals: to provide a high-quality welcome to travelers and to connect them with Astoria's businesses.



Figure 32: Demonstration plan

5 FOOTBRIDGE

A footbridge over the water between Pier 1 and the West Mooring Basin fishing village offers a new, direct path and distinctive pedestrian experience.



Figure 33: Inspiration

6 HOTEL

A new hotel replaces the existing Riverwalk motel building. Built on land—not on piers over water like the original—and oriented to minimize obstructions to public view corridors to the river, the hotel accommodates 60-90 guest rooms, amenities, and ground floor restaurant opening onto the West Mooring Basin Boardwalk. Guests enjoy being amid a working waterfront and access to the Riverwalk Trail and trolley; they activate the district and support Uniontown businesses.

7 MARKET HALL

Adjacent to the hotel and Fishing Village, a public market hall offers fresh fish “right off the boat”, produce and goods from local vendors, food and drink, flexible community space, and covered outdoor areas. The Market Hall is the social and commercial hub of the district, a melting pot of locals, Port workers, and visitors.

The Market Hall could be a winter home for the Astoria Sunday Market and provide services and space for the cruise ship lines.



Figure 34: Inspiration

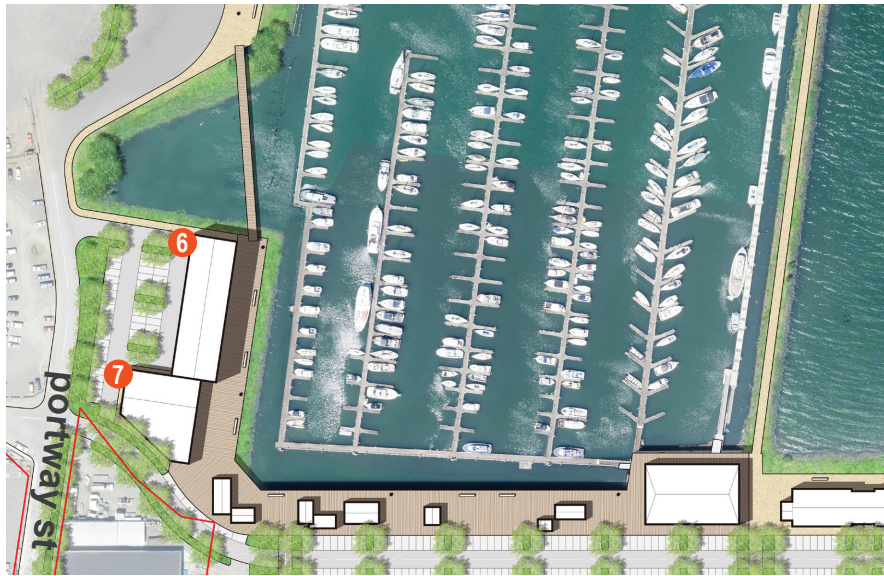


Figure 36: Demonstration plan

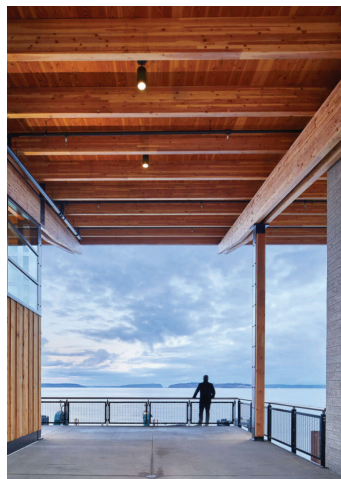


Figure 35: Inspiration

8 WEST MOORING BASIN BOARDWALK

The West Mooring Basin Boardwalk is a public open space wrapping the south end of the Basin, connecting the hotel, market, and Fishing Village. It anchors the district's pedestrian network and provides space for programming and events overlooking the water.

Potential amenities include seating and site furnishings, lighting, shelter from wind and rain, and wayfinding and interpretive signage.

Subsequent phases of planning and design should evaluate multiple options for constructing the Boardwalk. One option is to remove the existing pier structures and build the new Boardwalk on new pier structures over the water. A second option is to repair the existing pier structures as needed and repair or replace the deck to a functional condition. A third option is to remove the existing pier structures and build the majority of the Boardwalk on land (behind the Top of Bank) to avoid the complexity and cost of building over water.

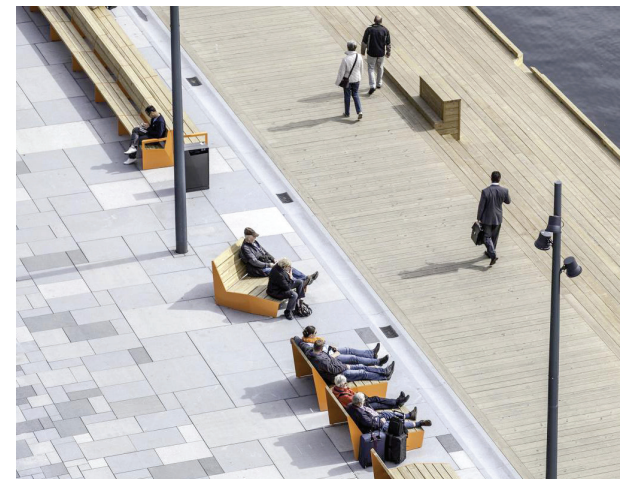


Figure 37: Inspiration

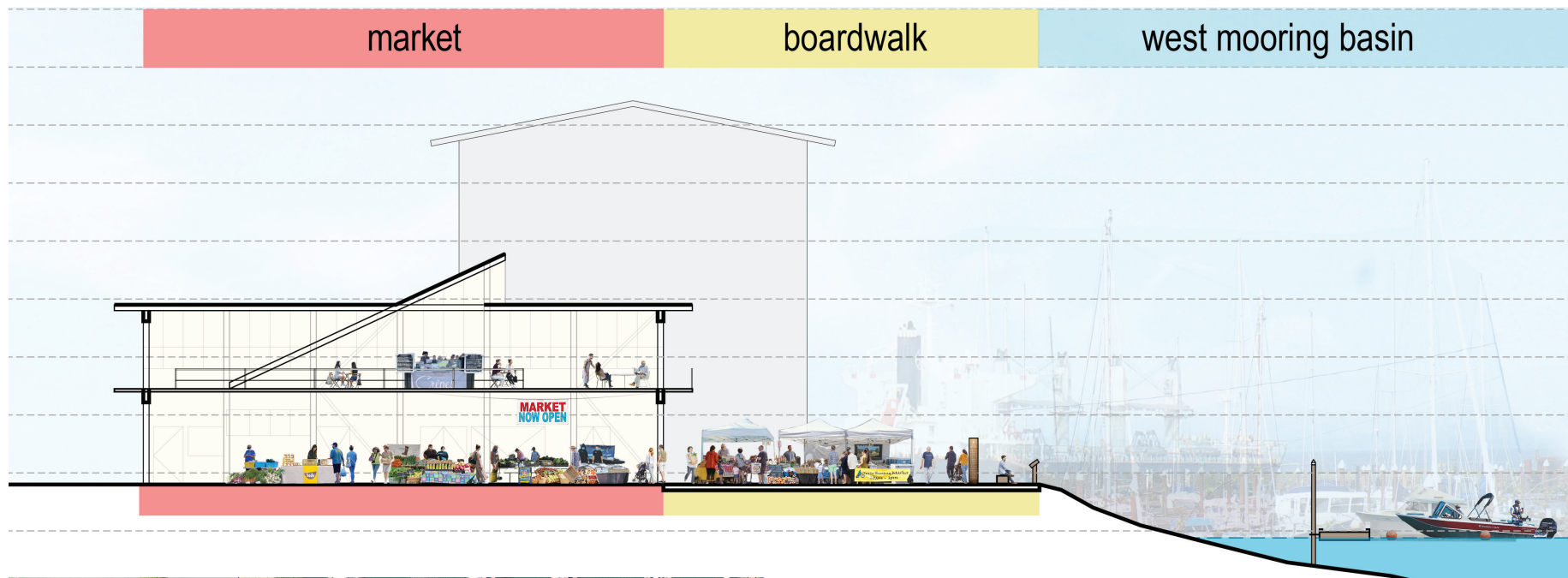


Figure 38: Cross-section through Market Hall and Boardwalk



Figure 39: Demonstration plan

9 FISHING VILLAGE

The Fishing Village is a group of small buildings on the Boardwalk, along Industry Street and overlooking the Basin, that provide support services for sport fishing and the marina in general, as well as amenities for the public. The buildings are simple small structures with utilities, allowing vendors to use them on a seasonal or temporary basis. Uses could include fishing guide services, tackle and bait sales, fish cleaning and packing, coffee shop, deli, and bike rentals. Amenities could include picnic tables and fish cleaning stations.

The Fishing Village is an operative extension of the West Mooring Basin and establishes a destination that brings people together by the water.



Figure 40: Cross-section through Fishing Village



Figure 41: Inspiration

10 MULTI-USE SUPPORT STRUCTURE

Part of the Fishing Village, the Multi-Use Support Structure provides a large, flexible covered space for support services and amenities (see Fishing Village), events and gatherings. Its purpose is to provide weather protection and comfort year-round, to allow vendors to operate and keep the Fishing Village active throughout the year including during the cold, windy, and wet months.

Subsequent phases of planning and design should evaluate optional approaches to the Support Structure. One option is an enclosed building with walls, large roll-up doors, and heating. A second option is an open canopy structure that could provide rain protection for a variety of seasonal uses. Both options are envisioned to provide power and plumbing to support programming and support services inside.



Figure 42: Demonstration plan



Figure 43: Inspiration

11 INDUSTRY STREET

Industry Street is a new street connecting Portway Street, Basin Street, and Bay Street. Designed as a two-way “parking street” with perpendicular parking on both sides, it maximizes public parking while providing a clear connection across the district and an impressive arrival to the West Mooring Basin.

The street integrates with adjacent waterside pedestrian circulation and the Improved Riverwalk Trail to the south, and provides easy access to buildings and passenger loading areas throughout the corridor.

The streetscape includes planting and trees, lighting, and directional signage.

A version of this concept is included in the 2013 Astoria Transportation System Plan (TSP), called Industry Street Extension (Project D24).

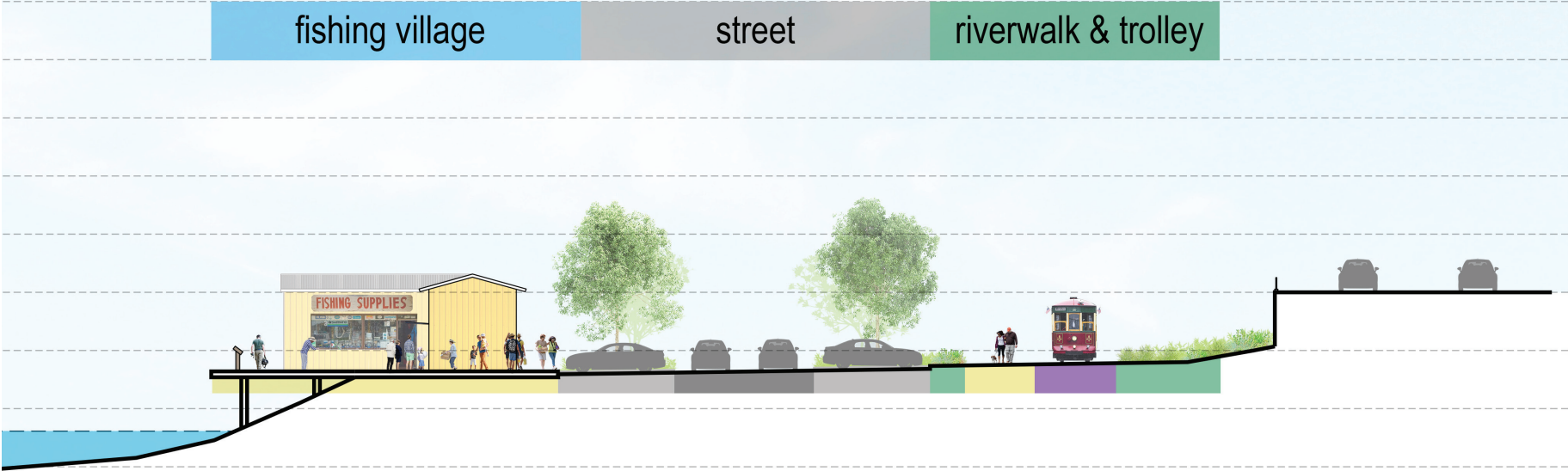


Figure 44: Cross-section through Industry Street

12-14 STREET CONNECTIONS

The addition of Industry Street entails modifying existing streets. At a minimum, functional and safe intersections and approaches are built at Portway Street, Basin Street, and Bay Street, which is extended by half a block to meet Industry Street (TSP Project D25). These connections occur within the District.

See Additional Recommendations (this chapter) for a description of enhanced improvements.

15 WEST MOORING BASIN TROLLEY STOP

A relocated stop on the Astoria Riverfront Trolley line provides easy access a short walk from the Fishing Village, Market Hall, and Hotel. Its location near the center of waterfront activity promotes the trolley as a feature of the district and desirable link to downtown Astoria and destinations east.



Figure 45: Demonstration Plan

16 IMPROVED RIVERWALK TRAIL

The Riverwalk Trail is an existing pedestrian and bike trail between the Port's Pier 3 and the Astoria Wastewater Treatment Facility more than six miles upriver. Through the District, it runs beside the trolley within a 50 foot right of way operated by Astoria Parks and Recreation. The Riverwalk Trail provides a recreational experience and scenic link to downtown and beyond and is an open space asset to the community. As it passes through the District, however, its character changes to the point that many people heading west feel lost or unwelcome by the time they reach Basin Street, at which point the trail crosses from the north side (waterside) to the south side of the trolley line.

The Improved Riverwalk Trail is realigned to the north side of the right of way where it also serves Industry Street and is well connected to the waterfront by several marked crosswalks. New lighting and wayfinding signage, consistent with the Astoria Parks and Recreation's Riverwalk

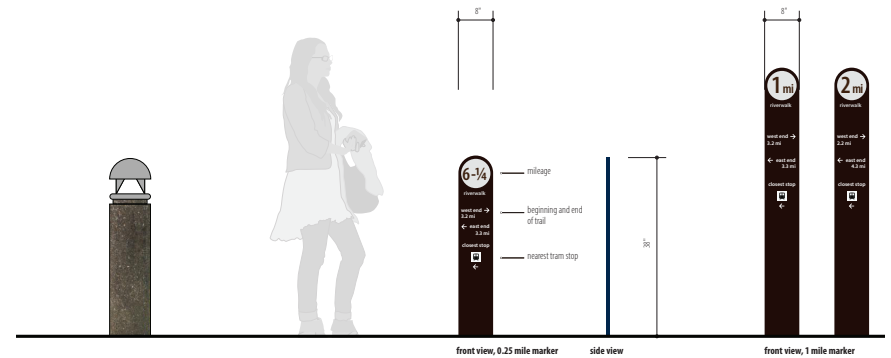


Figure 46: Riverwalk Trail wayfinding and lighting elements (City of Astoria)

Wayfinding program, promote an important sense of quality and continuity. Enhanced street crossing treatments, planting, and connections to adjacent properties foster a seamless, comfortable and attractive experience for pedestrians and cyclists.

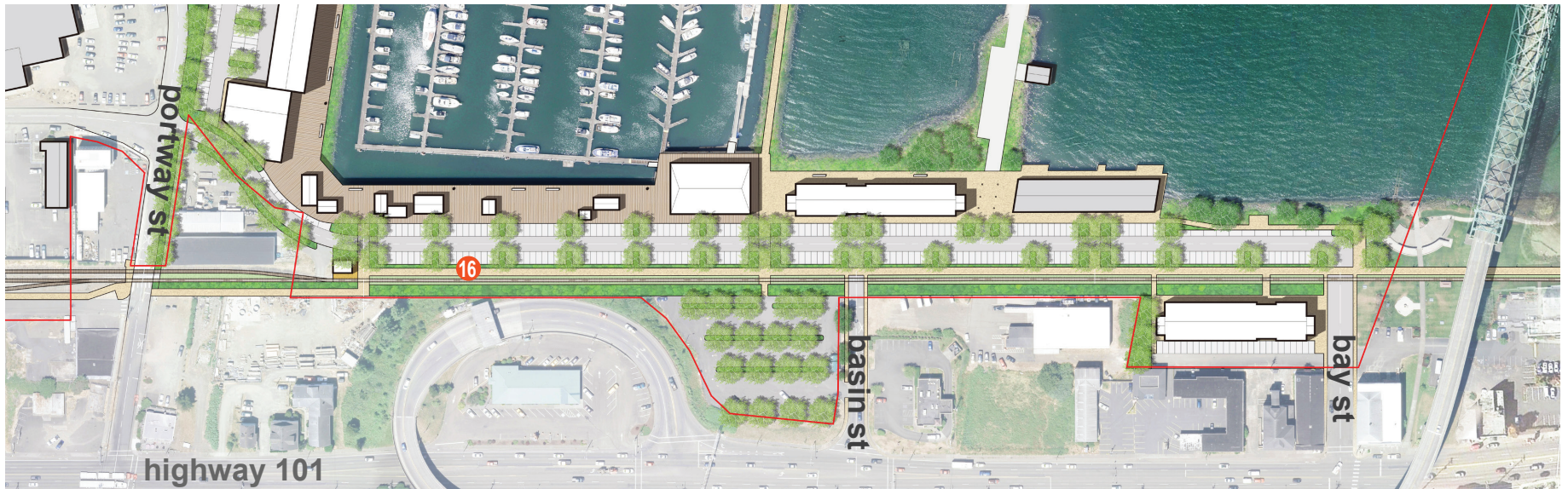


Figure 47: Demonstration Plan

17 DISTRICT SIGNAGE PROGRAM

A comprehensive strategy and consistent family of wayfinding and interpretive signage elements is applied throughout District. As a system, district signs orient and direct people to their destinations, enhance their understanding and experience of the Port waterfront, and promote a cohesive identity unique to this place.



Figure 48: Inspiration

18-19 SUPPORTIVE MIXED USE BUILDINGS

Two new mixed-use buildings provide space for businesses that support the Port's working waterfront commerce and character. These could include light manufacturing and incubator space, maritime professional offices, food and drink, and small retail spaces.

A new mixed-use building is developed on the water, near the Fishing Village, Red Building, and entrance to the Cannery Pier Hotel.

A new mixed-use building is also developed adjacent to Bay Street and the Riverwalk Trail, across from Maritime Memorial Park and well connected to Uniontown.

Both sites enjoy impressive views of the river.



Figure 49: Demonstration Plan

20 UTILITIES

Construction of new buildings while preserving the other existing structures will require maintaining most of the existing utility systems, removing or abandoning many old connections, and extending new services to new structures.

The Pier 1 building is served by existing water and sewer force main from Portway Street. Both utilities take large loops through the Pier 1 site. With the future development of Pier 1, it is recommended that the existing water and sewer be relocated to provide a more direct route. Additional service laterals should be provided to the Pier 1 lot.

New water, storm and sanitary service laterals will be required to each new building, with the existing main lines being utilized for most of the building connections. An exception to this could be the 12" sanitary sewer main near Portway Street and Highway 101, which should be evaluated and possibly upsized to a 15" main.

Effort should also be made to loop the existing waterlines wherever possible for improved resiliency and health, which would require connecting existing lines together that currently dead-end.

A new stormwater main is also recommended for Industry Street to ensure sufficient and well distributed stormwater treatment and discharge. Rather than a large regional stormwater facility, it is recommended that more localized treatment areas within Industry Street and other impervious area basins be considered, possibly curb tight planters along Industry Street.

All stormwater improvements shall meet local code requirements for treatment, detention, and discharge. The waterfront site has sufficient area to provide full stormwater treatment for new impervious areas.

With this future development planned, it is recommended that the overhead utilities in Portway Street and east of the Red Building be undergrounded, when appropriate. This will allow Portway Street to be widened and create a cohesive streetscape leading to the waterfront. In addition to new underground power service to all new and existing buildings, fiber-optic internet service will be added to all new and existing buildings as well. New undergrounded services from the overhead lines in Portway will be needed throughout the site.

ZONING RECOMMENDATION

It is recommended that the City of Astoria adopt a simplified framework of development standards for the District to enable progress toward the waterfront vision and goals established in the Port of Astoria Waterfront Master Plan.

Figure 52 “Considerations for potential amendments to zoning” outlines potential considerations for code adjustment to facilitate the Master Plan. The new zoning should provide maximum flexibility consistent with the vision and goals of this Master Plan and Framework, in support of the success of Port and stated purpose of the Code.



Figure 50: Proposed new buildings

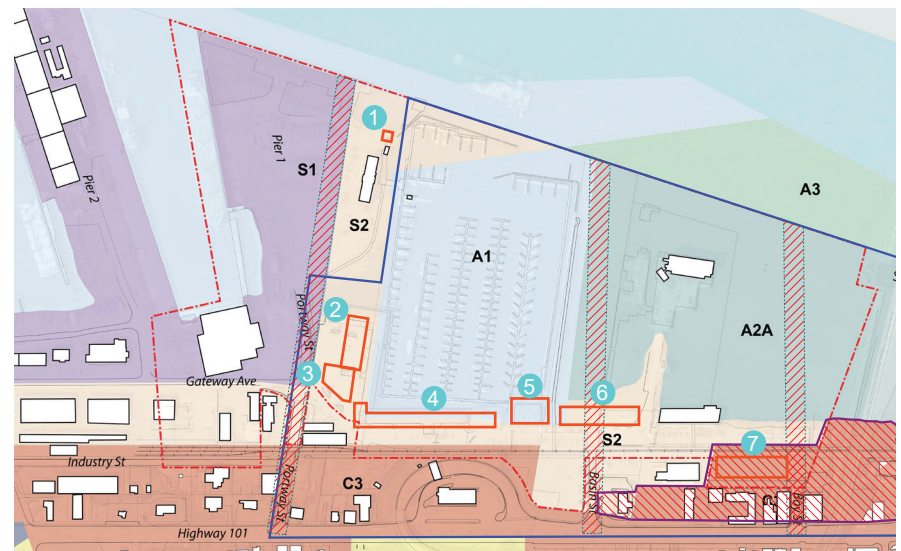


Figure 51: Proposed new buildings with existing zoning

#	Name	Considerations	Status
1	Port Tower*	(In S2, General Development Shorelands)	
		Uses: Recreation	allowed
		Height: If over 28'	not allowed
2	Hotel	(In S2, General Development Shorelands, BVO)	
		Uses: Recreation	allowed
		Height: If over 28'/35'	not allowed
3	Market Hall	(In S2, General Development Shorelands, BVO)	
		Uses: Fish Market	conditional
		Food & Drink	conditional
		Retail	conditional
		Office	not allowed
		Meeting Space	not allowed
		Height: If over 28'/35'	not allowed
4	Fishing Village	(In S2, General Development Shorelands, BVO)	
		Uses: Seasonal/temp retail	conditional
		Food & Drink	conditional
		Height: If 28' or under	allowed
5	Multi-Use Support Structure**	(In A1, Aquatic 1 Development, BVO)	
		Uses: Fish Market	not allowed
		Sports fishing retail	not allowed
		Food & Drink	not allowed
		Height: If 28' or under	allowed
6	Mixed-Use Building	(In S2, General Development Shorelands, BVO)	
		Uses: Light Manufacturing	allowed
		Maritime office	not allowed
		Food & Drink	conditional
		Retail	conditional
		Height: If 28'/35' or under	allowed
7	Mixed-Use Building	(In C3 General Commercial, BVO, Pedestrian-Oriented District)	
		Uses: Light Manufacturing without retail	amendment required
		Light Manufacturing with retail	allowed
		Maritime office	allowed
		Food & Drink	allowed
		Retail	allowed
		Height: If 28'/35' or under	allowed

*
The Port Tower (1) site is located outside the BVO and outside the Port of Astoria West Mooring Basin Plan District.

**
The Mixed-Use Building (6) site is located within the Basin Street view corridor, which is not allowed by current zoning. Removal of the Astoria Riverwalk Inn provides new public views to the Columbia River and West Mooring Basin, which could be considered as an offset or "swap" for this development site.

Figure 52: Considerations for potential amendments to zoning

ADDITIONAL RECOMMENDATIONS

The following recommendations bolster the success of investments within the District and Port of Astoria generally.

TRANSPORTATION

Related to the development of Industry Street and work within the District to connect Portway, Basin, and Bay Streets, it is recommended that the Port of Astoria work with the City and Oregon Department of Transportation (ODOT) to improve street connections to Highway 101. The following is a summary of potential projects which are outside the District.

- Address challenges to truck access into the Port at Portway Street. This involves realigning Portway where it approaches Highway 101 and providing wider through lanes to accommodate turns (left and right) by semi trailer trucks. Additional upgrades could include bike lanes and street trees. This project is included in the 2013 Astoria Transportation System Plan (TSP) (D-34) as a long-term, aspirational plan. Intersection design and signalization improvements to facilitate safer turns should be assessed. Signalization optimization is included in the TSP (D-2) as a medium-term, likely-funded plan.
- Upgrade Basin Street and Bay Street to mixed-use local street section, with shared through/bike lanes, on-street parking, and street trees. Upgrades to Bay Street are included in the TSP (D-35) as a long-term, aspirational plan. Signalization optimization at Basin Street is included in the TSP (D-2) as a medium-term, likely-funded plan.
- Improve truck access at Hamburg Avenue. This may involve intersection design and signalization improvements at Highway 101, to accommodate safer turns. Improvements are included in the TSP (D-19) as a long-term, aspirational plan, limited to restricting access or installation of a new signal. It is recommended that a review of more extensive improvements is conducted, to assess Hamburg Avenue's potential as a primary truck entrance into the Port, to take pressure off Portway Street.

PORT IDENTITY AND WELCOME SIGNAGE

As discussed in Chapter 4, the Port of Astoria would greatly benefit by identifying its presence and its place in the community and conveying a clear invitation to do business at its industrial waterfront. It is recommended that the Port of Astoria develop a branding program that serves as a guide for visual elements including signage throughout its public-facing areas.

As part of this program, it is recommended that the Port of Astoria introduce new monumental signs that clearly identify the Port of Astoria and its entrances along Highway 101 (Hamburg Avenue, Portway Street, and Basin Street) and welcome visitors to the waterfront.



6 IMPLEMENTATION STRATEGY

Introduction

Set the Table

Attract Commercial Development

Attract Industrial Development

Potential Partnerships and Funding Sources

Development Upside and Downside Risks

Early Wins

Costs

INTRODUCTION

Implementing the Master Plan will take the concerted effort of multiple parties in soliciting grants, securing capital funding, convening stakeholders, and attracting site users. The purpose of this Implementation Strategy is to outline the steps to be taken to realize the vision of the Master Plan.

The framework for implementation of the Plan is composed of three components:

- **Set the Table** (Zoning Changes and Horizontal Development). Horizontal development of public infrastructure (streets, sidewalks, utilities) that will support the desired uses on the site
- **Attract Commercial Development** (hotel, mixed-use, and commercial facilities)
- **Attract Industrial Development** (maritime-related industrial facilities)

The team recommends that the Port construct horizontal development first, followed by the two vertical development tracks that can be executed entrepreneurially dependent on the market and opportunities.

The horizontal development is akin to the foundation of a house, upon which all the vertical construction sits. The horizontal must be constructed first, before the vertical development can begin. The two vertical components of the project may occur in tandem depending on opportunities available.

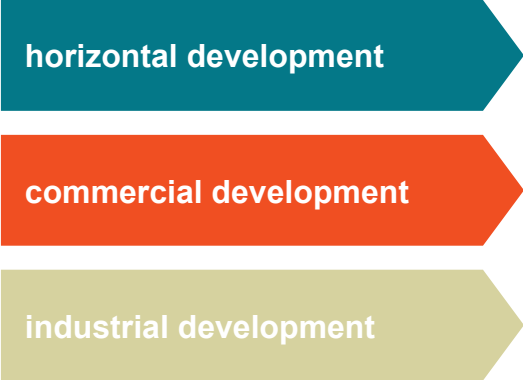
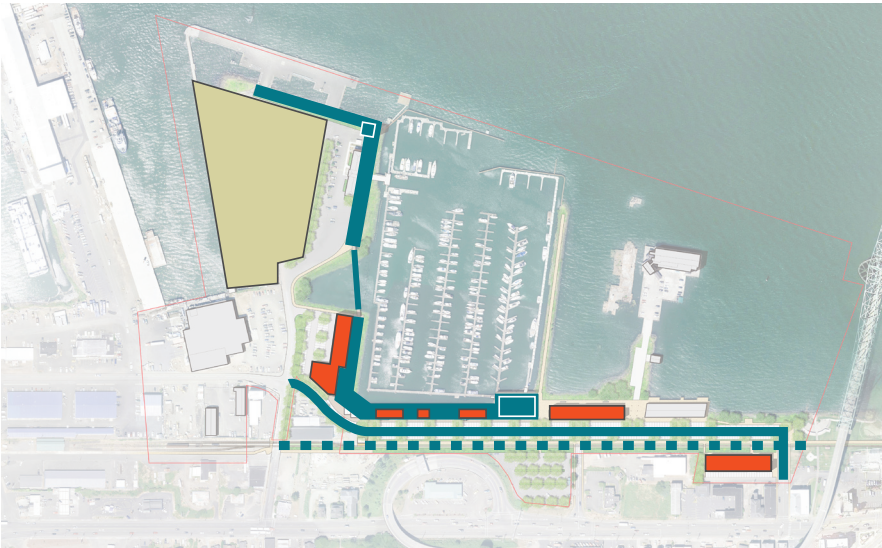


Figure 53: Development tracks

1 SET THE TABLE

1. Make Zoning Code Changes.
2. Identify Funding Sources for Horizontal Development Projects.
3. Fund-raise and Plan.
4. Construct Improvements.

STEP 1. MAKE ZONING CODE CHANGES

The first action that the Port can take is to work with the City to craft development regulations for the West Mooring Basin Plan District as discussed earlier, to simplify and clarify the uses and form of development that may occur on the site. It will be important to write the development code provisions within the West Mooring Basin Plan District to conform to the Master Plan so that there are no conflicts in the code that create obstacles to development of the Plan.

Once these code improvements have been implemented, the Port can turn its attention to horizontal development that will set the table for subsequent vertical development.

STEP 2: IDENTIFY FUNDING SOURCES FOR HORIZONTAL DEVELOPMENT PROJECTS

The Port should undertake several projects to provide the necessary infrastructure to support the type of development identified in the Master Plan. These investments are intended to occur early in the effort.

These include:

Demolish the Chinook Building.

The Chinook Building has exhausted its useful life. Renovating the structure is not economically viable. The removal of the existing structure is an early step toward implementing the horizontal development of the area and will indicate to the community that positive changes are underway. By removing the building, views of the mooring basin and river will be improved thereby meeting community desires for visual access and improving the perception of the area for prospective private development of other parcels.

Improve the street grid by developing Industry Street from Portway to Bay Street.

The goals of this street investment are to:

- Create a new gateway to the waterfront from the east and a better connection to Uniontown
- Improve multi-modal circulation
- Enhance access to all sites within the project area, but especially sites at the east end, rendering them more viable for development
- Use the transportation investment as an opportunity to upgrade existing water, stormwater, and sewer connections to and through the site, as well as bringing high speed data fiber to the site to support new and existing uses

Improve pedestrian connectivity.

Enhancing pedestrian access will improve the feasibility of all of the Master Plan components. An improved pedestrian experience through the area will encourage visitors to eat, shop, and stay at the hotels and various commercial offerings in the area, maximizing the development potential of available sites. These improvements should also help to attract private investment.

Projects include:

- West Mooring Basin Boardwalk: With the future replacement of the Riverwalk Hotel, this area will be available for supportive activities and greatly improved visual and physical access to the marina and the river. This improvement will increase the desirability of all the parcels in the District
- Enhancements to the Riverwalk. Improving lighting, wayfinding, amenities and connections to the site will encourage use, improve

safety and increase the perceived value of the area for perspective investment

- Construct the Pier One Walk. Better connecting the Pier One Building and the Cruise Dock to the area will help the viability of both entities as it connects the public to the waterfront
- A new pedestrian footbridge over a small water inlet adjacent to the marina. This improvement will add a new experience to the waterfront and improve the perceptions and use of the Port's property
- Relocated trolley stop. Relocating the Trolley Stop will better connect riders to waterfront improvements
- Improved lighting and wayfinding signage. Providing these improvements will encourage public access and improve the perception and safety of the area
- The Port Tower that will serve as an iconic viewpoint elevated above the site to offer visitors stunning views of the surrounding area. This improvement will become a draw for the community and better connect the public with Port activities and the benefits the two brings to the region

Programming opportunity: Business spotlights.

The Port could use the West Mooring Basin Boardwalk and Riverwalk to create pedestrian amenities that celebrate and support specific local business owners and entrepreneurs who provide goods and services. For example, the Port could create signage along these walkways that spotlights local businesses within walking distance, tells their stories, and highlights their contributions to the community.

Funding Sources: An early step to implementation of the horizontal development is to identify prospective local and state funding sources

for improvements to infrastructure, streets and pedestrian connections. The planning team identified a set of potential funding tools in Figure 54. Some of the grant programs identified may be used for project planning purposes, some may be used for construction of improvements, and some may be used for both planning and construction. It will be important to prioritize planning grant applications first, as much of the completed planning work will support later applications for funds dedicated to construction of the improvements. In this way, it may be that multiple applications to the same program will be required to maximize the amount of funds the project can obtain from some programs.

The Port should also leverage the support and advocacy of local and state elected leaders in pursuing each of these funding tools. In particular, former Senator Johnson and Representative Weber are ardent supporters of this project, and willing advocates for state-level requests. Partnering with them and others to tell the story of the project within the state capitol will be important to securing planning and construction funds for this phase of the project.

STEP 3: PLAN AND FUND-RAISE FOR CONSTRUCTION

With grant applications submitted and approved, the process of developing the project details begins.

- **Step 3.1: Develop detailed plans for horizontal development including construction drawings for street improvements, walking paths, and other horizontal infrastructure.** The Port should engage with community stakeholders around the design of public realm infrastructure, wayfinding signage, trolley station, pedestrian amenities, the Port Tower, and other vehicular and pedestrian improvements. This effort will help build support and champions for construction of those amenities.

- **Step 3.2: Develop building massing strategies and sequencing strategy for vertical development.** As part of the process of developing plans for the construction of horizontal infrastructure, it will be important to identify the size and shape of buildings on the site and how they will interact with streets, sidewalks, walking paths, and other public rights-of-way.

Additionally, the Port may want to consider sequencing development of the vertical improvements, particularly those in the mixed-use/commercial category. For example, developing smaller, less expensive buildings first will drive traffic to the site, followed later by the hotel and larger mixed-use buildings. A sequencing plan will allow the Port to strategically identify and engage with developers and tenants for various vertical development components. It will also help to determine whether some of the infrastructure investments could be phased.

- **Step 3.3: Perform Economic Impact Analysis (EIA).** An economic impact analysis should be performed to quantify the economic development impact of the project on the local economy. Many of the grant applications identified in the previous step will ask for the number of construction and permanent jobs created or retained, forecast of direct and indirect economic activity (in dollars) generated by the project both on site and in the local and regional community, expected wages of workers at the project site, as well as other metrics. Identifying these metrics early will help project advocates tell the story of how additional grant dollars will help support the local economy.
- **Step 3.4: Apply for construction funding.** Once the project plans are developed, the Port should submit applications and secure funds for construction activities via the sources identified earlier. As mentioned above, many of those funding sources have funds available for both planning and construction. This is the time for securing funding commitments for the construction phase of the horizontal development portion of the project. For example, if the Chinook Building demolition

requires abatement of any hazardous substances such as lead paint or asbestos, Business Oregon’s Brownfield Remediation Program should be engaged to provide financial assistance for this scope of work.

- **Step 3.5: Submit for permits.** Once funds for construction are secured and detailed plans for horizontal development are created, the horizontal infrastructure elements of the project become “shovel-ready.” At this stage, the Port would submit for building permits for each component of the horizontal infrastructure. This may be done in phases as funding for horizontal construction becomes available or as vertical development plans (described later) move closer to fruition.

STEP 4: CONSTRUCT IMPROVEMENTS

With the horizontal development permits in hand and funds in place to construct the improvements, the Port may elect to hire an “owner’s representative” to oversee construction activities. A key consideration for the Port will be whether to manage the project and subcontractors itself, or to engage with a construction company to do so on the Port’s behalf. While this decision may not need to be made until permits are ready, it may be helpful to have a contractor involved in the design process to provide feedback on construction cost and constructability issues during the design phase.

The first task under the “Construct Improvements” category is to demolish the Chinook Building. The remaining tasks of the horizontal development phase should follow.

With horizontal construction complete, the table is now set for vertical development. The Port will now be able to move the project into the two vertical development components: commercial development and maritime industrial development.

2

ATTRACT COMMERCIAL DEVELOPMENT

1. Identify Funding Sources and Define and Engage Stakeholders.
2. Fund-raise and Plan.
3. Construct Improvements.

STEP 1: IDENTIFY FUNDING SOURCES AND DEFINE AND ENGAGE STAKEHOLDERS

- **Step 2.1: Identify and secure funding for project planning and market feasibility studies.** There are several funding sources that may be tapped to support the planning and development of the mixed-use/commercial components of the project. Engaging local and state partners will be vital to the successful implementation of the commercial development phase of the project. The first step is to identify prospective funding sources for planning and engagement, as well as for vertical construction. Any public funds secured for the commercial development components of the project should be considered gap funds to make the project viable, not the sole source of funding for the project. It is anticipated that the selected developers will contribute some measure of debt and equity financing to the project.

- **Step 2.2: Engage Community on the Market Hall and Fishing Village and Create Concept Plans.** The most public-facing aspects of the project are the Market Hall and Fishing Village, both of which are anchored by the West Mooring Basin Boardwalk. The Market Hall and Fishing Village will generate the highest foot traffic and attract the greatest number of local small businesses.

Through this process, the Port can listen to the public's thoughts about the future of the site and how it can serve residents and business owners. Community engagement during this step should focus on:

- The design and programming for commercial elements, informing the creation of concept plans for the Market Hall and Fishing Village.
- Recruit tenants for commercial spaces, including a list of prospective tenants. Engaging the community to understand the products, services, amenities, and business they would like to see will be vital to understanding how to recruit tenants to these spaces.

STEP 2: FUND-RAISE AND PLAN

With the community engagement complete on the most public-facing elements of the project, the Port can identify and secure public funding sources for the commercial components of the project. Most of the public funding sources identified earlier can fund capital construction and should be engaged again as this phase nears the construction stage.

- **Step 2.3: Solicit a Developer for the Market Hall and Fishing Village.**

With the community engagement process for this step complete, concept plans are created, and grant applications submitted and approved, the Port can then solicit a developer to build the Market Hall and Fishing Village, knowing that several prospective tenants have already been identified. By identifying prospective tenants and funding sources early, the Port can reduce leasing and financial risks for the developer and make the commercial components of the project more feasible. The Port may choose to implement the Fishing Village itself.

- **Step 2.4: Solicit a Hotel Developer.** The Port should begin this step by retaining the services of a hotel development consulting firm to perform a feasibility and positioning analysis for a hotel on the site.

The Port should use the hotel feasibility analysis to issue an RFP for a hotel developer. With a specific type and scale of hotel in mind, backed by empirical data and analysis, the solicitation is likely to be successful in identifying and selecting a hotel developer.

- **Step 2.5: Solicit a Light Industrial / Creative Office Developer.** Engage with commercial real estate brokers and economic development professionals to better understand the specific economic viability of development. For pads on the site identified for light industrial or creative office development, engage with regional and state economic development professionals and industrial real estate brokers to identify users for this type of space (for example the Hood River development with Full Sail, Tofurkey, etc.). Meet with representatives of such

companies to determine their facilities needs and expansion plans and discuss how the port site might be able to meet those needs.

With prospective users identified, issue an RFP for developer to build projects that meet the needs of the identified users. Identifying tenants with the project before issuing the RFP is vital to gaining developer interest and financial feasibility.

- **Step 3: Construct Improvements.** With the public funds secured and developers selected, the Port should enter into development agreements and ground leases with the developer of each component (hotel, mixed-use buildings, Market Hall, fishing village, etc.). Once development agreements are executed, the developers can proceed to create construction plans, secure private debt and equity financing, sign tenants to leases, and prepare for the start of construction.

Upon expiration of the lease for the Riverwalk Inn, we recommend demolishing the structure and repairing or replacing the overwater structure if necessary. In the event that demolition of the structure requires abatement of any hazardous substances such as lead paint or asbestos, Business Oregon's Brownfield Remediation Program should be engaged to provide financial assistance for this scope of work. If shoreline restoration is required, Regional Solutions should be consulted, along with Oregon DEQ.

3

ATTRACT INDUSTRIAL DEVELOPMENT

1. Define and Engage Stakeholders.
2. Fund-raise and Plan.
3. Construct Improvements.

STEP 1: DEFINE AND ENGAGE STAKEHOLDERS

Step 3.1: Engage industrial stakeholders. Assemble a stakeholder group of industrial real estate brokers, economic development professionals, industrial real estate developers, and maritime industrial users to identify uses and businesses that would maximize the industrial potential of the Pier 1 portion of the site.

Industrial users could be categorized in three groups:

- Established users looking to expand their manufacturing capacity,
- Small industrial startups that would benefit from a business incubator.
- Maritime service and support users

This engagement process will help the Port to identify future tenant users of the site and work with them to obtain nonbinding letters of intent for leasing space on the site. The Port may find it beneficial to

engage the services of an industrial real estate broker for this effort. In addition, the Port may identify and engage with a nonprofit or other entity that could be tapped to manage and operate the industrial business incubator.

- **Step 3.2: Identify public funding sources for the maritime industrial development.** This will include funding sources for both traditional maritime-related facilities, as well as a business incubator for similar startup businesses (see Exhibit 1). Any public funds secured for the industrial development components of the project should be considered gap funding to make the project viable, not the sole source of funding for the project. It is anticipated that the selected developers will contribute some measure of debt and equity financing to the project.

STEP 2: FUND-RAISE AND PLAN

With stakeholder engagement complete, prospective users identified and signed to letters of intent, the Port can pursue and secure public funding sources for the industrial components of the project.

- **Step 3.2: Attract public subsidy for infrastructure.** The Port should use letters of intent to build the case for public subsidy for infrastructure to support new facilities on Pier 1. State legislators should be engaged to obtain state-level funds identified above, as well as with federal delegation to obtain federal infrastructure funds to support industrial development and job creation on the site. With specific industrial users identified, the Port could leverage those users and representatives from Business Oregon to advocate for state funding in Salem.

Like the commercial development effort, it would be helpful to have an economic impact analysis performed on the industrial components of the site to quantify the impact these uses will create in the local and regional economy (number of jobs created, economic activity in dollars, etc.). The Port should utilize this analysis, letters of intent, and support from elected representatives to secure gap funding from various sources.

- **Step 3.3: Design business incubator program and facility.** Work with large and small industrial users, trade organizations, economic development agencies, and others to identify the types of users, amenities, and support services required for an industrial business incubator. The Port should identify similar facilities in other areas and learn from the managers of those facilities how to program and manage one on the project site, including how to establish a pipeline of future users. The business incubator may need to be operated as a nonprofit to maximize benefit, so identifying prospective organizations early will be important. Whether the program is run by an existing nonprofit, or one newly created for this project, the entity, staff and board will need to be put in place prior to the start of construction on the incubator facility.

- **Step 3.4: Issue RFP to select industrial developers.** With users and gap funding in hand, the Port can issue an RFP(s) to solicit developer interest for the industrial components of the site. It may be that industrial users choose to build their own facilities, in which case developer RFPs for those buildings won't be necessary. To the extent that users will be leasing space rather than owning it, these buildings will be best served by attaching a developer to those projects.

STEP 3: CONSTRUCT IMPROVEMENTS

- **Step 3.1: Build incubator and industrial facilities.** With the public funds secured and developers selected, the Port should enter into development agreements and ground leases with the developer of each industrial component, and for the industrial business incubator. With development agreements executed, the developers can proceed to create construction plans, secure private debt and equity financing, sign tenants to leases, and prepare for the start of construction.

POTENTIAL PARTNERSHIPS AND FUNDING SOURCES

Potential Funding Source	Description	Funding for Planning or Capital	Horizontal Development	Commercial Development	Maritime Industrial Development
FEDERAL					
Economic Development Administration	Programs that may be applicable to the project include Travel, Tourism and Outdoor Recreation grants; American Rescue Plan Act funds; Build Back Better Regional Challenge grants; Economic Adjustment Assistance grants; and others.	Both	★	★	★
Federal Emergency Management Administration (FEMA)	In designing the horizontal development, the City should aim for climate resistant design. Due to the site's location on the waterfront in a tsunami zone, it may be possible to secure funding from FEMA for climate-resistant design and use of project elements as an evacuation site.	Both	★		
New Markets Tax Credits (NMTC)	Incentivize community development and economic growth through the use of tax credits that attract private investment to distressed communities. Commercial developments that create jobs in qualifying census tracts are eligible to compete for these tax credits on an annual basis. The census tract where the project is located was an NMTC-qualifying tract in 2010 but is not as of the 2015 census. It is possible that it may be so designated again when the next NMTC map is released in 2022.	Capital		★	★

Figure 54: Potential partnerships and funding sources

Potential Funding Source	Description	Funding for Planning or Capital	Horizontal Development	Commercial Development	Maritime Industrial Development
STATE					
Oregon Lottery	The state legislature allocates Oregon Lottery funds to qualifying economic development projects as part of the legislature’s annual budget process. Lottery funds are allocated for job creation and economic growth, assisting a variety of Oregon’s industries. These include manufacturing, high-tech, agriculture, fisheries, solar, medical, tourism, as well as small businesses. The funded projects in turn help local communities in the form of employment and business expansion.	Both		★	★
Regional Infrastructure Fund (Business Oregon)	Provides grants and loans to local governments for Regional Solutions capital construction projects. The enhanced street grid will set the table for vertical development and connect the study area to Uniontown and downtown. The investment will create new economic development opportunities, which is an important criterion for securing RIF funds. The funds could also be used for vertical development that creates jobs and enhances economic activity.	Capital	★	★	★
Business Oregon Special Public Works Fund	Provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation.	Both	★		

<i>Potential Funding Source</i>	<i>Description</i>	<i>Funding for Planning or Capital</i>	<i>Horizontal Development</i>	<i>Commercial Development</i>	<i>Maritime Industrial Development</i>
STATE					
Port Revolving Loan Fund	The State of Oregon includes ports in planning and implementation of economic development by way of technical assistance, intergovernmental coordination, and responsible investment. The Fund provides loan funding to assist ports in the planning and construction of facilities and infrastructure.	Both	★		
Oregon Recreational Trails Program	Federally funded grant program administrated by the Oregon Parks and Recreation Department. Since 1993, Oregon has funded over 500 projects with these funds to develop, improve, or expand motorized and non-motorized trails and their facilities.	Both	★		
Oregon Community Paths Program	A competitive grant program that supports investment in biking and walking facilities that are “off system,” meaning facilities that are not primarily on or along a roadway. Off System facilities may be routes or segments that traverse a park, between housing developments, along greenways, on old rail lines, or areas that are not otherwise within the public road right-of-way.	Both	★		
Oregon Parks and Recreation grants	More than \$13 million of grant funding is awarded each year to Oregon communities to support recreation on public lands. The grants help acquire, develop, improve and maintain public recreation and facilities.	Both	★		

Potential Funding Source	Description	Funding for Planning or Capital	Horizontal Development	Commercial Development	Maritime Industrial Development
STATE					
Travel Oregon Industry Grant	Projects that contribute to the development and improvement of local economies and communities throughout Oregon by means of the enhancement, expansion and promotion of the visitor industry are eligible to receive grant funding.	Planning	★	★	
Oregon Dept of Transportation (ODOT) Transportation Growth Management (TGM) grants	TGM Planning Grants help local jurisdictions plan for streets and land with the goal of creating more livable, sustainable, and economically vital communities. The Preferred Alternative increases opportunities for transit, walking and bicycling. Next step: Connect with David Helton at ODOT who manages TGM grants for Clatsop County.	Planning	★		
Connect Oregon	Connect Oregon is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation. Future rounds of the program will fund aviation, rail, and marine projects, and previous rounds included bicycle/pedestrian and transit projects. These infrastructure projects ensure Oregon's transportation system is strong, diverse, and efficient.	Both	★		
Business Oregon Loans	For mixed-use buildings that accommodate light manufacturing and/or food processing, Business Oregon could potentially fund a loan using lease revenue to service the debt. Another program is the Industrial Development Bond program, with maximum funding of \$10 million available.	Capital		★	★

Potential Funding Source	Description	Funding for Planning or Capital	Horizontal Development	Commercial Development	Maritime Industrial Development
LOCAL					
Tax Increment Financing / Urban Renewal Funds	Astoria's TIF funds are well suited to capital projects within the URA that advance economic development within the City of Astoria.	Both	★	★ (main tool)	★
Enterprise Zone Incentives	The enterprise zone covering the project site is a partnership between Clatsop County, the Port of Astoria, and cities of Astoria and Warrenton. Enterprise Zone incentives include tax abatements for qualifying projects, typically tied to amount of investment dollars spent and number of jobs created. Mixed-use/commercial development on the site is very likely to qualify for enterprise zone incentives that would support new development. Note that under current law, enterprise zones will sunset by 2025 .	Capital		★	★
Astoria Transient Lodging Tax	TLT funding is a great source of funds for tourism related amenities such as wayfinding signage.	Both	★		
Partnerships with Local Economic Development Organizations	Engaging with Clatsop Economic Development Resources (CEDR), Columbia-Pacific Economic Development District (CoIPac), and Northwest Oregon Economic Alliance to identify ways these organizations may be able to support the project directly or as a conduit to other sources of capital.	Both		★	★

<i>Potential Funding Source</i>	<i>Description</i>	<i>Funding for Planning or Capital</i>	<i>Horizontal Development</i>	<i>Commercial Development</i>	<i>Maritime Industrial Development</i>
PRIVATE					
Cruise Lines	The Port should explore partnership opportunities with the cruise lines that serve Astoria and dock at the project site. Because these corporate partners may find that enhanced pedestrian amenities at the project site will benefit their cruise passengers, they may have some interest in helping to fund pedestrian improvements.	Both	Maybe	Maybe (Market Hall)	
Philanthropy	The Port Tower viewing deck may be of interest to philanthropic groups due to its educational, accessibility, and environmental benefits. In addition, philanthropic groups may be interested in funding the Market Hall or any industrial incubators on the site.	Both	★	Maybe	Maybe

DEVELOPMENT CONDITIONS AND FACTORS

The Port should implement the Master Plan with a clear understanding of the “headwinds” that could inhibit or delay implementation over time. In addition, the Port should understand the “tailwinds” that could help the Port to implement the plan with greater success than anticipated. Figure 55 provides a preliminary list of potential factors, which should be revisited as economic context and existing conditions evolve.

	Tailwinds <i>Factors and events that help increase growth or cause positive effects on profits and revenue.</i>	Headwinds <i>Conditions that impede or inhibit progress</i>
Local Demand	<ul style="list-style-type: none"> • Population migration patterns create stable and educated workforce in Astoria that meets Advance Astoria Goals • Increasing entrepreneurial activity results in demand for industrial and retail space. • Local residents support amenities, retail. 	<ul style="list-style-type: none"> • Astoria's investments (e.g. broadband, schools) to attract a skilled workforce do not keep pace with other regions, limiting local market for potential investments • Lack of new business starts or expansions limit demand for industrial space and entrepreneurial activity.
Tourism	<ul style="list-style-type: none"> • Cruise ship calls increase, and the Port is able to accommodate them with existing berths, helping to bolster local business activity • Cruise ship industry is an active partner in advancing Master Plan goals at Pier 1 • Tourist demand for Astoria's unique assets increase. 	<ul style="list-style-type: none"> • Cruise industry trends continue toward larger ships that the Port cannot handle with existing infrastructure • Cruise ships are not interested in partnerships • Increased volatility in the cruise sector creates a less certain source of market support.

Figure 55: Astoria Waterfront Master Plan Implementation – Headwinds and Tailwinds

	Tailwinds <i>Factors and events that help increase growth or cause positive effects on profits and revenue.</i>	Headwinds <i>Conditions that impede or inhibit progress</i>
Funding, Implementation, and Political Factors	<ul style="list-style-type: none"> • The Port is successful in winning grants to match local urban renewal dollars for implementation • Port successfully balances local priorities for the site with tourism needs • Developers are interested in working with the Port and have the capacity for large-scale vertical development. 	<ul style="list-style-type: none"> • Stiff competition for limited grant dollars • “Stranded infrastructure” - vertical development does to materialize, even after Port makes all infrastructure investments. • City/port priorities shift away from waterfront master plan implementation • Developer capacity or interest is limited, and the project is delayed
Broad Macroeconomic Factors	<ul style="list-style-type: none"> • Growth in Astoria’s economy accelerates, and this area helps to support this increased economic activity. • Marine cargo activity increases on the Lower Columbia, increasing demand for river-adjacent industrial space 	<ul style="list-style-type: none"> • Astoria experiences a recession or changes in the business cycle that disrupts market support and timing of the project. • Cost increases and volatility inhibit project feasibility. These could delay any component of the development. • Demand for river-adjacent space slows.
Natural Hazards	<ul style="list-style-type: none"> • Investments in resilience help to mitigate risks from natural hazards 	<ul style="list-style-type: none"> • The area experiences a significant earthquake and tsunami and area infrastructure does not withstand the impacts.

EARLY WINS

The transformation of the waterfront envisioned in the Master Plan will take the concerted efforts of multiple entities over time. To draw attention to Port's vision, demonstrate commitment, and instigate progress, it is prudent to initiate this process with some "early wins" that are relatively simple to accomplish and begin the momentum of change that helps to build excitement. The following steps offer tangible benefits to the Port and community that will signify improvement and help attract private investment to the waterfront.

Replace the Chinook Building with interim uses.

An early tangible start to the Port waterfront's redevelopment, could be to remove the now closed Chinook Building and rehabilitate the pier structure to provide a public space for interim uses that support the celebrate the West Mooring Basin. Through the establishment of simple additions to the pier such as stands, picnic tables, and fish cleaning stations, lighting, and signage, the area will take on new life. Views of the West Mooring Basin and Columbia River will be greatly enhanced and this early step will begin to promote the Basin as the heart of the District and center of activity.

Implement Riverwalk Trail lighting and wayfinding.

As an early step of Riverwalk Trail improvements, the City of Astoria should install new lighting and signage through its Riverwalk Wayfinding program. These improvements will help connect the Port's waterfront to other destinations along the trail and welcome the community in a safe environment.

Develop and promote the Port's identity.

The Port should burnish and update its identity to announce its presence and its place in the community and convey a clear invitation to do business. The branding program will serve as a guide for visual elements including signage throughout its public-facing areas. The Port should prioritize pilot installations of wayfinding signage around the West Mooring Basin, to promote its identity to current users, visitors, prospective tenants, and investors.

Improve seasonal cruise facilities to encourage passengers to enjoy Astoria.

The Port should make provisional improvements to how cruise passengers connect with transportation, focused on a stronger benefit to local businesses. As a limited version of the Cruise Passenger Transportation project, the initial step may involve wayfinding signage that promotes destinations and transportation options including bike rentals, along with improvements to circulation, queuing, and loading and seasonal market facilities to accommodate a wider range of Astoria vendors.

Improve access, availability, and amenities within the West Mooring Basin.

Early improvements to the mooring facilities will increase the marina's capacity and welcome new boat owners to lease slips. This will accommodate some of those on the waiting list, add activity to the basin, and improve Port revenue.

COSTS

The following order of magnitude costs were established to assist the Port in establishing initial budgeting strategies. Estimates are based on conceptual illustrations and narrative descriptions provided by the planning team and are stated here as a range of potential costs (low and high). Subsequent phases of design and engineering will provide clearer definitions of scope and greater detail for more accurate estimates.

Each estimate includes direct construction costs plus the following markups: design and construction contingency, general conditions and requirements, Contractor's overhead and profit, bonds and insurance, and soft costs (permits and fees). Owner's operational costs, escalation, remediation, and sales tax are not included. Cost ranges are calculated in 2022 dollars.

The following is a summary of the Conceptual Cost Plan. The complete report is included in the Appendix.



	Low (Millions)	High (Millions)
Demolish Riverwalk Inn Hotel	\$ 1.06	\$ 1.60
Demolish Chinook Building	\$ 0.19	\$ 0.28
Maritime Industrial Site Preparation	\$ 4.88	\$ 7.33
Port Tower	\$ 1.29	\$ 1.94
Pier 1 Walk	\$ 1.56	\$ 2.33
Cruise Passenger Transportation	\$ 0.29	\$ 0.43
Footbridge	\$ 1.05	\$ 1.57
West Mooring Basin Boardwalk Option 1: New Pier Structure	\$ 11.78	\$ 17.67
West Mooring Basin Boardwalk Option 2: Repair Existing Pier Structure	\$ 4.87	\$ 7.30
West Mooring Basin Boardwalk Option 3: Reduced Footprint (Limited Over-Water Structure)	\$ 4.32	\$ 6.49
Fishing Village	\$ 0.33	\$ 0.49
Multi-Use Support Structure Option 1: Enclosed Building	\$ 2.79	\$ 4.18
Multi-Use Support Structure Option 2: Open Canopy Structure	\$ 2.05	\$ 3.07

	Low (Millions)	High (Millions)
Industry Street	\$ 2.96	\$ 4.42
Riverwalk Trail Improvements	\$ 0.86	\$ 1.29
Relocated Trolley Stop	\$ 0.03	\$ 0.05
Bay Street Connection (Inside Study Area)	\$ 0.63	\$ 0.94
Bay Street Connection (Outside Study Area)	\$ 0.08	\$ 0.94
Basin Street Connection (Inside Study Area)	\$ 0.37	\$ 0.56
Basin Street Connection (Outside Study Area)	\$ 0.08	\$ 0.11
Portway Street Connection (Inside Study Area)	\$ 1.70	\$ 2.56
Portway Street Connection (Outside Study Area)	\$ 0.32	\$ 0.48
T-Dock Electrical Service	\$ 0.36	\$ 0.54
Utility Infrastructure	\$ 1.40	\$ 2.09

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PORT OF ASTORIA WATERFRONT MASTER PLAN



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APPENDIX 1: TECHNICAL MEMOS

Economic Considerations
Structural: Conditions Assessment
Architectural: Conditions Assessment
Civil: Infrastructure Assessment
Civil: Utility Improvements Exhibit
Transportation: Background & Existing Conditions
Transportation: Background Transportation Information

DATE: September 3, 2021
TO: Calder Gillen, Walker Macy
FROM: Emily Picha, Lorelei Juntunen, Ariel Kane, and Isabel Tapogna
SUBJECT: Economic Considerations – Astoria Waterfront Master Plan - **DRAFT**

The purpose of this memorandum is to summarize trends, issues, and constraints related to demographic changes, tourism development, economic barriers, and small business needs in the City of Astoria. We have organized this document into a series of strategic questions for the project team to consider as we move forward with the planning process for the waterfront study area.

As part of this work, ECONorthwest evaluated the following documents:

- Port Strategic Business Plan, 2019
- Advance Astoria Economic Development Strategy, 2017
- Advance Astoria Economic Opportunities Analysis (EOA), 2017
- NW Oregon Comprehensive Economic Development Strategy, 2018-23
- North Coast Economic Recovery Strategy, 2020
- Civic Dossier – Civilis Consultants

The remainder of this document presents the strategic questions along with key considerations. We have included footnotes that point to the document we sourced the information.

Strategic Questions

How might demographic changes impact our thinking about development trends on the site?

- **New development should consider the needs of an aging population.** Clatsop County is attracting retirees, and the fastest growing age group has been in the 65 years and older age group. Walkability and aging in place are important factors that Baby Boomers consider when thinking about a place to live.
- **To attract younger workers, Astoria should focus on how it provides urban amenities, like a vibrant waterfront and housing that is affordable to workers entering the workforce.** Since 2000, the number of residents 24 and younger has declined. Most members of Generation Y are interested in living in a place with urban amenities. If the area is unable to attract enough young workers, the region's economic resiliency is in jeopardy. Additionally, retirements will affect workforce development and training needs in the coming years.¹²

“Lack of workers is already limiting expansion and development of North Coast fish processors and staffing restaurants and retail in the visitor industry. Trucking and the construction trades, two vital industries to NW Oregon’s economic sustainability are losing workers to retirement.”

NW Oregon 2018–2023
Comprehensive Economic
Development Strategy (CEDs)

- **Incomes are lower than in other areas.** Therefore, to be viable, new offerings on the waterfront may need to serve visitors as well as locals. Additionally, higher wage jobs may be an important priority.
- **Resident incomes have fallen and are stagnating at 80% of the median income in Oregon.** As the region’s economy experiences growth in certain industries, the regional median income (\$47,337) has fallen below Oregon’s median income (\$50,521).”³
- **The area continues to attract new residents and is forecast to grow.** In Astoria, nearly 12% of all residents lived outside Clatsop County or outside the State of Oregon 12-months prior. These new residents will be a source of demand for housing and retail uses.⁴
- **The waterfront could contribute to local workforce training efforts as employment is forecast to continue growing.** Employment in Astoria will grow by about 1% annually, adding about 1,400 net new jobs by 2040, with the largest number of new jobs in health care and social assistance.⁵
- **Educational attainment is lower in NW Oregon than statewide, but community colleges help fill in workforce skills gaps.**⁶ Development at the waterfront could build on Clatsop Community College and Small Business Development Center efforts to coordinate apprenticeship programs with local employers and high school youth.⁷

Based on studies to date, how can the Waterfront best serve Astoria’s small business community?

- **The Waterfront district can help fill the gap on needed affordable commercial space.** As businesses scale up, local economic development plans to date have cited that it is extremely difficult to find available and affordable commercial space. Small businesses occupying less than 1,800 square feet can help activate the waterfront district.⁸
- **Centralized business resources, such as a maker space, resource center or incubator may help develop a supportive entrepreneurial ecosystem.** The Advance Astoria Plan cites turnover and high failure rates among small businesses downtown, and indicated that “a testing ground (e.g., a maker space), programs or city-sponsored or supported business training could improve the prospects for entrepreneurs.”⁹
- **Provide flexibility in zoning regulations to bolster Astoria’s existing business base, which provides a strong foundation to promote local industries.** The waterfront could provide spaces to showcase the City’s existing makers and producers, combined with the existing service delivery system in NW Oregon.¹⁰ However, many of these uses span both retail and industry, which is not always compatible with current zoning.

There are 139 identified entrepreneurial establishments in Astoria. They report average revenues of about \$70,000 annually for a total of more than \$9.5M in 2015, and on average they occupy less than 1,800 square feet of space to operate, which means that the entire sector leases nearly 250,000 square feet of space within the City. -

- **Specific physical improvements can help to activate business districts, including better active transportation connections from Uniontown to downtown and a greater focus on Astoria’s gateways into town.**¹¹
- **Build on the energy from the proposed food hub in downtown Astoria.** The Astoria Food Hub is seeking to redevelop the former Sears Hometown Store as a food hub that would retail, processing, storage and distribution hub for local food producers.¹² There could be an opportunity for a complementary use on the waterfront, with a focus on seafood.

First, focus on encouraging growth in local companies over recruitment. And second, create new opportunities that add value to current industries.
- Civic Dossier, Civilis Consultants

What are key tourism trends that the Plan should account for?

Continued increase on tourism, with tight labor markets

- **Tourism/service industry already account for a third of the region’s employment and are likely to continue to be key industries.**¹³
- **Labor shortages have been creating tighter markets, even with job growth approaching three percent.**¹⁴

Focus on experiential travel

- **With new trends in visitors seeking interpretive and educational experiences, the plan should consider how to incorporate these elements into the developments in the district.** This site could serve as an anchor for these experiences, alongside other key sites like the Columbia River Maritime Museum, Tillamook Forestry Center, Tillamook Creamery, and a planned Estuary Discovery Center in Garibaldi.¹⁵
- **Craft brewing, distilling, and other specialty manufacturing can offer unique opportunities to leverage existing industries and opportunities that attract visitors, take advantage of the traded sector and provide employment opportunities for residents.** There are nearly a dozen breweries operating in the region that are exporting products all over the Pacific Northwest distribution.

The growth of craft brewing in NW Oregon is also benefiting the region’s tourism industry, providing an attractive amenity for visitors to the area.” - North Coast Economic Recovery Strategy

A changing cruise industry

Astoria is a natural port-of-call for the Pacific Northwest cruise lines. An additional competitive advantage is having an accessible and supportive local/regional tourism community to greet passengers.

- **The Port has seen a continued rise in the number of cruise ships docking in Astoria over the last 10 years, which was halted by the COVID-19 pandemic.** Prior to the COVID-19 pandemic, the Port was expecting 31 cruise ships for 2020, carrying close to 100,000 passengers and crew members.¹⁶

- **While the number of ships is not expected to increase over the next decade, the number of passengers is expected to double, and the size of ships is expected to increase** The Port also expects an increase in riverboat cruises. The Alaska to Pacific Northwest cruises were the second most popular routes in 2017.¹⁷

What economic barriers should the plan account for?

- **Existing seafood processors are expanding their Astoria facilities, outside of Astoria, due to worker shortages and infrastructure limitations.** Like with other industries, the seafood processing industry is going through a restructuring. Astoria remains a strategic location for commercial fishing fleets because proximity and contracts with the local fish processors.
- **The seafood processing industry is going through restructuring and may not be stable over time.** However, while this is a core industry, it may be less stable over time for a few reasons. An important challenge for fish processors located at the Port is having a stable workforce. While this work is well-paid, it is seasonal and physically demanding. The industry is trending toward more automation which over time will replace some of the manual labor. In addition, the Economic Opportunities Analysis points to a potential decline in seasonal commercial fishing, with a transition of existing fishery infrastructure to support other industries through post-secondary research opportunities.¹⁸
- **Lack of affordable housing will impede the city’s ability to attract and retain its workforce.** Already, many of the city’s planning efforts have uncovered that the lack of affordable housing for the County’s workforce is limiting business expansion and recruitment.
- **The ability to manage cruise ship infrastructure demands may impact Astoria’s ability to compete for passenger ships.** Per the Port’s Strategic Business Plan, the Port’s existing docking infrastructure cannot accommodate the larger ships that are forecast. Even if the number of ships remains stable, doubling the number of passengers will require changes in how the city provides transportation and services.¹⁹
- **An aging population and a shortage of labor is limiting industry cluster growth and expansion for North Coast fish processors and tourism industry.** In addition, the CEDs cited trucking and the construction trades are losing workers to retirement.²⁰
- **While planning for redevelopment and new industry, the plan needs to consider its resilience to acute and chronic economic supply shocks related to earthquakes and severe**

Direct competition from other ports or fish processing facilities is probably less of an issue than the shortage of seafood processing workers and the aging of Port infrastructure.” - Port of Astoria Strategic Business Plan 2019

“Housing in Astoria is a huge barrier to attracting and maintaining professional caliber talent.” - Advance Astoria Economic Opportunities

“In Oregon’s coastal communities, lack of population growth coupled with the aging of the population, will impact the size of labor force available for sustained business development.” - NW Oregon 2018-2023 Cohesive Economic Development Strategy

winds and flooding related to climate change. These events have the potential to displace residents, some of whom will never return to the region.²¹

How does the county’s economic recovery planning play into the waterfront plan?

- **The four overarching clusters identified in the recovery plan with immediate opportunity for development are timber and value-added forest products, fisheries and seafood processing, agriculture and food processing and tourism.**²² Several of these are relevant to opportunities at the waterfront, Astoria should consider the regional opportunities and support for development. Additional emerging clusters may also find support in development at this site.
- **Targeted services or recruitment can take advantage of already present industries such as in the marine sciences or in manufacturing.**
- **Marine infrastructure improvements are critical to the economic recovery of the region, including:**
 - **Pier-related business activity and the private development at Tongue Point.**²³ These projects will include cold storage; boat construction, repair and maintenance; marine construction and repair; log export shipping and barging; and expanded seafood processing. New projects will have to account for the effects of climate change, water resource constraints in the south may push agricultural production north and lead to increased demands on inland ports.
 - **Reliable, high speed internet access** to ensure continued growth in target industries, company relocation, or allowing for new workers from large metros to telework.²⁴

Manufacturing, one of the better paying occupations in NW Oregon, has the third highest number of jobs. One of NW Oregon’s 2018–2023 strategic areas of emphasis is expansion of the manufacturing sector.”- North Coast Economic Recovery Strategy

What role should the site play in the broader regional economy, and what are the implications for potential uses on the site?

The Astoria waterfront is at a crossroads of several major industries in Astoria and Clatsop County: tourism, fishing, and seafood processing. The site is also witnessing transition from being natural resource-based too accommodating more tourism and recreation.

Providing a space for Astoria’s batch production

This site has the potential to serve as a proving ground for businesses across several key “batches,” identified in the Advance Astoria Economic Development Strategy, including:

“The breweries and other related businesses can contribute to the City’s brand, and the City should work to strategically support what the brand is; what’s critical is an evolving attitude about the City’s identity, which is no longer fixed to timber and canning.” - Advance Astoria EOA

Craft Beverage and Fermentation

Astoria features several renowned breweries, most of which are clustered near downtown and on the waterfront adjacent to downtown. A western anchor brewery or distillery could be a viable option for this site, which could help to draw visitors to the site and develop a further brand identity, sense of place and provide extended shoulder season work for residents. A key challenge to this development type will be the provision of water to the site.

Microenterprises

A key challenge to starting a business is finding the right space. This site could provide spaces for businesses at multiple scales, potentially in the form of an incubator facility that could provide subsidized rents for startup and other businesses.

Seafood Processing

Seafood processing at the Port is expected to remain a core industry sector as commercial fishing remains strong. The Port's availability of deep-water piers and access to the Columbia River and Pacific Ocean meshes well with the trend toward industry consolidation of both the fishing fleets and fish processing. Fish processing is expected to remain a key industry on Port properties, especially given demand from China, which has increasingly demanded high value foods, including seafood sourced in the U.S.²⁵

Building upon the existing presence of Bornstein Seafoods, the site could provide additional seafood processing space, and additional retail spaces to showcase the area's bounty. The seafood exports industry will likely continue to be an economic driver from the port. Clustering related business at the site could take strategic advantage of existing uses.

Supporting Area Tourism

While tourism is critical to the economy, consideration should be taken for how the site can meet local residents' needs, at the city and regional level. *Uses that allow for* cultural and educational experiences may be an opportunity to leverage and expand existing resources to further develop a sense of place and capitalize on new tourism trends, including an expansion of festivals and special events. The site could provide a western anchor the to the Riverwalk, with other anchors including the Columbia River Maritime Museum in Astoria.²⁶

Providing Housing

Housing is a critical component to ensuring that Astoria remains competitive for new companies and residents.

Visitor Amenities

Recreational uses factor into the city and region's economic development toolkit. This site has the potential to provide recreational and service uses that make Astoria a pleasant place to live, including

"Tourism is essential for retailers, and probably is inevitable as well, but we don't want to become a monoculture of tourism; we want to be a good place to live that serves residents well." - Advance Astoria EOA

"Astoria's powerful sense of place is one of greatest single assets to economic development and must be maximally leveraged; sensitive cultivation of Astoria's brand, and linkages with façade and public realm improvements, signage and wayfinding projects, social media outreach and other placemaking efforts are important to future economic development." - Advance Astoria EOA

recreational pathways, access to marina infrastructure, gathering spaces, and outdoor eating areas.

1

2 North Coast Economic Strategy, 2020

3 Port of Astoria Strategic Business Plan, 2019

4 Advance Astoria EOA, 2017

5 Advance Astoria Economic Development Strategy 2017

6 NW Oregon 2018-2023 CEDS

7 NW Oregon 2018-2023 CEDS

8 Advance Astoria EOA, 2017

9 Advance Astoria EOA, 2017

10 North Coast Economic Recovery Strategy, 2020

11 Civic Dossier, Civilis Consultants

12 https://www.dailyastorian.com/news/local/astoria-food-hub-raises-700-000-for-sears-building/article_3d083840-8b5b-11eb-9f49-b7a5d5dba622.html

13 North Coast Economic Recovery Strategy, 2020

14 North Coast Economic Recovery Strategy, 2020

15 North Coast Economic Recovery Strategy, 2020

16 Port of Astoria Strategic Business Plan Update, 2019

17 Port of Astoria Strategic Business Plan Update, 2019

18 Advance Astoria EOA, 2017

19 Port of Astoria Strategic Business Plan, 2019

20 NW Oregon 2018-2023 CEDS

21 NW Oregon 2018-2023 CEDS

22 North Coast Economic Recovery Strategy, 2020

23 North Coast Economic Recovery Strategy, 2020

24 Advance Astoria EOA, 2017

25 Advance Astoria EOA, 2017

26 2018-2023 NW Oregon CEDS

Memo

Date: September 13, 2021

To: Calder Gillin, Walker | Macy

From: Craig Totten, PE, SE

Re: Port of Astoria Waterfront Master Plan

The following summarizes observations made during our site visit on August 4, 2021 to the three buildings included within the Master Plan. Also, our review of available information for each of the buildings.

Riverwalk Inn

Structure

The structure is constructed partially on-grade and partially elevated over water. It consists of light wood framing superstructure on a pile and timber cap substructure. The overall structure appears to be in Poor to Fair condition. Decay of load carrying structural elements and settlement of floors and walkways was observed at numerous locations throughout the building superstructure. However, at the time of visit there was no visible deterioration or settlement of the timber piles and bracing supporting the superstructure.

The building appears to have been constructed in three phases. The original construction parallels Hwy 101 and was constructed prior to 1972 (actual construction date unknown.) The southern portion of the N-S orientated leg was constructed circa 1972. The remaining northern portions were constructed circa 1976. Repair drawings, dated 1995, show strengthening of the central (N-S orientated) leg of the building with piles and a new buried concrete dead man. This strengthening appears to be related to concerns with slope stability and/or building movement.

Structural Considerations and Recommendations

A significant amount of repair and retrofit is required for the building superstructure. A detailed inspection to document the extend of repairs is recommended. While no visible distress was observed in the building substructure, a detailed inspection of the substructure is also recommended to verify the condition. Timber structures in marine environments often decay from the inside-out. Creosote and pressure treatment of timber provide very good protection for the surfaces, however, cut ends, bolt holes and surface damage can provide a pathway for water and insects to enter the more vulnerable centers of the timbers and deterioration can then progress with no visible indications on the surface until sudden failure of the timber occurs.

The costs and viability of repairs cannot be determined until comprehensive inspections are completed and the extents of the necessary repairs are fully understood.

Seismic Considerations

A change in use for this building to a higher risk category would trigger the requirement for a seismic upgrade. In addition to strengthening of the superstructure, upgrades to the pile supported foundations would be required that would involve significant in-water-work. Complicating the foundation retrofits, the soils along the waterfront are likely susceptible to seismic liquefaction and lateral spread. Ground improvements to mitigate liquefaction and lateral spread in an existing building are difficult and expensive to install.

Chinook Building

Structure

The superstructure consists of a mix of light wood framing and heavy timber with diagonals and tension rods visible. The substructure consists of heavy timbers supported on pile stubs that likely date from a previous dock in this location. The superstructure appears to be in Fair Condition with some settlement noted at isolated areas around the building and areas of decay likely in the vicinity of roof and wall leaks. The substructure appears to be in Fair to Poor Condition with several areas of decay, crushing and settlement visible.

No structural drawings were located for the building. The structure was reportedly moved to its current location from elsewhere on the Port's property where it was used for net storage and repair. As part of the move a second story was added within the exterior shell of the original construction. In its current location it is supported partially on-grade and partially over water.

Considerations and Recommendations

A 2019 inspection report by Domuspect Property Inspections LLC lists numerous areas of concern in both the superstructure and substructure. Many of these concerns may not affect the primary load carrying elements of the superstructure, however, much of the superstructure is concealed by architectural ceilings and finishes and therefore a full understanding of the critical structural load path is not possible without a detailed structural evaluation including the removal of select finishes. This detailed evaluation along with a detailed inspection of the critical structural elements is recommended to fully understand the extent of the required retrofits and repairs for the superstructure. The substructure has clear indications of structural decay and deterioration and a detailed evaluation is required to fully understand the condition and necessary repairs.

The costs and viability of repairs cannot be determined until comprehensive inspections are completed and the extents of the necessary repairs are fully understood.

Seismic Considerations - See Discussion For Riverwalk Inn

Bornstein Building

Structure

The structure consists of precast or tilt-up concrete walls with steel joists supporting the floor and roof. Foundations are supported by piles and concrete pile caps. The structure appears to be in Good condition. Light corrosion of the roof deck and joists over the processing area was observed however it does not appear to be a significant area of concern.



Architectural plans for the building dated 2006 were provided, however, structural drawings were not.

Structural Considerations and Recommendations

Future additions to the building should be constructed with seismic joints separating them from the existing building to avoid triggering seismic upgrades of the existing building.

Seismic Considerations

A change in use for this building to a higher risk category would trigger the requirement for a seismic upgrade. Code changes from 2006 are relatively small, however, some structural seismic retrofits to the building would likely be required. It is likely that the building piles were designed to mitigate seismic liquefaction and lateral spread effects.

Disclaimer

Our evaluation was based on limited site observations during a team walkthrough and our review of the documentation outlined above. It was assumed that the original structural drawings accurately depict existing conditions since it was not practical to verify member sizes and details during our site visit. The opinions we have presented are consistent with our best engineering judgment, but in no way warrant or guarantee the existing construction of the buildings, that concealed problems do not exist, or the future performance of the structural systems.



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EXECUTIVE
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BORNSTEIN
SEAFOOD

ASTORIA
RIVERWALK INN

CHINOOK
BUILDING



01 | EXECUTIVE SUMMARY

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SUMMARY

SITE OBSERVATION

The purpose of this phase of the Port of Astoria Master Plan is to conduct an existing conditions assessment of the Bornstein seafood processing plant, Astoria Riverwalk Inn, and Chinook buildings primarily through site observation. The review of existing documentation along with observation of the site and buildings will serve as the basis of this report.

BUILDING DESCRIPTION

The Bornstein building was built in 2005 as a new seafood processing plant. The primary materials are steel and concrete. The large open floor plan allows for the plant to process a wide range of different types of seafood.

The Astoria Riverwalk Inn appears to match the existing record drawings, however, the building has undergone multiple repairs over time and there are many instances of disrepair and unsafe areas of the building.

There are no record documents of the Chinook building since the original open frame structure was moved to its current location. The main first floor structure is a post and beam structure that does not appear to comply with current seismic detailing considerations. It has gone through a number of additions and renovations. It is currently uninhabited and is in extreme disrepair.

BUILDING SITE CONDITION

The Bornstein building appears to be in overall good condition as an actively

used Seafood processing plant. It appears to be maintained and capable or continuing operations for the foreseeable future.

The Riverwalk Inn and Chinook structures are built half on fill and half over the water, creating a range of complications with environmental, envelope, and structural concerns. Both structures have consistent signs of decay and moisture intrusion extending into the building envelopes floor, walls and roof systems.

SCOPE OF ASSESSMENT

Our evaluation was based on limited visual site observations during a team walk-through and our review of the available existing documentation. It was assumed that the original architectural drawings accurately depict existing conditions since it was not practical to verify wall assemblies, utilities and details during our site visit. The opinions we have presented are consistent with our best judgment, and therefore in no way warrant or guarantee the existing construction of the buildings, the extent to unsafe conditions, that concealed problems do not exist, or the future performance of the building systems. To determine the viability of these structures a more thorough series of invasive and destructive tests must be performed to rule out concerns and give a more accurate economic impact to potential solutions.



A: Building locations within the existing conditions assessment report.



02 | BORNSTEIN SEAFOOD

DRAFT

SITE HISTORY

The Bornstein seafood plant was built in 2005 and has been a vital part of Astoria's seafood industry.

CURRENT USE

The Bornstein Seafood processing plant is currently in use, with sales and distribution locally and internationally. Private fishing vessels off-load their catch along the north pier and is distributed to specific processing stations throughout the building. There are ideas from the owners group to expand the current building area to provide an educational and dining experience.

CONCLUSION

The Bornstein food and processing plant is operating well and appears to have a stable large site for future growth. Within the current zoning for the city of Astoria development code Article 2, it is allowable to have eating and drinking establishment with a view of the waterfront.

A planning study was conducted by the owners to expand the

facility. The goal is to create a more expansive experience for the public around the plant and the water front, including more generous dock areas that could support more public as well as private fishing fleets. Tours of the facility could be conducted with a dedicated circulation route through the facility along with areas dedicated to informal and professional educational offerings. The outdoor areas could be upgraded to provide recreation in proximity to a newly formed public fish market, restaurants and commercial areas. This design concept has yet to be implemented and is still of interest to the Bornstein owners.

RECOMMENDATION

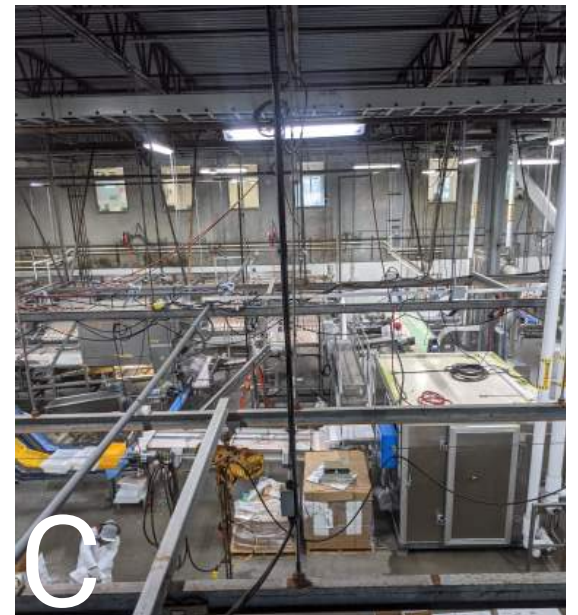
The Bornstein company, the local area and the community would all benefit from adding public amenities such as those previously studied such as an education, eating, and drinking establishments. These and other possible ideas will be studied in conjunction with the Master Plan in a comprehensive approach.



A



B



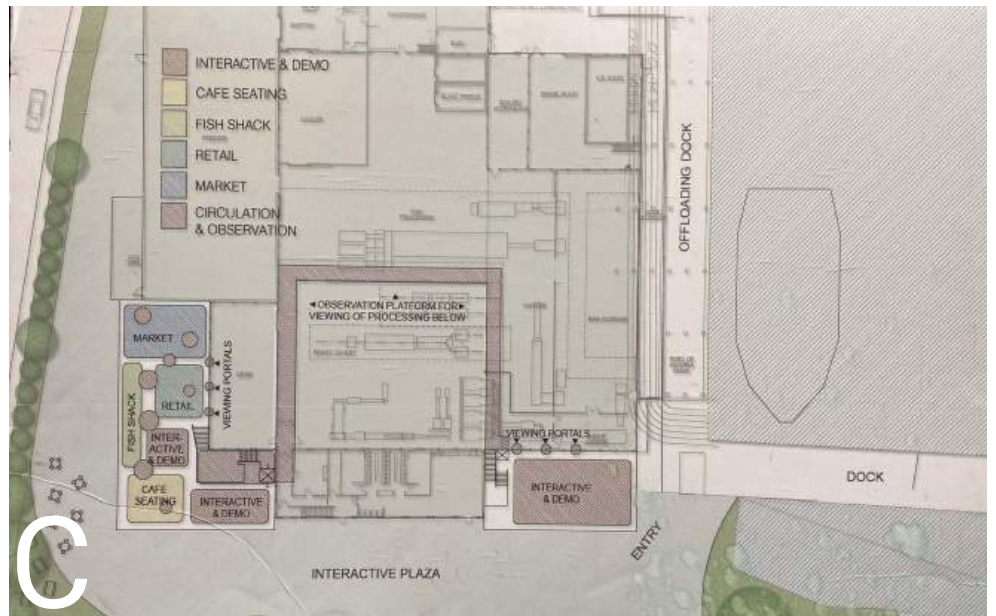
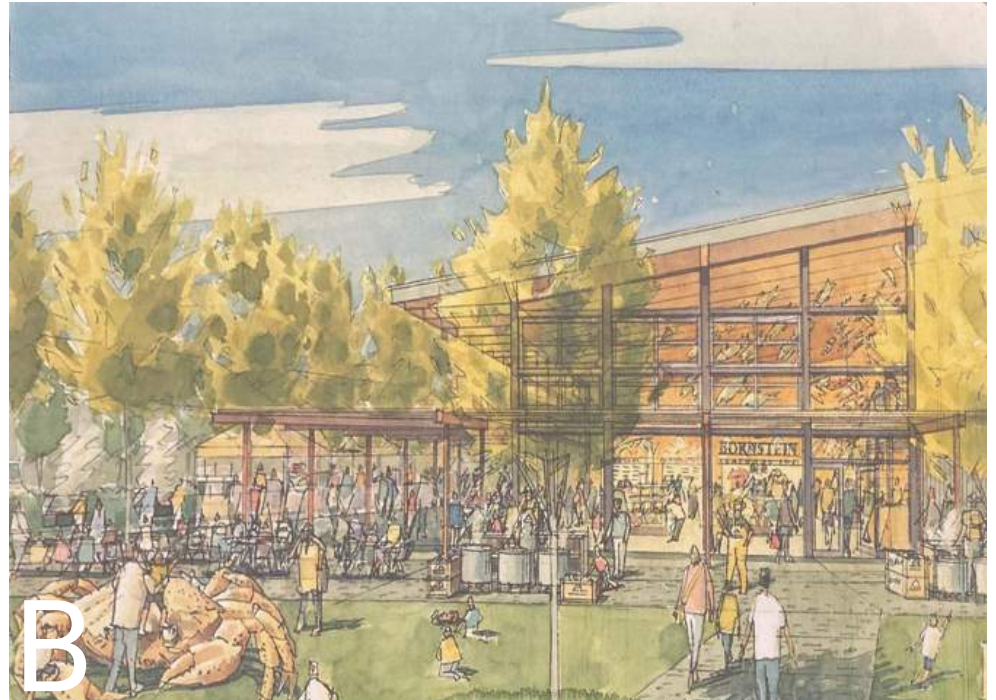
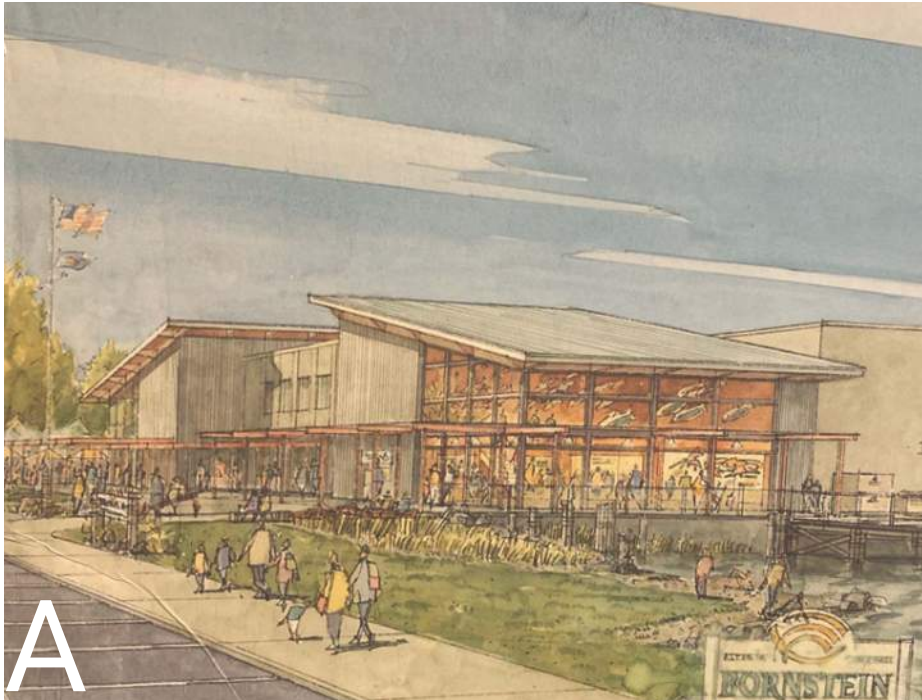
C

A: East elevation Bornstein main entrance
B: North West corner service area for the seafood waste process and loading
C: Elevated walk way overlooking seafood processing.

DRAFT



A: North Dock, boats unloading shrimp and reloading with ice to head back out to sea.
B: North Dock, Bornstein infrastructure to load and unload seafood from boats and into the processing plant.



A: 2004 perspective concept indicating building expansion with indoor, outdoor public amenity spaces with refurbished dock area, Architect Unknown
 B: 2004 perspective concept of new entry for the Bornstein commercial, restaurant and education addition. Architect Unknown
 C: 2004 Plan concept of building addition., Architect Unknown



03 | ASTORIA RIVERWALK INN

DRAFT

SITE HISTORY

The Astoria Riverwalk Inn was constructed in 1972. It is arranged with a single-loaded corridor open to the exterior environment to one side with rooms located adjacent. The original building had 87 rooms to rent with each room having a balcony overlooking the water. An additional 39 rooms added in 1976. The majority of the structure is located over the water on a series of wood piers. At the time of construction this was not an environmental concern, today this poses many challenges.

CURRENT USE

The Astoria Riverwalk Inn is currently an operational motel. It has 126 rooms. Not all rooms are available for use due to safety concerns.

The motel has a long list of deferred maintenance issues with decay and settling foundation conditions that are causing failures for the building. There are long stretches of failing gutters not diverting water away from the building, rusted flashing, and splash guards. Some rooms have holes in the floor and flexing floors that are vulnerable to failure due to moisture and decay. The transitions from the grade to floor

level show concrete sinking and settling in these areas. Large structural beams around elevated walkways show visible decay.

CONCLUSION

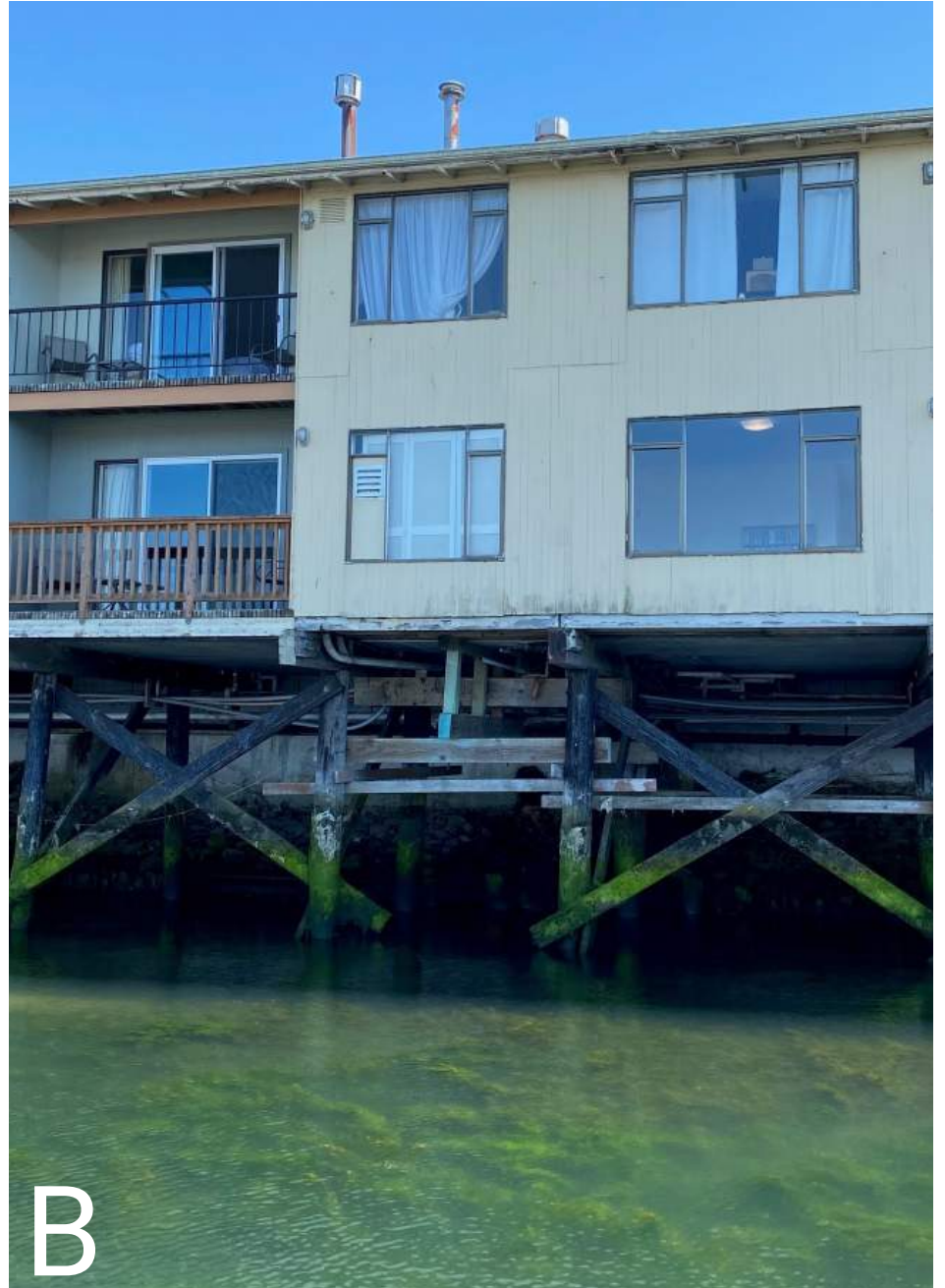
At our site walk we observed numerous health, safety, fire code and accessibility issues were present. There were also operational concerns with the utilities. Without significant rehabilitation or renovation, the building will soon fall into disrepair.

RECOMMENDATION

The motel provides a unique experience with every room having a water view. It is unclear if building a new structure over the water is viable under current code, and therefore a more extensive study is needed. One option would be to do a large renovation to maintain the viability of the site. Overhauling the support structure would be complicated and expensive, may be less costly to build a new structure, with the prospect of a new configuration along with adding new and more tailored program elements.



A



B



C

A: The original 56 unit built in 1972, showing large portions of gutters missing, decaying exposed structure, failing paint, and broken wood railings in many locations.
B: Laundry and office built over the water with signs of moisture and decay. Unsatisfactory repairs to the foundation pilings with unsecured and irregular timber layout.
C: West expansion showing missing siding, failing paint, and gutters that will cause moisture intrusion issues in the building envelope.



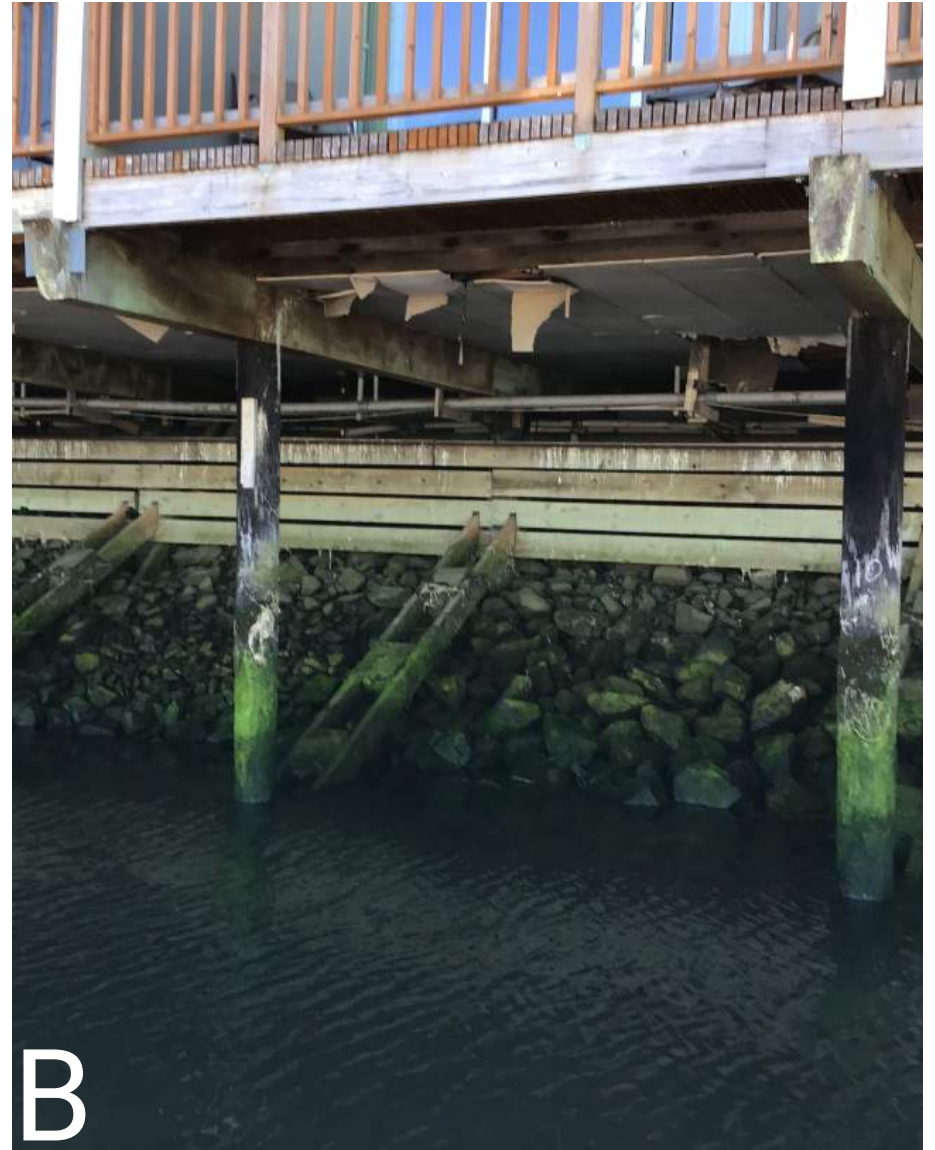
A: Foundation settlement has caused some rooms to be unsafe.

B: Large sections of fascia board and gutters are missing on the building causing large amounts of moisture issues and deteriorating railings. This photo indicates three different railings for the balconys and different heights causing safety issues.

C: Foundation settlement has caused the balcony to be in an unsafe position.



- A: Utility room has moisture issues and inadequate ventilation for the space.
- B: Hole in concrete floor exposed to the exterior below
- C: Settling concrete floor causing trip hazards at the door thresholds
- D: Floor material chipped away and crumbling around the exposed hole in the floor.



A: Piling and foundation structure has a mixture of new and old timber supporting the building; ceiling tiles are deteriorated, peeling apart and causing moisture intrusion on underside of the floor.
B: Pile foundation with marine growth evident and indications of newly replaced pressure treated beams above.



A: Visual beam decay and crushed wood fiber at the primary metal connection
B: Visual corner column decay at beam and porch connection



04 CHINOOK BUILDING

DRAFT

SITE HISTORY

The original construction date of the Chinook building is unknown. Its original location was at the north west end of the pier and it was used as a fishing net drying structure. In the early 1980's the structure was moved to its current location and enclosed to become a mixed-use commercial use building. For the local community and visitors, the Chinook building became a gathering spot for many activities. This place provided a public fish cleaning station, markets for buying and selling, and a restaurant.

CURRENT USE

Currently the Chinook building is vacant. The building has been empty since November of 2020. The building has suffered from a long life near salt water and deferred maintenance. The elevator is in disrepair, there are leaking pipes, and the restrooms are dismantled. Individuals from the city expressed interest in rehabilitating the structure so the original tenants can move back in as the location provides essential needs for the local and tourist community.

CONCLUSION

Our walk-through revealed extensive challenges that indicate the building will need a full renovation of the envelope, structural assessment and repair. The mechanical, electrical and plumbing systems require upgrade and there are numerous health, safety, and fire code issues are present. The building no longer meets accessibility requirements.

RECOMMENDATION

The building would likely require extensive renovations, and at this point it could be less expensive to demolish the current building and build new rather than work around the poor existing conditions. Like the Riverwalk Inn, it is unclear if building a new structure over the water is possible under current code, and therefore a more extensive study is needed. A new structure would allow for alternative program elements with a greater range of possible uses aimed at the needs of the community.



A: West elevation over the water with crane to unload fishing boats and equipment.
B: South elevation (left) shows 1980s construction removed and rehabilitated, (right) is 1980s renovations showing deteriorated gutters, flashing, and drip edges that help to keep the building envelope dry.



A: Pier foundation elements indicate possible failures in many locations.

B: Decaying pier foundation under the Chinook building, some areas do not have continuous load paths to piles with minimal connections.

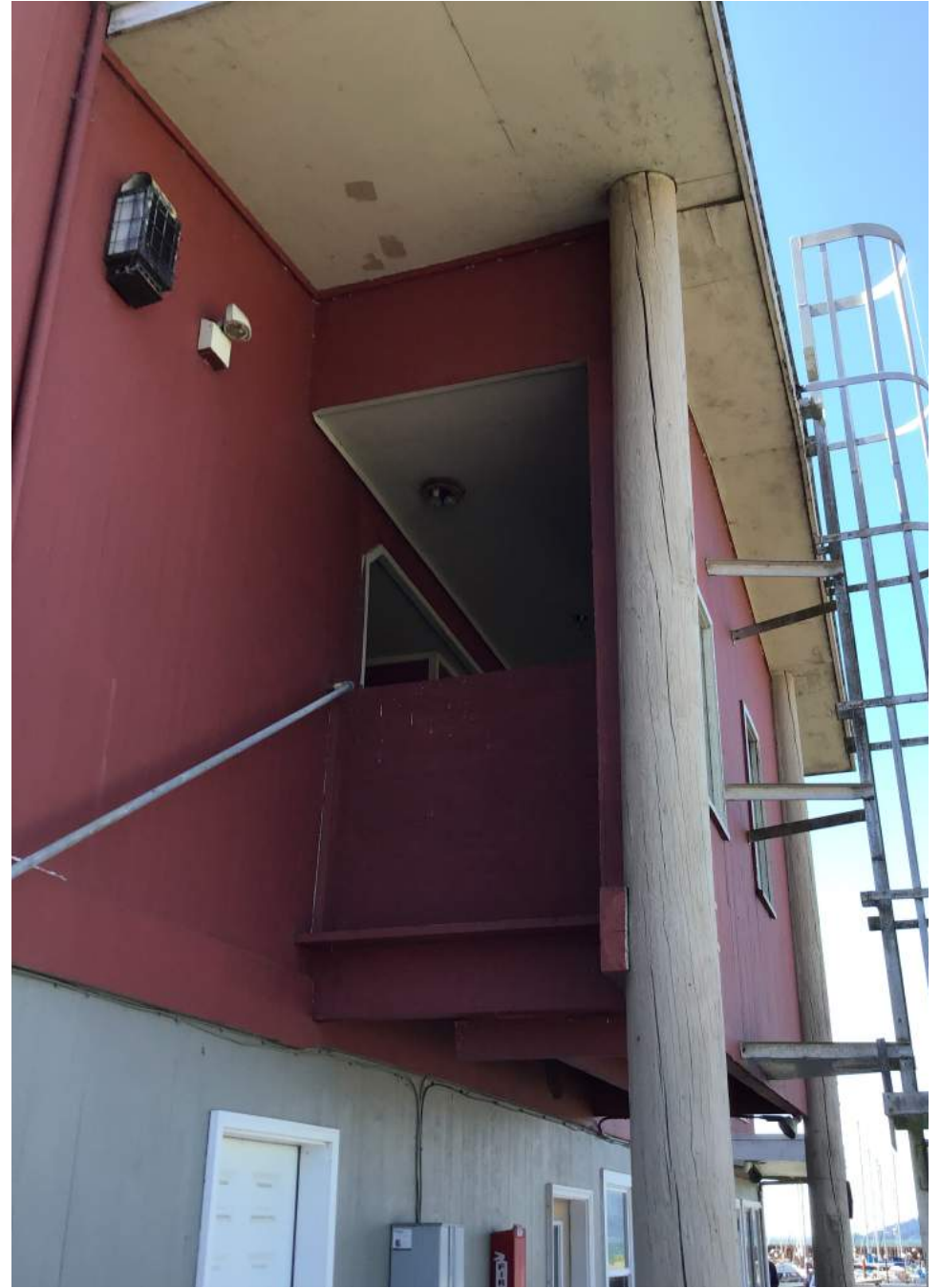
C: Visual decaying pile foundation with cross bracing fully detached is an example of long term deferred maintenance and decay



A: Typical wall construction (2x4 walls 24" O.C. with Fiberglass batt insulation)
B: Typical roof construction (2x12 joists 24" O.C. with Fiberglass batt insulation)



A: Nonoperational elevator
B: Bathroom in disrepair with failing fixtures
C: Typical Bathroom stall



A: Typical primary beam connection, loose and potentially unsafe structural system.
B: Egress exit leading to no longer existing stairs causing a life and safety and unsafe egress issue.

DRAFT

Infrastructure Assessment

Astoria Waterfront Master Plan

Prepared for: City of Astoria

Prepared by: Wyatt Morris, PE

Project Engineer: Matt Keenan, PE

January 2022 | KPFF Project #2100124

KPFF'S COMMITMENT TO SUSTAINABILITY

As a member of the US Green Building Council, a sustaining member of Oregon Natural Step, and a member of the Sustainable Products Purchasers Coalition, KPFF is committed to the practice of sustainable design and the use of sustainable materials in our work.

When hardcopy reports are provided by KPFF, they are prepared using recycled and recyclable materials, reflecting KPFF's commitment to using sustainable practices and methods in all of our products.

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Appendices

Appendix

 Utility Maps

Introduction

The Port of Astoria has contracted with the design team to create a set of comprehensive master plan recommendations and analyses that will provide a complete existing conditions evaluation in support of the Port of Astoria Waterfront Master Plan project. KPFF used existing condition maps and reports provided by the Port.

The study area consists of a portion of the Astoria Riverwalk between Bay Street and Portway Street, north of the Oregon Coast Highway and west of the Astoria-Megler Bridge crossing the Columbia River. The study also consists of Pier 1 of the Port of Astoria and the accompanying marina infrastructure, including the west mooring basin. There are 6 existing buildings within the study area and multiple parking areas.

FIGURE 1: Master Plan Site Layout



Access and Constraints

The site has access from the Oregon Coast Highway (HW-101) via 3 streets, including Portway Street, Basin Street, and Bay Street. Access to the area is also available from the west via Gateway Avenue and Industry Street. Pedestrian and bicycle access is also a key feature of the area with the Astoria Riverwalk Multiuse path running through the site adjacent to a dead-end BNSF railway spur. The rail line ends just west of the study area and serves a single business, meaning rail traffic can be assumed to be infrequent.

Ingress and egress via HW-101 is convenient from the signalized intersections of Portway Street and Basin Street. Both are 2-lane streets connecting into the 4-lane HW-101.

Utility Assessment

The information below provides a brief description of the sizes, layout, and availability of critical utilities for the Astoria Waterfront district. Data was taken from utility posters provided by the Port of Astoria.

Domestic Water

Water service is currently available throughout the study area in trunk sizes of 6-8 inches. The main water source is a 12-inch cast-iron main in HW-101. Three main connections are made to the site from the 12-inch main line, two 8-inch lines, and one 6-inch. Each water connection from the 12-inch in HW-101 appears to be non-lopped, dead-end lines. The 8-inch line on the west side of the study area is looped with a 6-inch connection from the west, which also stems from HW-101.

The Pier 1 area is fed with an 8-inch line the runs the length of the pier. This line serves five fire hydrants, three of which are within the pier area, and the services to each of the boat slips, ranging from 4-inches down to 1-inch.

It is our judgment that the sizes of lines are sufficient for future development. However, the system would be healthier as a while if the system was updated to be looped. This is done to avoid water stagnation in pipes, aid in increasing potential fire flow, sustaining water quality, and reducing pipe corrosion.

Storm Water

The storm system in the study area has five main basins, each with one or multiple discharges into the Columbia River. The main discharge points include a 24-inch PVC, 16-inch corrugated metal pipe, a 21-inch corrugate metal pipe, and five others of unknown size and material. In order to ensure sufficient capacity is met, these lines with unknown sizes and material should be scoped and investigated. The age and condition of each of these discharges is unknown.

One 24-inch line coming from HW-101 and collecting drainage from the ramp for the Astoria-Megler bridge discharges through the Waterfront site, showing a discharge point underneath the Astoria Riverfront Inn. No onsite drainage is collected by this line to the best of our knowledge.

Based on the maps provided, there appear to be several catch basins that don't connect or drain to a storm main. It is unknown if these basins have a history of flooding. If these catch basins are infiltration or evaporation sumps, we recommend that any new developments include storm improvements to collect and treat/discharge these basins.

The western area of the Astoria Waterfront district, which is outside of the study area, appears to have a large regional stormwater facility, consisting of a large pretreatment forebay and settling pond, followed by 4 parallel vegetated biofiltration swales. The stormwater is pumped to the stormwater facility via 3 force mains. The capacity of the storm facility is not known, any additional treatment capacity should be identified and investigated for use within the study area. If no capacity is identified, a similar regional facility can be planned for an area within the study area, as there appear to be potential under-utilized areas within the site.

Sanitary Sewer

The Astoria Waterfront sanitary system is served by several force mains serving the far ends of the piers. At least 4 pump stations are existing in the study area, each of them leading to one of two trunks heading out to the main trunk in HW-101.

The first collection basin discharges into the HW-101 trunk near the bridge on/off ramp via a 10-inch line collecting the east portion of the site. The second is a 15-inch line connecting underneath Portway Street. It appears that this area is necked down near the intersection of Portway and HW-101 to a 12-inch line. It is unclear if this would limit the capacity of the district, but it is recommended that to allow for any future build-out that this line be verified and increased to at least a 15-inch line.

Overall, the sizes of the existing sanitary system appear to be large enough to accommodate future development, however, it is recommended to collect data on each of the pump stations and ensure each is sized properly and insufficient working condition.

Franchise Utilities

Overhead Power

Power lines are served from HW-101, with service mainly coming via power poles in Portway Street. The existing power poles along Portway Street diagonally cross the street with large transmission lines serving Pier 1 and presumably most of the buildings within the study area, while the remaining few buildings are being served from poles at the east end of the site between the Chinook Building and the Red Building. If future development is planned, undergrounding these utilizes when appropriate would be recommended.

Gas Lines

Three main gas line trunks are serving the area. The largest is a 4-inch line just east of Basin Street. There is also a 2-inch line stemming out of the Astoria-Megler Bridge that currently serves the Astoria Riverfront Inn. Finally, there is a 2-inch line from Portway street that serves Pier 1 and the buildings east of the study area. Each of these lines have existing crossings underneath the BNSF rail line.

KPFF Storm Damage Assessment

In 2018, KPFF finalized a storm damage assessment regarding the damage that occurred between December 6, 2015, and December 23, 2015. KPFF conducted site investigations of 14 areas within the Port of Astoria that sustained damage from those events and provided estimates for the cost of the repairs.

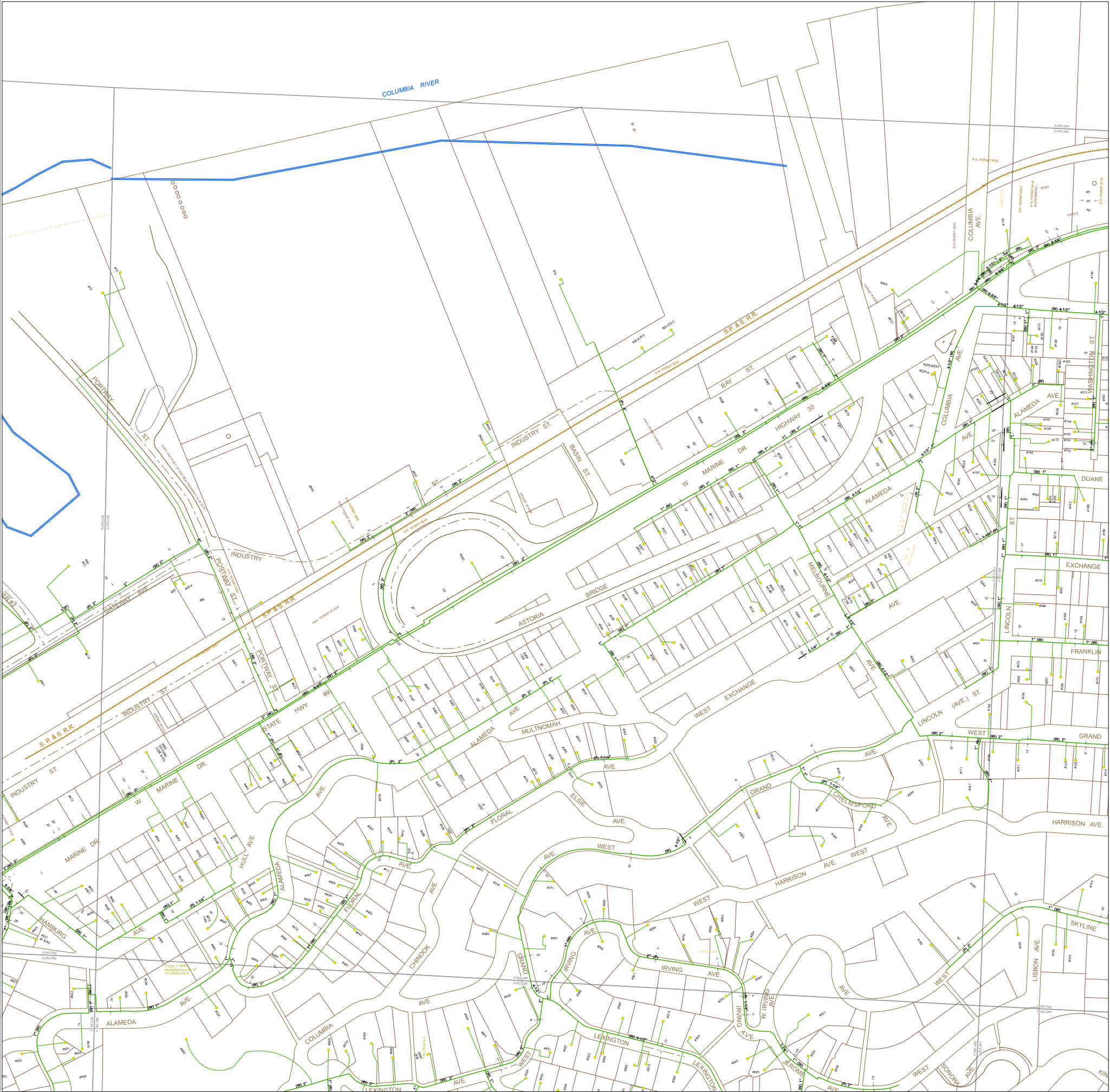
Damaged sites within the study area and the status of repairs are listed below:

- West Mooring Basin. Winds and storm surge caused damage to floating docks and piling. Repairs have been completed.
- Bornstein Seafoods Building. Winds and storm surge washed out riprap and fill material, undermining the north end of the building. Repair status unknown.
- Site 16, East of Red building. The storm surge washed away fill and asphalt. Repair status unknown.
- Pier 1 North Face Seawall/Embankment. The storm surge caused a washout of the seawall and embankment along the north face of Pier 1 behind the elevated dock. Repair status unknown.

2100124- sb

Appendix

Utility Maps



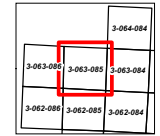
NW Natural does not warrant the accuracy of this map.
 It should be used for informational purposes only.
 For a current and exact location of facilities,
 call your local utility locate center.



NW Natural
 250 SW Taylor Street, Portland, Oregon 97204
 (503) 226-4211

Legend

-  Meter Location w/Address
-  Gas Pipe
-  City Limit
-  Plat Index



Legal Location: T08N R09W Sec7 SW
 State: OREGON
 County: CLATSOP
 City: ASTORIA
 Walimap: ASTORIA

Plat ID: **3-1063-085**
 Plot Date: 2/2/2021

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Legend

Water Points Air Release Valve Backflow Preventers Blowoff Valves Fire Control Stand Pipe Water Fire Hydrants Water Meters Water Pressure Reducer Water Sample Points Water Vaults Water Valves	Sewer Points Sewer Cleanouts Sewer Manholes Sewer Pump Stations	Storm Points Access Point Box Cap Discharge Point Input Misc. Monitoring Site Overflow Pump Station Roof Drain Separator Storm Catch Basins Storm Cleanouts Storm Manholes
Water Lines 0.75 1 1.25 1.5 2 3 4 6 8 10 12 16 18	Sewer Lines Abandoned Cleanout Force Main Gravity Main Outfall Service	Storm Lines Abandoned Culvert FM Force Main Main ODOT Main Outfall Overflow Roof Drain Swale Trench Drain Unknown Lateral Trench

DRAFT

ASTORIA WATERFRONT - UTILITY EXHIBIT

(proposed)

LEGEND

	NEW SANITARY
	NEW FORCE MAIN
	NEW STORM
	NEW WATER
	NEW FIBER
	EXIST. SANITARY
	EXIST. FORCE MAIN
	EXIST. STORM
	EXIST. WATER
	EXIST. OVERHEAD UTILITY

NOTE: UTILITY OWNERSHIP TRANSITION LOCATIONS BETWEEN CITY AND PORT ARE NOT SHOWN IN THIS EXHIBIT



gateway ave

industry st

highway 101

basin st

bay st



TECHNICAL MEMORANDUM

DATE: September 13, 2021

TO: Calder Gillin | Walker Macy

FROM: Rochelle Starrett, Reah Flisakowski | DKS

SUBJECT: Port of Astoria Waterfront Master Plan:
Background and Existing Conditions Memo

Project #21173-000

The following sections summarize the transportation conditions for the Port of Astoria Waterfront Master Plan study area.

VEHICLE CONDITIONS

Direct access to the study area is currently provided at Portway Street and Basin Street although Hamburg Avenue also connects to Gateway Avenue and Industry Street to provide access to the study area from the west. Bay Street also provides limited access to select destinations within the study area. All streets within the study area are currently two-lanes; additional characteristics of each street are summarized in Table 1.

TABLE 1: SUMMARY OF EXISTING ROADWAY CHARACTERISTICS

STREET	2021 PM PEAK VOLUME ¹	2021 ADT ¹	TRAFFIC CONTROL AT WEST MARINE DRIVE	CITY FUNCTIONAL CLASSIFICATION
PORTWAY STREET	170	1,700	Signal	Commercial/Industrial Collector Street
BASIN STREET	190	1,900	Signal	Mixed-Use Local Street
HAMBURG AVENUE	205	2,050	Two-Way Stop Control	Commercial/Industrial Collector Street
BAY STREET	No Data Available		N/A	Mixed-Use Local Street
INDUSTRY STREET	No Data Available		N/A	Commercial/Industrial Local Street
GATEWAY AVENUE	No Data Available		N/A	Commercial/Industrial Collector Street

1. 2021 traffic volumes estimated using 2018 traffic counts and projected 2035 traffic volumes

Existing and future traffic conditions were previously evaluated in both the Astoria TSP and the Astoria Uniontown Masterplan. No existing deficiencies were identified. However, by 2035, the minor street approach at the intersection of West Marine Drive/Hamburg Avenue and the intersection of West Marine Drive/US 101 Bridge will experience moderate congestion¹. All direct access points to the study area are expected to operate with sufficient capacity through 2035.

Existing roadway safety along West Marine Drive and intersecting streets was also evaluated as part of the Astoria Uniontown Master Plan using crash data provided by ODOT for January 2012 to December 2016. The following safety concerns were identified through the safety analysis:

- Basin Street experiences a relatively high volume of rear-end crashes, particularly for westbound traffic which could be attributed to the proximity to the US 101 bridge.
- One fatality occurred at West Marine Drive/Portway Street when a vehicle turned left at dusk in front of oncoming traffic.
- The segment of West Marine Drive between Basin Street and Columbia Avenue experiences a relatively high volume of crashes, accounting for nearly half of the segment crashes on West Marine Drive. However, this segment includes the intersection of Bay Street/West Marine Drive, which was not evaluated separately, and crashes at this intersection account for over half of the crashes occurring on this segment.

Projects identified in the Astoria TSP within the study area are summarized in Table 2.

TABLE 2: ASTORIA TSP MOTOR VEHICLE PROJECTS

ID	PROJECT	DESCRIPTION	FUNDING SCENARIO
D2	US 101-US 30 Coordinated Signal Timing Plans: Portway Street to Columbia Avenue/Bond Street	Optimize the existing traffic signals by implementing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Medium-Term Likely Funded
D19	US 101/Hamburg Avenue Capacity Enhancement	Restrict access to left-in, right-in, right-out only or install a traffic signal and allow full access.	Long-Term Phase 3 Aspirational Plan
D24	Industry Street Extension: Basin Street to Bay Street	Extend Industry Street from Basin Street to the Bay Street extension as a Mixed-use local street.	Long-Term Phase 1 Likely Funded
D25	Bay Street Extension: North of West Marine Drive to Industry Extension	Extend Bay Street to the Industry Street extension as a Mixed-use local street.	Long-Term Phase 1 Likely Funded

¹ West Marine Drive/Hamburg Avenue will exceed its mobility target while West Marine Drive/US 101 will approach its mobility target for both summer and average weekday traffic conditions

ID	PROJECT	DESCRIPTION	FUNDING SCENARIO
D34	Portway Street Capacity Enhancement: West Marine Drive to Industry Street	Improve to a Commercial/Industrial collector street cross-section. Move Portway Street centerline to the west to accommodate trucks making westbound right turns; requires right-of-way acquisition from parcel at northwest corner of intersection. Modify the approach to US 101 to include separate left and right turn lanes.	Long-Term Phase 3 Aspirational Plan
D35	Bay Street Upgrade: West Marine Drive to northern terminus	Improve to a Mixed-use local street cross section.	Long-Term Phase 3 Aspirational Plan

PARKING

The existing on- and off-street parking supply was reviewed using Google Maps to identify any usage restrictions. The Port of Astoria currently manages two fee parking lots with approximately 200 spaces near the waterfront within the study area, including the lot located immediately west of Basin Street and the lot located immediately north of Gateway Avenue and east of Portway Street, adjacent to the Astoria Riverwalk Inn. Time-restricted parking, typically two-hour parking, is also available north of Industry Street between private parking for the Astoria Riverwalk Inn and Basin Street, although business tenants may also use this parking with a valid permit. Most other parking in the area is likely restricted to use for specific business patrons although this could not be verified at all locations within the study area.

The Port of Astoria collects hourly parking data at their fee parking lots. Parking demand is the highest in the month of August when it can be over three times higher compared to July or September. Parking demand generally remains high throughout the summer tourism season, roughly May through September. During the peak summer tourism season, parking demand is highest during the AM peak which tends to occur between the hours of 5 and 7 AM. Parking demand drops significantly between October and April, and peak demand is spread throughout the middle of the day rather than concentrated in one specific time period.

PEDESTRIAN AND BICYCLE CONDITIONS

Existing sidewalks are intermittent throughout the study area. Where provided, they tend to be curb-tight with minimal landscaping. Existing trails, like the Astoria Riverwalk, provide the best pedestrian connections through the study area by creating a direct and wide travel path for pedestrians. Complete, curb-tight sidewalks are also provided on the north side of West Marine Drive throughout the study area, although accessing destinations on this street can be challenging for pedestrians due to existing sidewalk gaps. Portway Street is currently missing sidewalks on both sides, sidewalks are only partially completed on the east side of Basin Street, and sidewalks are missing on the east side of Hamburg Avenue between Industry Street/Astoria Riverwalk Trail and West Marine Drive. Although sidewalks are provided on both sides of Bay Street, there is no

direct connection between Bay Street and the Astoria Riverwalk Trail that does not require pedestrians to walk through a street/parking lot.

On-street bicycle facilities are limited within the study area; today, there is only a northbound bicycle lane on Portway Street to the north of Industry Street. However, streets within the study area tend to be low-volume, providing a relatively comfortable shared street environment. The Astoria Riverwalk can also accommodate bicyclists for a comfortable and safe, off-street bicycle facility, providing the best access to the study area for cyclists. Westbound bicycle lanes do exist on West Marine Drive which could provide an alternative access route for cyclists. However, these lanes are typically narrow and can disappear prior to intersections, so they are not suitable for cyclists of all ages and abilities.

The Astoria TSP notes that the Riverwalk trail is popular with pedestrians and bicyclists, but no specific usage information is available. This trail provides connections to downtown Astoria, the piers, and other destinations along Astoria’s waterfront. For cyclists, the trail also connects to US 101 to the west and the Oregon Coast Bike Route.

The following safety concerns were also identified for pedestrians and bicyclists in the Astoria Uniontown Master Plan:

- Three pedestrian crashes occurred at West Marine Drive/Bay Street between 2012 and 2016, where an RRFB is currently installed.
- The intersections of West Marine Drive/Portway Street and West Marine Drive/Basin Street each recorded one pedestrian crash between 2012 and 2016.
- Three crashes involved bicyclists between 2012 and 2016, including one crash each at the intersections of West Marine Drive/Hamburg Avenue, West Marine Drive/Basin Street, and West Marine Drive/Bay Street, locations where on-street bike lanes are provided for westbound West Marine Drive.

Projects identified in the Astoria TSP within the study area are summarized in Table 3.

TABLE 3: ASTORIA TSP PEDESTRIAN AND BICYCLE PROJECTS

ID	PROJECT	DESCRIPTION	FUNDING SCENARIO
CR1	West Marine Drive and Bay Street Crossing Enhancements	Upgrade existing crossing to the highest level pedestrian actuated beacon approved by ODOT. Consider restricting parking near crossing to improve visibility.	Long-Term Phase 1 Likely Funded
B50	West Marine Drive Bike Lanes: Bay Street to 6 th Street	Re-stripe roadway to include bike lanes.	Short-Term Likely Funded
B52	West Marine Drive Bike Lanes: Roundabout to Hamburg Avenue	Re-stripe roadway to include bike lanes.	Short-Term Likely Funded

TRANSIT CONDITIONS

Transit service is provided in the study area by the Sunset Empire Transportation District which provides both local service and connections to other regional destinations. Although there are no existing stops within the study area, the Pacific Connector route stops immediately east of the study area at the West Marine Drive/Columbia Avenue/Bond Street intersection at the Holiday Inn. This route connects Cannon Beach and Astoria with five daily trips on both Saturday and Sunday. The Sunset Empire Transportation District also offers paratransit and dial-a-ride services for individuals who are unable to access traditional fixed route transit services.

The Astoria Riverfront Trolley also runs in the study area between Memorial Day and Labor Day between noon and 6 PM. The Riverfront Trolley has dedicated stops at the Astoria Riverwalk Inn and near Bay Street at the Maritime Memorial. Visitors may also flag the trolley between stops. The Riverfront Trolley travels east from the study area to downtown Astoria. No ridership information is available; however, this is likely a popular tourist attraction and offers a convenient way to travel between the study area and downtown Astoria during the summer months.

TECHNICAL MEMORANDUM

DATE: December 2, 2021

TO: Calder Gillin | Walker Macy

FROM: Reah Flisakowski | DKS

SUBJECT: Port of Astoria Waterfront Master Plan:
Background Transportation Information

Project #21173-000

The following sections provide background transportation information for the Port of Astoria Waterfront Master Plan study area.

UNIONTOWN REBORN PLANNED IMPROVEMENTS

Projects identified in the Uniontown Reborn Plan within the study area are summarized below. The Plan has not been adopted by the City of Astoria and the improvements do not have identified funding or schedule for construction.

- Reconstruct W Marine Drive between Smith Point Roundabout and the Columbia Avenue/West Bond intersection to provide a four-lane cross-section with two westbound lanes, one eastbound lane, intermittent center two-way left turn lane, bicycle lanes, and sidewalks. Additional improvements include landscaping, ADA ramps at intersections, street lighting and transit stop amenities along the section where feasible.



- Bay Street intersection conceptual design includes:
 - Eastbound left turn onto Bay Street allowed until TSP project to connect Basin Street and Bay Street is completed
 - Add enhanced pedestrian crossing and center median refuge
- Add enhanced pedestrian crossings at the following locations:
 - Bay Street (described above)
 - West of Bay Street intersection to align with existing trail connection south to Melbourne Avenue
 - West leg of the Portway Street/W Marine Drive intersection

US 101-US 30/W MARINE DRIVE OPERATIONS

Future 2035 traffic operations were analyzed for the West Marine Drive corridor with forecasted traffic volumes that represent a peak hour during summer-demand conditions. The operations were evaluated with the recommended cross-section: two westbound lanes, one eastbound lane, intermittent center two-way left turn lane between Smith Point Roundabout and the Columbia Avenue/West Bond intersection.

The future operation findings are summarized below.

- Most intersections would operate with moderate delay at volume to capacity (v/c) ratio of 0.65 or better during the peak hour.
- The ODOT mobility target would be exceeded at the signalized Columbia Avenue/Bond Street/W Marine Drive intersection (0.85 versus 0.89 v/c).
 - The increased v/c ratio is the result of reducing eastbound and westbound through traffic to one lane in each direction east of the intersection (separate project from the Uniontown Reborn Plan) in combination with the existing complex, multiapproach intersection configuration.
 - Mitigations should consider a longer signal cycle length, left turn lane restrictions or approach closures.
- The ODOT mobility target would be exceeded at the stop sign controlled approaches at the Hamburg Avenue/W Marine Drive intersection (0.95 versus 1.55). The uncontrolled highway approaches would meet targets. A traffic signal has been identified as a TSP project at this intersection that would significantly improve operations.
- Overall, drivers would experience a delay of up to 3 minutes traveling on W Marine Drive. Future conditions during average (non-summer traffic demand) conditions would be similar without changes to the existing vehicle lanes.
- The recommended lane reconfiguration would reduce pedestrian and bicycle conflicts, making the roadway more comfortable for all road users and more inviting for businesses and residents.

CROSS-SECTION RECOMMENDATIONS

Direct access to the study area is currently provided at Portway Street and Basin Street. Bay Street is planned to extend to the north to a new east-west street. Portway Street is classified as a Commercial/Industrial Collector Street. Basin Street and Bay Street are classified as a Mixed-Use Local Street. The Astoria TSP section standards for these classifications are shown below. No changes to the TSP sections are recommended to support the Port of Astoria Waterfront Master Plan concepts.

Figure 15e: Optimum Street Design for Commercial/Industrial Collector Streets



Portway Street would continue to serve as the primary connection to the Pier 1 and marina areas. With the Commercial/Industrial Collector section, Portway Street would benefit from providing two 12-foot travel lanes wide enough to accommodate truck demand and bike lanes to connect to the Astoria Riverwalk from W Marine Drive. The bike lanes also provide additional pavement width between the curbs to accommodate large vehicle turn movements when needed. On-street parking isn't a priority use for the facility, most of the fronting land uses has off-street parking available. Walking isn't a priority use for the facility. The five-foot sidewalks with landscaping street would accommodate anticipated pedestrian demand.



Basin Street and the planned extension of Bay Street would serve as the primary connection to the east portion of the Port site. The Mixed-Use Local Street section would provide an appropriate multimodal facility for the anticipated users. The center 20-foot wide section would accommodate both two-way vehicle traffic and bikes. The vehicle lane widths are appropriate to encourage lower speeds and the expected passenger vehicles (limited to no truck use). Mixing bikes and vehicles in the travel lanes is acceptable based on the estimated future vehicle volumes and speeds. On-street parking on both sides of the facilities would provide much needed parking supply for the adjacent land uses. Walking is a priority for the facility due to the connection to the Uniontown commercial area on w Marine Drive. The anticipated demand would be accommodated with 10.5-foot wide sidewalks with tree wells.

PORT OF ASTORIA WATERFRONT MASTER PLAN



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APPENDIX 2: PUBLIC COMMENTS

Preliminary Concepts
Preferred Alternative

Preliminary Concepts - Public Comments

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
11/4/2021 11:03:59	Restaurants, park for families. It would be nice to see the area cleaned up where you aren't scared to walk around. Museum would be great for families.		
11/4/2021 16:24:44	As we look at adding new business districts and building new hotels I want to know what the city is doing to work on housing so that we can properly staff these new opportunities. Currently we have a staffing crisis as CMH because proper housing cannot actually be found in the city of Astoria. How can we even consider to continue to build without adequately addressing affordable housing for locals. Without proper infrastructure it just seeks to further separate the locals from tourism.	info@cambiumgallery.com	Kirista L Trask
11/4/2021 17:28:50	I want to suggest that we move quickly to replace the former popular Seafarer Restaurant as soon as possible. The site is available now between the Riverwalk Inn and the Chinook Building. The location is perfect, overlooking the marina. It would fill a void in providing breakfast and lunch to patrons of the two hotels plus those living on boats in the marina, not to mention being an attraction to local residents. A Request of Interest to developers would quickly tell us if there is interest. This can be done now while the implementation of the proposed additions in the Master Plan will take time. Frank Spence, President, Port of Astoria	frspence@bellsouth.net	Frank Spence
11/5/2021 10:31:56	Seafood based food hall for year round use. Better utilization of the 10 Pier 1 building and smaller rental units for small or industrial uses with garage space.	jsnpollack@gmail.com	
11/5/2021 14:55:31	A place to hang out- park, benches, sidewalk restaurants, etc. NOT places that are restricted access such as hotels. keep the views intact.		
11/5/2021 16:04:09			How about restraints and shipping and no longs
11/5/2021 21:30:58	I like where the "blue" scheme is headed; marketplace, food & drink, entertainment to draw both locals and tourist/cruise traffic. Parallels to Pike Place (Seattle)	gbennett@hsiprosvcs.cc	Greg Bennett
11/6/2021 1:28:02	Hard to admit... tourism is where the future is for the port. East mooring basin could be a revenue generating area, completely under utilized. the revenue lost each year due to neglect is sickening. Buoy 10 season being just over a month, I would estimate about 1/4 million of lost local revenue. Astoria is a Gem, full of rich history, I would hope the port would work at maintaining the history of our area. The trolley..... another under utilized revenue source. I know there's a huge divide between old and new Astoria, but there's a opportunity for both sides to move forward and benefit	glidler@hotmail.com	Gary L Idler
11/6/2021 8:05:05	This is exciting. As homeowners who live on the river and walk the port regularly, we often comment on how much potential there is for it to be a vibrant and welcoming area. We are regular cruisers who have sailed into Astoria, and it is one of the least attractive ports.	lindagannon@cox.net	Linda Gannon
11/6/2021 14:17:46	Has the committee discussed the sewer/water treatment need? As I understand from recent articles in the Daily Astorian, the sewer/water treatment in Astoria is already at capacity. Additional services on the system would overload the system.	malcolmcotte@gmail.com	Malcolm Cotte
11/6/2021 21:42:53	We love these schemes! Our thoughts: Improving the access roads through this area would be important, as included in the plans. Love the fish market idea. Local artisans having permanent stalls as a next step up from the farmers market which is seasonal. Welcoming cruise passengers with info about the area, and turnarounds for buses to take people downtown or excursions, with electric charging stations for the buses :) Locally owned cafes and bakeries would be great as many people use the Riverwalk and a nice place to stop for a drink or a bite would be well used year round. Bike rental would be good for Riverwalk riding. Please include LOTS of places to sit and look at the river activities - comfortable seating that can withstand the weather. Info about and celebrating the trolley and the opportunity it offers to move people along the river front would be good too.	judith.huck@comcast.net	Judith Huck
11/7/2021 8:46:16	Keep the industry, but clean it up. It's part of the heritage. Build a new low profile hotel and fantastic affordable restaurant at the marina, as well as a proper food truck court, waterfront park connected to the Riverwalk and trolley. Build a place for local fishermen to easily sell their catches. Resist the urge to go too cutsey or froo-froo, clean it up nw-style.	Rskozinski@gmail.com	
11/7/2021 13:37:57	I'm very supportive of the City and Port working together to redevelop the port property. I like the initial schemes. The only thing that jumps out at me is the proposed "Community Center or Hotel" on the east end of port property. (Orange Scheme East, Slide #37) I didn't think Hotels/Motels were permitted in the BVO. This is a parcel that might not need to be modified at all to meet the mutual goals of the port and city: an aesthetically pleasing, hard-working waterfront. Thank you!		
11/7/2021 15:30:01	I see a maritime village with shops restaurants and yes even a fish market. Think of San Diego in the 90's, mystic seaport, one could not ask for a better location	R.jenssen1@hotmail.com	Robert Jenssen
11/8/2021 6:28:46	I support an earlier comment about the need to have a visible Historic Port of Astoria kiosk with photos, graphics and text similar to the ferry history interpretive panels at Pier 14. Photos of the port buildings and ships from the early 20th century are essential in telling the story of this significant place in Astoria history. Some interpretation of the geology of the Columbia River mouth area and how it differs from the Columbia River Gorge would also be instructive and of interest to visitors and residents.	ericwheeler2@gmail.com	Eric Wheeler
11/8/2021 8:57:49	Are you referring to the port docks? If so I get very tired of seeing loaded ships pass us by headed for Longview, Kalama,, Portland etc. Opening up the docks again would provide much needed revenue and provide employment for the area. I say open the back up. To heck with more hotels, motels and restaurants Let's address the needs of those who live here first. Restaurants etc. provide seasonal employment. Why not address long term economics. I realize to do what I'm suggesting is expensive. But the return would be great. It may take time, but truly worth the wait. Astoria needs to decide if it wants to be a tourist trap or a community of people who have lived and worked here for generations.		

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc Name (optional)
11/8/2021 13:12:07	<p>Both plans look innocuous and derivative from previous studies, with modern updates. I'm guessing Will Isom emphasized simplicity with potential elements of beauty and grace, all relatively easy and relatively inexpensive to maintain. Sounds like some of the best of Astoria. Whichever "scheme" can actually come to fruition is best. *** A cruise terminal should include an abundance of regional salvaged materials, local skilled workers in wood and metal, and be designed to win international awards. *** I don't know if there's that much difference between mooring basin and marina, but I see value in branding The Basin, both as a moorage and as a unique neighborhood bar. *** Is something in the works for Pier 1? Seems that way. Transparency, please. *** Appropriate to include Henry Balensifer in the stakeholders group, since Warrenton has the best view of the port, but can imagine naming him as the "south county" representative could be insulting to actual south county people. *** Will the low-hanging fruit and some dollar estimates be included in round 2? *** IMPORTANT to consider, and unwise not to consider, Uniontown Reborn, whatever Fort George has planned that they are willing to reveal, and this master plan together -- for aesthetic and financial reasons as well as to avoid a redo of the redo of the redo of the revision of the development code to meet the needs. *** Look forward to the next presentation. *** Thanks for the opportunities to comment.</p>	cindyleeprice@gmail.com Cindy Price
11/8/2021 14:52:43	<p>Of the proposals, the Blue plan seems to have most logical decision making, orange moves the fish market too far away. With regards to both I would strongly urge against unnecessary roadworks and encourage pedestrianisation. Hotels would also be vital to any success from this development as the citys limitation across the board is capacity due to the shortage of homes and hotels.</p>	mathisionium@gmail.com Chris Mathison
11/8/2021 17:42:46	<p>Too many failing infrastructures. Fish processing dock- fixing it could make it safer and more efficient Empty building at west mooring basin-possible office spaces or storage rental spaces for boating customers. the east mooring basin- lost revenue from slip rentals, make it a public fishing pier which could possibly support food carts in the parking lot or a small bait shack. And the pier 1 wasted space, used to be logs. Maybe there is another material to move out of there. I just don't want to see a working port get changed into a tourist dependant location.</p>	anewman622@gmail.com Allen
11/8/2021 20:09:40	<p>This is so out of touch with astoria needs-no more hotels, stop relying on tourism- why assume there's local support for cruise ship industry? No where in the proposed plans does it address equity and inclusion. Do better.</p>	
11/8/2021 22:05:01	<p>From the Orange Scheme I liked the Overlook and Welcome Center location and the Fish Market / Factory Tour at Bornstein's.</p> <p>From the Blue Scheme I liked the Footbridge leading to the Boardwalk at the redeveloped (Tall & Narrow) Hotel location, The Fishing Village concept, the Mixed Use Building by Bay St. and Opening Bay St. (likely one way from Bay to Basin) to Port traffic.</p> <p>I like keeping Marine Industrial Usage on Pier 1.</p> <p>I agree that West End Mooring Basin is a preferred name over just Marina.</p> <p>I also thought the Mixed Use Building at Basin St needs to keep the View Corridor open, but it could be designed to allow for a temporary (maybe tent like) structure to close across the view corridor of Basin for larger events.</p> <p>The Intersection of Portway and Gateway needs help to enable a better flow with trucks and busses. Design that encourages the pedestrian traffic to cross closer to the marina corner will help with traffic and safety issues.</p> <p>The last point is a new Inter-Modal connection can be established on Pier 1. This would be running the Trolley/Train Tracks out to the end of Pier 1 at the Cruise Ship Terminal. The tracks still have the old spur that begins near the Riverwalk Inn Sign and goes into the intersection of Portway and Gateway, but it has been paved over. They can continue along the fence next to the Marine Industrial area in the Fire Lane path, built in a method that can be driven over for Safety and dual Access. This could enable the Trolley or a future tram to shuttle passengers from the ships closer to Gateway where Bus / Taxi / Shuttle / Trolley / Car/ Bike/ Walking, etc. connections can be made at an easier to access/control location.</p>	Dan Hauer
11/9/2021 6:00:56	<p>Flood preparedness to mitigate damage costs from rising waters and flooding that we will be facing in our warmer future.</p>	
11/9/2021 10:19:02	<p>Overall, the ideas seem reasonable and create a public waterfront area. However, the public has been very adamant during the Riverfront Vision Plan and Bridge Vista Overlay processes that they want views protected. The view corridors on Basin and Bay Streets should be protected as they were critical during the City Council adoption meetings to respond to the desires of the public. Buildings north of the River Trail should not exceed the maximum building heights of the Code Overlay Zones and should follow the building orientation of the Overlay Zone. If a hotel has to be built, the Blue Scheme is better as it puts the building south of the River Trail at Bay St. A hotel directly west of the Maritime Memorial would detract from the Memorial. The proposed hotel west of the mooring basin is better. The Pedestrian Oriented District has specific regulations on signs and the proposed identification signs may not meet those requirements such as pole signs are not allowed and monument signs are limited to 5' high. The allowable Port changes to the Code do not allow changes to the Ped Oriented Dist regulations.</p>	
11/9/2021 20:02:37	<p>Upgrade/remodel motel to reflect historic design. A small covered park/seating area to watch docked boats and ships in river. Take a public poll to see if a building to store boats and extend amount of boats that can dock here year round.</p>	corgi19@gmail.com

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
11/9/2021 21:43:16	<p>If it is for seasonal, some semi permanent booth for local artist to rent out by the month or food truck etc. this doesn't need to be expensively build. Bike link for easy access bike parking etc.</p> <p>If it is for all year round, suggest to some what solve housing issues otherwise there will be no workers.</p> <p>Really love the fish market idea but in order to attract everyone and get the goal achieved, it needs to be multiple stores available and open all the time. Seating for eating, covering when rain are important.</p> <p>Local art sculpture etc would be very nice. I think something symbolic and attract tourist and make it a destination</p> <p>Ok... for now :)</p>	Candy.yiu@gmail.com	Candy Yiu
11/9/2021 22:48:42	<p>Plan for the Street connecting bay & basin in with the rest of the portway and Hamburg circuit is an excellent idea. Just allowing for extra traffic and large vehicle access should increase marketability for the properties in the proposed area. I liked the Blue plan More so because it still allows for a hotel on the marina...which I will never use but still I understand the need for hotels in the area and I think this is a great location. Us locals know how bad the red lion building waswhen it was still the red lion. I as a former volunteer Firefighter personally responded with the FD after guests were dumped into the marina off one of the decks that had collapsed from under them... The market idea is great gives the food trucks a centralized loCal vs random parking lots in the ghetto that is union town. I also believe a lot of the anti social behavior would disappate with constant use of this area vs the current scenario where the sun goes down and the needles come out. I know the business are based on who wants to move in but I would love the port to Honor the Finnish heritage of the area with the riverwalk via any signage in the area. This part of town was where the Scandinavian immigrants lived for the most part almost a quarter of the towns population is decended from those people....My Family....Astoria is less and less the town I grew up in; as a fourth gen resident it would be nice to pay some homage. On a personal note...I find it appalling the former mayor didn't know what businesses were down in the bay basin street area. I'd say port issues were the most prominent issue of her term. P.s Bring back the Port of Astoria Water tower haha</p>		Joshua Takko
11/10/2021 13:00:04	<p>Strengthen the Astoria Riverwalk (more lights, better maintenance, better transition surfaces over rr rails...). Preserve visual connections and corridors from highway.</p>		
11/10/2021 14:45:40	<p>I liked both concepts presented. Yes to a fish market! It seems market location should be based on what's most feasible for Bornstein's. It would be great to include some family-friendly play equipment, similar to Hood River's waterfront park. Most importantly though, I'd love to see workforce housing considered in the upper levels of the mixed use building.</p>	znemlowill@gmail.com	Zetty Nemlowill
11/10/2021 19:40:43	<p>Put a Ferris wheel like Seattle has. Such a tourist attraction</p>		
EMAILED RESPONSES			
	<p>Quick thoughts, while they're hot:</p> <ul style="list-style-type: none"> • Great job Mike Z. (and crew), Will, and Brett E. for running the meeting and responding well. • The oceangoing cruise ships are a big deal, but as stated before shouldn't dictate. But, if we are soliciting them we need to have decent facilities. • Wind energy is up and coming for the port piers as a renter, but totally contradicts the fishing industry. Therefore, the fresh fish plaza. Future politics to be considered. • If the designated 70' view corridors get blocked, they are more than compensated by the removal of the Riverwalk and Chinook building removal and the proposed replacements. Also, the majority of the residential views are above 101 which are already above the port area. This is the best vertical height area in the town. Stack' em high. • Someone wants walking access to the river. This is not the spot. Personally, I wouldn't jump in. • The bicycle thing is nice, but let's not encourage it. Maybe a Cycle Oregon, but daily it doesn't fit with the trucking. Not just the west industrial side, but the east side will be tight if the plan draws the masses of people. • A "cheap café on the water" was requested. Probably not here, but medium priced is needed. • Sideshow comment: Someone said we need to look to the future outside commercial fishing. Correct, but when I was young the west basin was dominated by commercial fisherman which sustained the café year round. That sustained the Thunderbird's (then the Red Lion, then the Riverwalk) existence in the off season. Ironic, that fishing is now the side show that might bring it back. • Councilor Hilton is correct. Let's not call it the "marina". Most water towns have those. It discounts the last part of "real" Astoria we have left. And, that goes for whatever is going to be called the upland version of the project within our scope. "Red Light Port District" won't pass for many reasons, but it needs something salty and gritty enough to get the job done. "The Fish District", for example, says a little something about what you're about to experience. • There was a comment about the west end basin's moorage make up. Not our job. Whatever comes out of this will dictate that. <p>Sorry for the rant, but if I did it later it would be diminished, like the rest of the PAC 12 will feel like it when the Ducks are done playing football.</p>		
	<p>Great points, Kurt, particularly the "stack 'em high" comment. I was trying to picture how large a structure it would take to actually block a view from any house on the West end of town.</p> <p>Good job, all.</p>		
Hey so I tried to get Brett to call on			

GOOGLE FORMS RESPONSES

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
<p>Hey so I tried to get Brett to call on me in last night's meeting but he wouldn't. It seems to me that with Uniontown Reborn, the port's master plan and the parks and rec grant for lighting and wayfinding as well as Fort George's goal to light up their area with historical lighting, we've got an overall Uniontown image issue coming our way. We're talking about millions without a single clear image. Reborn is west marine drive, the port is waterfront, fort George can do whatever they want and then there's the Riverwalk lighting and the memorial area. It seems like there needs to be a Uniontown vision committee kind of keeping an eye on all of these different entities. I'm afraid without it, we might just get all chopped up.</p>	<p>From DK - Yah, not the point. And that whole plan has been Wil's plan for two years already. I heard nothing new that he hasn't already stated. But it does bring up that ODOT is planning to redo our crosswalk sometime soon and yet a new street on port property would punch in a need for a stop light. So we'd end up doing redos of redos of redos. Who is keeping an overall watch on all of the projects? Nobody. Planning commissioners are all downtowners. Brett's a downtowner. Who is going to point out that way finders are part of the Riverwalk grant and yet they might not line up with Port's vision of a more modern look while Fort George is installing historical lights on w marine drive that benefit only them. No vision, no overall visionFr.</p> <p>From Brett -</p> <ol style="list-style-type: none"> 1. There was a question of a new stoplight last night. Nothing is determined or confirmed about that. ODOT has and will continue to be included in conversations. All of the transportation needs and prior plans are being considered. The purpose of your staff and consultants are to ensure that plans line up. 2. Jonah from parks is included as a part of this team. Parks Board Chair Norma Hernandez was a stakeholder interviewee. As I mentioned in the prior email, a consistent design of all wayfinding along the Riverwalk is being designed. This will be in keeping with the Council adopted wayfinding Masterplan. 3. I called Chris Nemlowill on her statements on lights at Fort George. Fort George has no plans to install lights along Marine Drive. Or the Riverwalk counter to her statements. <p>Thanks Brett</p>		
	<p>Joan, I am again forwarding this response to all of city council so all have the same information. The quick answer to your questions as to if there will be oversight as to future lights in Uniontown is yes. All lights along the riverwalk are uniform with one exception being in front of the Holiday Inn Express and Maritime Memorial. There are historic street lights used in that area. These were desired by the Uniontown Association when the City put those in several years ago. The City coordinated with that group then and would do the same in the future when new lights are proposed.</p> <p>In all other areas of the riverwalk (inclusive of the Port of Astoria trails on the piers and downtown trails we use concrete bollards with Louis Paulsen (Scandinavian design) toppers. These were first installed in the stretch east of the Maritime Museum and then again when the trail was extended in the Port. On trestles, we utilize a bulkhead light. The lighting projects with grant funds for lighting are using these two standards. No new standards are being introduced.</p> <p>The lighting projects currently funded will add bulkhead lights on the trestle east of the Holiday Inn consistent with other trestles. The City did not include any riverwalk lights west of the Maritime Memorial as a part of the current grant applications. The reason why is the Port Waterfront Masterplan is in ongoing and there needed to be a final determination of future pedestrian paths through that area and there needs to be discussion how to bridge the style of lights in front of the Maritime Memorial and Holiday Inn to the Louis Paulsen lights to the west in the port. Astor West funds could be utilized or leveraged for a project there.</p> <p>Diana Kirk mentions lighting in front of the Fort George campus. They have added lights on their building but there are no new public riverwalk lights proposed through their campus at this time.</p> <p>There has been discussion about what would happen should ODOT rebuild the highway through Uniontown in conformance with Uniontown Reborn. In that case there would be a design process to make decisions.</p> <p>I would note an associated note there will be new wayfinding signage through Uniontown as a part of the grants received. Jonah has been working with stakeholder groups to gain public input and has been working with Dan Haur of the Uniontown Association. Dan has told Jonah that he will share details of the sign proposals to his group. I would further note that Dan told me recently that Diana Kirk has not been participating with the Uniontown Association. One item which Diana has been publicly stating is the need for directions to businesses along the waterfront. That has been a desire of ADHDAs as well. There will be QR codes on signage along the riverwalk which will pedestrians can scan to learn more about what businesses are in the neighborhoods. This was determined to be the best approach as businesses change and signage stays up for decades. Jessamyn West has agreed to reach out to the Uniontown and Uppertown business groups so that they can assist in creating their own respective list of businesses and subsequently maintain that list to be accessed by the QR code.</p> <p>Jonah is doing one more round of comment from the stakeholder groups and it is expected this will go to Council in December for your final review.</p> <p>Thanks, Brett</p>		

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
	<p>Jim Santee 42162 Bagley Lane Astoria, OR 97103</p> <p>Sunday, November 7, 2021</p> <p>Ladies and Gentlemen:</p> <p>I would like to comment on the proposed Port of Astoria waterfront development. I briefly viewed the slides and the consultant's report. It was nearly like the one I proposed to the Port circa 1990. When I returned to the Astoria area in 1988 I was absolutely sickened by the way the Port was operating and the corrosive social-political mess that surrounded Port operations. I have traveled throughout the United States and several foreign countries and personally viewed port redevelopment projects so I can speak with some degree of knowledge. What has been proposed should have been done forty years earlier. Is the Port responsible for all its problems? The answer is no. There is a shared thread of guilt running directly into a few other surprising directions as well. I have well documented in my draft autobiography where all this came from and it is ugly.</p> <p>If you decide to follow through with this project it will be very successful and will bring a big economic shot in the arm for our entire region. There are two or three additional phases that should be part of the planning process for the future and would bring a lot of additional value to the table. Part of this will come from back room planning discussions of the Lewis and Clark Bi-Centennial program of many years earlier. If you wish me to outline the follow up phases I can do this. But I would prefer it to be in person and not Zoom. It is not based on theory but essential "ground truth". If you wish to get another view of the possibilities and opportunities, meet me at Waterloo Station in London on May 7th.</p> <p>Wish you all the best in your efforts. Now grab a shovel and start digging, and hand over a hammer and start driving nails. Get it done! No more excuses. No more consultants. No more focus groups. No more visioning sessions.</p>		
FACEBOOK POSTS			
	Kathy Heino Lucas - Astoria got what it wanted....tourists.		
	Ronda M. Hedeem - Quit allowing 4 story hotels.		
	Hugh McKenna - How many consultants do you need to consult before you do anything?		
	Kelly Shipley - Port property should pay for itself. If it doesn't it needs new property managers.		
	Kenneth Carole Barnhart - When you undertake public involvement and ask citizens for input, it is important that you carefully consider their input. Afterwards, summarize what you heard and give your responses so people know that they were heard.		
	This hasn't been true in past instances, so I and probably others are not willing to waste time providing input when it appears what is desired is to check the PI box and proceed with preconceived plans.		
	Kaye Davis - Kenneth Carole Barnhart sometimes I believe they hold the public forums to fulfill a requirement. Anyways that is what it seems like to me.		
	Kenneth Carole Barnhart - Kaye Davis That was my point. It appears they need to say that they did public involvement (check the PI box).		
	Paul Johnson - Please identify all living wage jobs the port is currently supporting. Please include medical, dental and vision benefits.		
	Diana Kirk - Paul Johnson Wil at the Port has all of that information. It's quite impressive what a Longshoreman makes. I had no idea. And the Port also supports its tenants who employ hundreds. Some of those employees are also my housing tenants. Glad they have steady jobs.		
	Paul Johnson - Diana Kirk How many days did these longshoremen work at the port of Astoria and how many days did they have to travel out of town "coos bay, Longview, Seattle, Portland and L.A to find work. Their monthly/yearly wage had very little, if anything at all to do with the port of Astoria.		

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
	Diana Kirk - Hmm, I sat through all those budget meetings in 2019 for the Port. The amount of jobs tied to it, was a pretty big part of that report. I think you might be a bit mistaken in how important the Port is to Astoria. Economically. The sports fishing industry alone brings millions to Uniontown and the commerical industry from just three canneries alone employ people all over the State and all the way up to Alaska. So I'm not really sure what you're argument is here except maybe just to argue?		
	Shel DeMase - As someone that does not live in Oregon, but most of my consumer dollars are spent in the Astoria/Warrenton area, I'd like to point out (remind the powers that be) that traffic in downtown Astoria is very slow and tedious, and parking is very difficult, even in the slow season. Please keep this in mind as you make future plans for the waterfront. I know a lot of people that might stop spending money in downtown Astoria if traffic and parking got worse.		
	This is not a complaint to say don't add any more businesses. It's simply a reminder that improvements in roads and parking need to come with any expansion of the waterfront. Thank you.		
	Diana Kirk - Shel DeMase Roads belong to ODOT, not the City and not the Port.		
	Shel DeMase - Diana Kirk But they may need to get together to talk about what needs to be done. If those in charge of the port or any business wants to start up or expand in any city or municipality, then different offices and agencies should come together to discuss all the issues involved in the creation or expansion. Everything from where a parking lot entrance is located, to possible need for traffic lights at that entrance, to impact on the environment, and so much more, is part of the planing. Different agencies are eventually involved, or should be.		
	ANY business or organization that fails to look into how their business (whether new or expanded) impacts the community (including traffic) and/or does nothing to resolve the issues is irresponsible.		
	Berit Madsen - Shel DeMase maybe a "By Pass" is in order!		
	Letha-Ann Cooper - Shel DeMase perhaps more businesses should be enticed to locate on the Washington side so the traffic here in Downtown Astoria isn't so bothersome		
	Shel DeMase - Letha-Ann Cooper I'd love that. What can YOU do to make that happen?		
	Shel DeMase - Letha-Ann Cooper And, if you work, why not tell me who your employer is, so we can work on making sure the Washontonians who spend sooooo much money in Astoria make your employer one of the first we replace with a business on the WA side. Come on. Don't be shy. Let's here more of your sarcastic snark that you think is so smart. Come on. You want less money coming from Washington, so help us do it.		
	Shel DeMase - Berit Madsen For those on their way farther east, yes that would be great, regardless of where they come from. For the thousands of Washingtonians that spend A LOT of money in Astoria, better parking and traffic planning would be the smart thing to do.... See more		
	Shel DeMase - I find it amazing, and unbelievably ignorant, that so many Astorians love to put down those from outside Astoria, for coming to Astoria and and SPENDING MONEY. LOTS OF MONEY. Without our consumer dollars, without consumer dollars from those who do NOT reside in Astoria, the FACT is Astoria would become a run down abandoned wasteland. Astoria could never survive if the only people who spent money in Astoria were those who live there. It's a good thing these ignorant critics don't run the show.		
	Berit Madsen - Diana Kirk you are right But any talk in the past of a "By Pass" (Truck route) was thumbs down from the businesses in Astoria. They were afraid of losing business. The trucks are not getting smaller these days . Just a suggestion.		
	Berit Madsen - Shel DeMase you sound so angry! I agree that the parking is limited and for handicaps next to none.		
	Letha-Ann Cooper - Shel DeMase It's much easier to criticize Astoria than to figure out why your own town doesn't have the services that you require		

GOOGLE FORMS RESPONSES	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be inc	Name (optional)
	Shel DeMase - Letha-Ann Cooper Ah, yes, clicking on the LOL emoji, works to show ignorance every time.		
	Redd Mann - Corruption country, is home to assholeya, good place to find criminals of the highest level....all holding office.....		
	Brandon Hiza - There would be many more jobs if we had an active water front. Where people could come and get seafood from smaller mom and pop operations. Look at Newport and the income generated on their waterfront and then look at Astoria and their dilapidated docks at both ends of the town. This town was built on the fishing community but the water front has fallen into disrepair in most areas. Good things are coming! And what is to come of east basin? Will there be future plans there as well?		
	Allen Newman - Brandon Hiza this times a million.		
	Gus Fennerty - Maybe we could establish a port district to deal with the dilapidated docks.		

Preferred Alternative - Public Comments

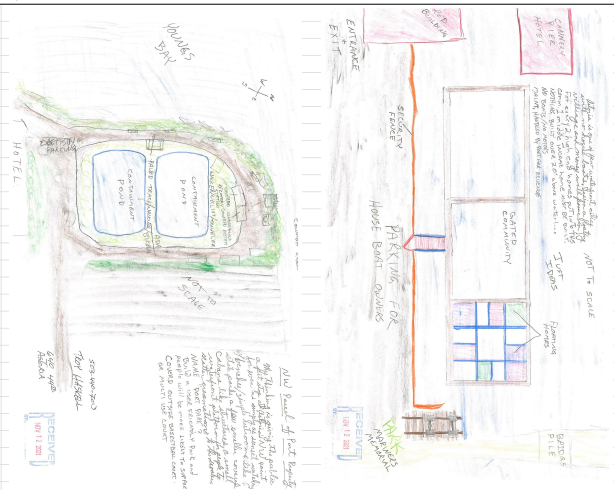
Timestamp	What are your thoughts? What are your ideas? What opportunities do you see?	Email address - to be indName (optional)																		
12/15/2021 9:47:33	Next batch of feedback																			
12/15/2021 12:04:51	Very thorough and well planned. "Thumbs up". For me, Astoria is an amazing place showcasing a "working" Pacific NW maritime trade, fishing, logging, brew pubs/distilleries, gourmet food, arts/crafts, history, etc all located in an incredibly picturesque area. The port area feels like it is Astoria's "back door" - functional and well used, but not very attractive. It could be so much more. I love the unique "cannery architecture" - please continue. Don't "scrimp" on the parking - could become a centralized area for parking and access to downtown via shuttle/trolley? Don't overlook the old steam engine & building - it's outside the boundaries, but so interesting and so often overlooked. Looking forward to the transformation!	redsky713@gmail.com	Maggie G.																	
12/16/2021 15:49:45	Thus far I haven't seen anything I didn't already know except one. It was the mention of putting signs along W Marine Drive announcing the marina or the port. Then today when I read through the materials, I saw that changing the name from west mooring basin to something else popped up. I would very much oppose tall extra signage or flags on W Marine Drive announcing the marina or waterfront because this entire area is called Uniontown. It's history is very deep in Astoria... to 1893 actually. If there are any signs announcing this W Marine Drive area, it should be Uniontown itself. Uniontown is 1/4 of Astoria and encompasses 2500 residents "and" the marina. The Uniontown Marina sounds great but making up brand new names when it's already in a working port area with union workers. It's exactly what the port needs and Uniontown needs.	Workerstavern@gmail.com	Diana Kirk Workers Tavern																	
12/20/2021 19:26:20	I like the direction the plan is going, particularly the addition of food, drink, and shopping amenities and improving the walkability of the port area. If we are committed to welcoming large cruise ships, we must have a port we are proud of which attracts locals and visitors alike.	lindagannon@cox.net	Linda Gannon																	
12/21/2021 15:40:27	Overall good start. Sorry I'm late to the process. I have some comments and suggestions for considerations and they are some first hand experience as I am a summer time user and boat moorage customer. While some of these seem like details for further refined drawings it's never too soon to keep these in mind. 1. Is there more or less overall parking (than what is there now including dirt unorganized summer use) in current design serving boat basin and those with moorage? There is not enough parking in the summer during fishing season and if you bring more visitors in to use amenities it will not serve anyone well. Boaters and fishers come early in morning and day time users may not get a spot. 2. Consider giving more thought to parking space sizes and large truck turning radius that use that parking lot everyday in summer, especially August. Fish angler trucks (long bed crew cabs) shouldn't stick out in traffic lanes like they sometimes do now. Size at least some the new road and room for large RV and trucks with (sometimes) with full or empty boat trailers who pick up boat driver after launching at east basin and then tie up boat, and or get ride away from dock from the launch vehicle with trailer on back of it (we do that couple times a month). Currently trailers and truck turn off basin street east up towards canary pier dirt lot to turn around. 4. Did you consider all the guides, their customers, private anglers and boaters, fish derbies groups and yacht clubs who need meeting and gather spots? did you plan for that use in flexible ground space? 5. Are there close loading zones (don't forget port staff vehicles for maintenance) and parking spots for all the people packing ice chest, poles and equipment moved every day back and forth during fishing season from moored boats to vehicles. Current design may cause it to be harder for all, especially those with physical limitations. 6. What about fish cleaning station and fish carcass disposal area, still there? 7. Have you thought about security for moorage boats with more public access encouraged? 8. Be sure to include true integrated accessibility for persons with disabilities, in other words RUN AWAY from anyone who says it will be "ADA" accessible. They are not the designers you want to make it inclusive and transparent and not stand out. They are just going to do the minimum designs and push slopes to the maximum for outdoor walkways. Be sure to consider appropriate surfacing (not rough or wide open grating) and wayfinding among the routes of travel and site. Be to sure incorporate more than minimum amount of accessible parking spots among different parking facilities (area or lots). Plan now for viewing tower to be accessible (ramping or elevator) along with footbridge walks and any multi use paths. Suggest keeping waterfront trail users and fast bikers from crossing or mixing with boaters and fishing guide customers on routes to boats and vehicles as they are slower and hauling lots of stuff bikers might not be able to avoid. Plan for open air spaces not to be used later by picnic tables, outdoor grills, heaters, garbage cans, and vendors leasing or freelancing so they don't take important clear space reserved for wheelchair accessibility and maneuvering. I'd be happy to work closer with the design team as you move along with accessibility needs and design reviews.	rdcsdc@yahoo.com	rorly calhoun																	
12/29/2021 14:33:31		tobybackwater@gmail.com	Toby Dyal																	
EMAILED RESPONSES																				
	From: Diana Kirk <workerstavern@gmail.com> Sent: Thursday, December 16, 2021 3:56 PM To: Brett Estes <bestes@astoria.or.us> Subject: Port meeting																			
	*****EXTERNAL SENDER***** Uniontown Marina																			
	Pay homage to the historical significance of that area, it's unionized history, it would showcase the history of the cannery and a working waterfront.																			
	From: Diana Kirk <workerstavern@gmail.com> Sent: Wednesday, December 22, 2021 9:19 AM To: Brett Estes <bestes@astoria.or.us>; Bruce Jones <jones@crmm.org>; Jan Mitchell <2janmitchell@gmail.com>; Roger Rocka <RRRocka@astoria.or.us>; Will Isom <wisom@portofastoria.com> Subject: Re: New Name																			
	*****EXTERNAL SENDER***** Will,																			
	I've poured over all the notes from the most recent Port meetings and don't see anything that Uniontown businesses would have issue with. Thank you for taking our suggestions into consideration. John Harper at Under the Bridge is really the only issue with the Bridge Vista Overlay zone protecting his view corridor, but I've spoken to him personally about it and he didn't seem that concerned. He's more interested in his project on Portway right now, but I'm sure there will be many issues, especially if hotels go in. I'm hoping you can keep the line of communication open between us so that information is spread correctly for both the Port and Uniontown's benefit.																			
	I do know that during the Uniontown Reborn meetings, I spoke up for the Port's ability to turn (driving from west to north) onto Bay Street when ODOT spoke of making a bigger crosswalk there. I know that Ken at ODOT is working on that very crosswalk as we speak. He's in funding and has been talking about it for over a year now. But Uniontown Reborn will go after the updates to W Marine Drive at Doughboy to 8th street which I'm assuming you already know. But the crosswalk in front of Workers is the most dangerous crosswalk in Oregon and ODOT wants to fix it before they do all the new striping in maybe "2027." It would effect the Bay Street mentioned in the port plans.																			
	The only issue I really saw was when the planners, in the first meeting, casually stated of putting up flags or signs along W Marine Drive announcing the marina. My issue with this is mainly that this is Uniontown and it's the oldest historical district in Astoria since it didn't burn down in the fires. Its history is 1880 and so are the buildings and houses up the hillside. In fact, the four oldest houses in Astoria are right up from the Shell station on Hume so using W marine Drive as merely a corridor to the Port is something I'd have issue with and then I'd do my best to bring it to everyone's attention. Uniontown will not be a thoroughfare from the marina/bridge to Downtown anymore.																			
	I've also mentioned to everyone I can how much there needs to be a Uniontown/Port/ODOT team of people who are all looking out for what's best for this area of Astoria. As we saw in the Bridge Vista Overlay meetings, it's easy for something to get forgotten when this many changes are happening. If that's just me doing it, then so be it. But I am keeping an eye out on all of these changes coming to Uniontown for sure and speaking to the businesses along W Marine Drive about it.																			
	Lastly, I've mentioned changing the name of the basin to Uniontown Marina. The name reminds me of Gas Works Park in Seattle. It gives homage to the working waterfront and the history of the residents of Astoria in this area. The idea of the Basin and Uniontown being separated has always bothered me since it's such a huge part of the historical district of Uniontown. This renaming would be a perfect meld between the two areas who will hopefully become more cohesive with the plans you intend to see happen as well as ODOT's plans and the City's plans over the next ten years. My idea to date the buildings in the area as well as provide historical street signs stating Uniontown, wayfinders as well as highlighting the history of the fishing/canneries are all ideas I'd like to see happen while I'm still kicking it in Uniontown.																			
	And thank you for your time Will. I'm still doing my best to tamp down the negativity towards the Port wherever it pops up, with the services for the summer fisherman being the most vocal and negative. It would be an easy fix this summer that I can help with whenever you're ready.																			
	And Happy Holidays as well. You've worked hard this year. Enjoy it.																			
	On Thu, Dec 16, 2021 at 3:56 PM Diana Kirk <workerstavern@gmail.com> wrote: Uniontown Marina																			
	Uniontown has 2500 residents that all lookover the marina. Changing the West Mooring Basin name to Uniontown Marina would allude to a working waterfront as well as pay homage to the historical significance of that area that began in 1893.																			

Timestamp What are your thoughts? What are your ideas? What opportunities do you see? Email address - to be indName (optional)

Facebook Posts Scott Mclean stopped in to express his concern with the placement of the watchtower and the idea of planting trees over and along the water. Specifically that as they get bigger they will break through.

Various dates No relevant comments (only a discussion regarding Zoom)

Dropped off submission / other 11-12-2021



They got tired to get Brett to call on me in last night's meeting but he wouldn't. It seems to me that with Lieutenant Nelson, the port's master plan and the parks and rec grant for lighting and wayfinding as well as Fort George's goal to light up their area with historical lighting, we've got an overall downtown image issue coming our way. We're talking about millions without a single clear image. Nelson is west marine drive, the port is waterfront, Fort George can do whatever they want and then there's the Riverwalk lighting and the memorial area. It seems like there needs to be a Lieutenant Nelson committee kind of keeping an eye on all of these different entities. I'm afraid without it, we might just get all chopped up.

PORT OF ASTORIA WATERFRONT MASTER PLAN



DRAFT


WALKER | MACY



Port of Astoria Waterfront Master Plan

Port of Astoria Waterfront Master Plan

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Port of Astoria
Waterfront Master Plan

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Port of Astoria Waterfront Master Plan

Detailed Summary

	SF	Cost	Low	High
Plan Elements				
Plan Elements				
1. Demolish Riverwalk Inn Hotel	44,955	1,331,101	\$ 1,064,881	\$ 1,597,322
2. Demolish Chinook Building	7,425	231,272	\$ 185,018	\$ 277,527
3. Maritime Industrial Site Preparation	258,185	6,105,585	\$ 4,884,468	\$ 7,326,702
4. Port Tower	750	1,617,601	\$ 1,294,081	\$ 1,941,121
5. Pier 1 Walk	47,965	1,945,494	\$ 1,556,396	\$ 2,334,593
6. Cruise Passenger Transportation	37,605	359,274	\$ 287,420	\$ 431,129
7. Footbridge	4,000	1,306,285	\$ 1,045,028	\$ 1,567,542
8a. West Mooring Basin Boardwalk: Option 1, New Pier Structure	89,909	14,722,967	\$ 11,778,374	\$ 17,667,561
8b. West Mooring Basin Boardwalk: Option 2, Existing Pier Structure	89,909	6,085,288	\$ 4,868,230	\$ 7,302,345
8c. West Mooring Basin Boardwalk: Option 3, Reduced Footprint	78,016	5,405,438	\$ 4,324,351	\$ 6,486,526
9. Fishing Village	2,000	410,597	\$ 328,478	\$ 492,717
10a. Multi-Use Support Structure - Option 1, Enclosed	9,910	3,481,595	\$ 2,785,276	\$ 4,177,914
10b. Multi-Use Support Structure - Option 2, Open Canopy Structure	9,910	2,556,413	\$ 2,045,130	\$ 3,067,696
11. Industry Street	122,430	3,702,490	\$ 2,961,992	\$ 4,442,989
12. Riverwalk Trail Improvements	89,215	1,074,997	\$ 859,997	\$ 1,289,996
13. Relocated Trolley Stop	400	37,779	\$ 30,223	\$ 45,335
14a. Bay Street Connection Within Study Area	15,400	785,030	\$ 628,024	\$ 942,036
14b. Bay Street Connection Outside Study Area	6,500	102,126	\$ 81,701	\$ 122,552
15a. Basin Street Connection Within Study Area	10,220	470,610	\$ 376,488	\$ 564,732
15b. Basin Street Connection Outside Study Area	5,500	93,128	\$ 74,502	\$ 111,754
16a. Portway Street Connection Within Study Area	58,440	2,128,153	\$ 1,702,522	\$ 2,553,783
16b. Portway Street Connection Outside Study Area	5,500	398,238	\$ 318,590	\$ 477,885
17. T-Dock Electrical		454,097	\$ 363,277	\$ 544,916
18. Utility Infrastructure		1,745,738	\$ 1,396,591	\$ 2,094,886

Note: Cost ranges above are calculated in 2022 dollars

Port of Astoria Waterfront Master Plan

Scope of Work

Project Scope Description

The project comprises cost planning site improvements for the Port of Astoria, Waterfront Master Plan located at 422 Gateway Ave, Ste 100, Astoria, OR 97103. The scope of work includes costing the Concept documents.

The cost report is a conceptual cost plan for budgetary purposes, based on conceptual illustrations and narrative descriptions provided by the consultant team. The report is reflective of the recommendations included in the Port of Astoria Waterfront Master Plan. Escalation, and permitting/consultant fees/planning/design/engineering costs are included.

Project Design

This cost report is base on the following plan sets including narrative documents and supplemental information: 220114 Cost Estimate Diagrams_r1, COA_2022.01.06 riverwalk wayfinding version 8, COA_2013 TSP extract 1, KPFF civil_20220114-EXH-Astoria-Util, 220114 Cost Estimate Diagrams_r2 received January 17, 2022, and communication with the consultant team.

Procurement

It is anticipated that the project will be delivered by traditional low bid with the potential of various JOC contracts. It is expected that the total project will be phased. Escalation is not included. If the project is delivered via alternative delivery methods, recommended budget modifications will be required.

Port of Astoria Waterfront Master Plan

Basis of Estimate

Assumptions and Clarifications

This estimate is based on the following assumptions and clarifications:

- 1 The estimate is based on the drawings listed in the scope of work and conversations with the architects and engineers.
- 2 Standard working hours.
- 3 Prevailing wages apply.
- 4 Owners operational costs are not included per Port direction.
- 5 Escalation is not included.
- 6 Remediation is not included.
- 7 Permits and fees are included.
- 8 Sales tax not included.

General Conditions include:

- Project Management and supervision
- Construction mobilization including trailers and temp power, lighting, and heating
- Contractor vehicles, fuel, and maintenance
- Small tools and consumables
- Hoisting, forklifts, and tool storage
- Note: Trade equipment is included within the trade services unit rates

Further investigation of the structural components is necessary for complete cost accuracy and risk reduction. In the interim, we recommend that the Owner carry construction contingency for structural repairs if encountered during construction.

In preparing the cost models, multiple sources were used. The source information includes a perspective on current codes, technology, energy conservation, specific site elements, local general and sub construction markets and labor agreements, material costs and availability and labor efficiencies.

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
1. Demolish Riverwalk Inn Hotel	44,955	SF		
Demolition				
Site protection - elements to remain, incl. dust control	44,955	SF	2.50	112,388
Structural	44,955	SF	6.50	292,208
Architectural systems	44,955	SF	4.25	191,059
Plumbing	44,955	SF	1.50	67,433
Mechanical	44,955	SF	2.00	89,910
Electrical	44,955	SF	2.50	112,388
Hazardous material abatement				<i>NIC</i>
Direct Construction Cost				865,384
Contingency - construction and design	10.0%			86,538
General conditions	7.0%			66,635
General requirements	7.5%			76,392
Contractor's overhead and profit or fee	4.5%			49,273
Bonds and insurance	1.5%			17,163
Soft Costs (permits and fees)	15.5%			169,717
Construction Cost Before Escalation	44,955	SF	29.61	1,331,101

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
2. Demolish Chinook Building	7,425	SF		
Demolition				
Site protection - elements to remain, incl. dust control	7,425	SF	2.50	18,563
Structural	7,425	SF	6.50	48,263
Architectural systems	7,425	SF	4.25	31,556
Plumbing	7,425	SF	2.50	18,563
Mechanical	7,425	SF	2.00	14,850
Electrical	7,425	SF	2.50	18,563
Hazardous material abatement				NIC
Direct Construction Cost	7,425	SF	20.25	150,356
Contingency - construction and design	10.0%			15,036
General conditions	7.0%			11,577
General requirements	7.5%			13,273
Contractor's overhead and profit or fee	4.5%			8,561
Bonds and insurance	1.5%			2,982
Soft Costs (permitting and consultant costs)	15.5%			29,488
Construction Cost Before Escalation	7,425	SF	31.15	231,272

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
3. Maritime Industrial Site Preparation	258,185	SF		
Renovation				
Dock demo and new construction - engineer estimate	9,400	SF	400.00	3,760,000
Site Utilities				
FS pipe - 8" dia., incl. trenching and backfill	1,560	LF	115.00	179,400
SW - modifications as required, allow	1	LS	30,000.00	30,000
Direct Construction Cost	258,185	SF	15.37	3,969,400
Contingency - construction and design	10.0%			396,940
General Conditions	7.0%			305,644
General Requirements	7.5%			350,399
Contractor's overhead and profit or fee	4.5%			226,007
Bonds and insurance	1.5%			78,726
Soft Costs (permitting and consultant costs)	15.5%			778,469
Construction Cost Before Escalation	258,185	SF	23.65	6,105,585

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
4. Port Tower	750	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	750	SF	0.17	128
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	6	MO	1,500.00	9,000
Street cleanup	6	MO	1,290.00	7,740
Temp facilities	6	MO	1,500.00	9,000
Site survey and layout	1	LS	10,000.00	10,000
Site demolition				
Demo - hardscape	750	SF	2.50	1,875
Site earthwork				
Excavation	28	CY	22.00	611
Grading	750	SF	0.50	375
Haul and dispose	28	CY	22.00	611
Base aggregates	14	CY	35.00	486
New Construction				
Foundations				
Pile supported structure	750	SF	150.00	112,500
Superstructure				
Floor construction - galvanized steel	9.0	TN	10,500.00	94,500
Floor decking - incl. topping slab	1,500	SF	13.50	20,250
Roof construction	3.2	TN	10,500.00	33,469
Exterior enclosure				
Columns and beams - galvanized steel	8.3	TN	10,500.00	86,625
Metal siding - elevator shaft	1,000	SF	35.00	35,000
Railings	230	LF	220.00	50,600
Roofing				
Metal roof - standing seam assembly	750	SF	40.00	30,000
Vertical Transportation				
Stairs - egress	3	FLT	25,000.00	75,000
Elevator - 10x10, glass cab	3	ST	85,000.00	255,000
Machine room	1	LS	75,000.00	75,000
Fire Protection				
Wet system	2,250	SF	6.50	14,625
Electrical				
Power supply - distribution and equipment	1	LS	75,000.00	75,000
Lighting and branch wiring	2,250	SF	15.00	33,750

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
Equipment				
Observation scope	2	EA	5,250.00	10,500
Direct Construction Cost	750	SF	1,402.19	1,051,645
Contingency - construction and design	10.0%			105,164
General conditions	7.0%			80,977
General requirements	7.5%			92,834
Contractor's overhead and profit or fee	4.5%			59,878
Bonds and insurance	1.5%			20,857
Soft Costs (permitting and consultant costs)	15.5%			206,246
Construction Cost Before Escalation	750	SF	2,156.80	1,617,601

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
5. Pier 1 Walk	47,965	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	47,965	SF	0.17	8,154
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	47,965	SF	2.50	119,913
Site earthwork				
Excavation	1,776	CY	22.00	39,083
Grading	47,965	SF	0.50	23,983
Haul and dispose	1,776	CY	22.00	39,083
Base aggregates	888	CY	35.00	31,088
Renovation				
Ped paving				
Concrete	36,708	SF	10.50	385,434
Curb	630	LF	30.00	18,900
Site development				
Bench	5	EA	2,750.00	13,750
Signage	1	LS	10,000.00	10,000
Landscape	11,255			
Topsoil	417	CY	45.00	18,758
Mulch	104	CY	40.00	4,169
Trees - 2" cal.	23	EA	500.00	11,255
Shrubs and groundcover - 1 gal., 24" O.C.	2,814	SF	11.50	32,358
Irrigation	11,255	SF	2.00	22,510

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Pole light - incl. power outlet	22	EA	8,500.00	187,000
Conduit and wire - incl. trenching and backfill	1,485	LF	140.00	207,900
Direct Construction Cost	47,965	SF	26.37	1,264,817
Contingency - construction and design	10.0%			126,482
General conditions	7.0%			97,391
General requirements	7.5%			111,652
Contractor's overhead and profit or fee	4.5%			72,015
Bonds and insurance	1.5%			25,085
Soft Costs (permitting and consultant costs)	15.5%			248,053
Construction Cost Before Escalation	47,965	SF	40.56	1,945,494

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
6. Cruise Passenger Transportation	37,605	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	37,605	SF	0.17	6,393
Construction entrance	2	EA	5,000.00	10,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	3	MO	1,500.00	4,500
Street cleanup	3	MO	1,290.00	3,870
Temp facilities	3	MO	1,500.00	4,500
Site survey and layout	1	LS	5,000.00	5,000
Site demolition				
Demo - existing site	5,930	SF	2.50	14,825
Site earthwork				
Excavation	220	CY	22.00	4,832
Grading	5,930	SF	0.50	2,965
Haul and dispose	220	CY	22.00	4,832
Renovation				
Parking lot				
Asphalt - grind and overlay	31,675	SF	2.65	83,939
Landscape	5,930	SF		
Topsoil	220	CY	45.00	9,883
Mulch	55	CY	40.00	2,196
Trees - 2" cal.	12	EA	500.00	5,930
Shrubs and groundcover - 1 gal., 24" O.C.	1,483	SF	11.50	17,049
Irrigation	5,930	SF	2.00	11,860
Site development	4	EA	2,750.00	11,000
Signage	1	LS	25,000.00	25,000
Direct Construction Cost	37,605	SF	6.21	233,574
Contingency - construction and design	10.0%			23,357
General conditions	7.0%			17,985
General requirements	7.5%			20,619
Contractor's overhead and profit or fee	4.5%			13,299
Bonds and insurance	1.5%			4,633
Soft Costs (permitting and consultant costs)	15.5%			45,808
Construction Cost Before Escalation	37,605	SF	9.55	359,274

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
7. Footbridge	4,000	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	4,000	SF	0.17	680
Construction entrance	1	EA	5,000.00	5,000
Utility protection	8	MO	1,500.00	12,000
Street cleanup	8	MO	1,290.00	10,320
Temp facilities	8	MO	1,500.00	12,000
Site survey and layout	1	LS	20,000.00	20,000
Site demolition				
Prep work as required	1	LS	2,000.00	2,000
Site earthwork				
No work anticipated				NIC
New Construction				
Pedestrian bridge	4,000	SF		
Pier system - over-water reinforced	4,000	SF	100.00	400,000
Decking - prefab structure, metal grate	4,000	SF	52.50	210,000
Guardrail - steel	530	LF	250.00	132,500
Lighting - guardrail	530	LF	75.00	39,750
Signage	1	LS	5,000.00	5,000
Direct Construction Cost	4,000	SF	212.31	849,250
Contingency - construction and design	10.0%			84,925
General Conditions	7.0%			65,392
General Requirements	7.5%			74,968
Contractor's overhead and profit or fee	4.5%			48,354
Bonds and Insurance	1.5%			16,843
Soft Costs (permitting and consultant costs)	15.5%			166,553
Construction Cost Before Escalation	4,000	SF	326.57	1,306,285

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
8a. West Mooring Basin Boardwalk: Option 1, New Pier Structure	89,909	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	69,016	SF	0.17	11,733
Construction entrance	2	EA	5,000.00	10,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - pier structures and deck	45,905	SF	30.00	1,377,150
Demo - on grade surfacing	44,004	SF	5.00	220,020
Site earthwork				
Excavation	1,630	CY	18.00	29,336
Grading	44,004	SF	0.50	22,002
Haul and dispose	1,630	CY	22.00	35,855
Ground improvement - deep soil mixing	1,630	CY	35.00	57,042
New Construction				
Boardwalk				
Structural steel piles and beams - new	25,012	SF	225.00	5,627,700
Timber deck	25,012	SF	28.50	712,842
CIP concrete	44,004	SF	12.50	550,050
Guardrail	1,065	LF	250.00	266,250
Site development				
Bench	10	EA	2,750.00	27,500
Signage	1	LS	20,000.00	20,000
Site mechanical				
Domestic water	475	LF	120.00	57,000
Sanitary sewer				
Stormwater management				
Site Electrical				
Power distribution	1,065	LF	160.00	170,400
Data - conduit and wire	1,065	LF	80.00	85,200

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Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
Pole light - incl. power outlet	16	EA	8,500.00	136,000
Conduit and wire	1,065	LF	65.00	69,225
Direct Construction Cost				9,571,785
Contingency - construction and design	10.0%			957,179
General conditions	7.0%			737,027
General requirements	7.5%			844,949
Contractor's overhead and profit or fee	4.5%			544,992
Bonds and insurance	1.5%			189,839
Soft Costs (permitting and consultant costs)	15.5%			1,877,196
Construction Cost Before Escalation				14,722,967

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Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
8b. West Mooring Basin Boardwalk: Option 2, Existing Pier Structure	89,909	SF		
Site Prep, Demo, and Earthwork				1,023,835
Site prep				
Erosion control		SF	0.17	
Construction entrance	2	EA	5,000.00	10,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - pier structures and deck	18,770	SF	30.00	563,100
Demo - on grade surfacing	44,004	SF	5.00	220,020
Site earthwork				
Excavation	1,630	CY	18.00	29,336
Grading	44,004	SF	0.50	22,002
Haul and dispose	1,630	CY	22.00	35,855
Ground improvement - deep soil mixing	1,630	CY	35.00	57,042
New Construction				
Boardwalk	89,909	SF		
Structural steel piles and beams - repair	25,012	SF	50.00	1,250,600
Timber deck - repair	25,012	SF	12.00	300,144
CIP concrete	44,004	SF	12.50	550,050
Guardrail	1,065	LF	250.00	266,250
Site development				
Bench	10	EA	2,750.00	27,500
Signage	1	LS	20,000.00	20,000
Site mechanical				
Domestic water	475	LF	120.00	57,000
Sanitary sewer				
Stormwater management				
Site Electrical				
Power distribution	1,065	LF	160.00	170,400
Data - conduit and wire	1,065	LF	80.00	85,200

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Pole light - incl. power outlet	16	EA	8,500.00	136,000
Conduit and wire	1,065	LF	65.00	69,225
Direct Construction Cost				3,956,204
Contingency - construction and design	10.0%			395,620
General conditions	7.0%			304,628
General requirements	7.5%			349,234
Contractor's overhead and profit or fee	4.5%			225,256
Bonds and insurance	1.5%			78,464
Soft Costs (permitting and consultant costs)	15.5%			775,881
Construction Cost Before Escalation				6,085,288

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
8c. West Mooring Basin Boardwalk: Option 3, Reduced Footprint	78,016	SF		
Site Prep, Demo, and Earthwork				1,481,095
Site prep				
Erosion control		SF	0.17	
Construction entrance	2	EA	5,000.00	10,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - on grade surfacing	44,004	SF	5.00	220,020
Demo - pier structures and deck	34,012	SF	30.00	1,020,360
Site earthwork				
Excavation	1,630	CY	18.00	29,336
Grading	44,004	SF	0.50	22,002
Haul and dispose	1,630	CY	22.00	35,855
Ground improvement - deep soil mixing	1,630	CY	35.00	57,042
New Construction	78,016	SF	26.06	2,033,121
Boardwalk				
Structural steel piles and beams - repair	10,508	SF	50.00	525,400
Timber deck - repair	10,508	SF	12.00	126,096
CIP concrete	44,004	SF	12.50	550,050
Guardrail	1,065	LF	250.00	266,250
Site development				
Bench	10	EA	2,750.00	27,500
Signage	1	LS	20,000.00	20,000
Site mechanical				
Domestic water	475	LF	120.00	57,000
Sanitary sewer				
Stormwater management				
Site Electrical				
Power distribution	1,065	LF	160.00	170,400
Data - conduit and wire	1,065	LF	80.00	85,200

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Pole light - incl. power outlet	16	EA	8,500.00	136,000
Conduit and wire	1,065	LF	65.00	69,225
Direct Construction Cost				3,514,216
Contingency - construction and design	10.0%			351,422
General conditions	7.0%			270,595
General requirements	7.5%			310,217
Contractor's overhead and profit or fee	4.5%			200,090
Bonds and insurance	1.5%			69,698
Soft Costs (permitting and consultant costs)	15.5%			689,200
Construction Cost Before Escalation				5,405,438

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
9. Fishing Village	2,000	SF		
Site Prep, Demo, and Earthwork				46,440
Site prep				
Erosion control	2,000	SF	0.35	700
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	6	MO	1,500.00	9,000
Street cleanup	6	MO	1,290.00	7,740
Temp facilities	6	MO	1,500.00	9,000
Site survey and layout	1	LS	10,000.00	10,000
Site demolition				
See boardwalk				<i>incl. above</i>
Site earthwork				
No work anticipated				<i>NIC</i>
New Construction				220,500
Site Structures				
Prefabricated structure	6	EA	36,750.00	220,500
SOG				<i>incl. above</i>
Standing seam metal roof				<i>incl. above</i>
Garage door - overhead				<i>incl. above</i>
HM door - single				<i>incl. above</i>
Direct Construction Cost				266,940
Contingency - construction and design	10.0%			26,694
General conditions	7.0%			20,554
General requirements	7.5%			23,564
Contractor's overhead and profit or fee	4.5%			15,199
Bonds and insurance	1.5%			5,294
Soft Costs (permitting and consultant costs)	15.5%			52,352
Construction Cost Before Escalation				410,597

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
10a. Multi-Use Support Structure - Option 1,Enclosed	9,910	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	9,910	SF	0.35	3,469
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - see project #2				<i>incl. above</i>
Site earthwork				
No work anticipated				<i>NIC</i>
New Construction				
Foundations				
Reinforced pier system - see boardwalk				<i>incl. above</i>
Superstructure				
Floor construction - no work	12.0	TN	10,500.00	<i>NIC</i>
Roof construction	42.1	TN	10,500.00	442,234
Exterior enclosure				
Columns and beams - galvanized steel	29.2	TN	10,500.00	306,180
Metal panel - rain screen system	7,326	SF	45.00	329,670
Door - HM	2	EA	2,750.00	5,500
Door - 12x12 roll-up	3	EA	12,500.00	37,500
Roofing				
Metal roof - standing seam assembly	9,910	SF	40.00	396,400
Interior construction				
Support building - fitout	750	SF	40.00	30,000
Interior finishes				
Support building - fitout	750	SF	15.00	11,250
Restroom - fitout	2	EA	1,150.00	2,300
Plumbing				
Connection to existing	1	EA	5,000.00	5,000
Utility wash station	10	EA	3,500.00	35,000
Water closet	2	EA	2,000.00	4,000
Floor drains	10	EA	1,200.00	12,000
Vanity	2	EA	1,750.00	3,500
Drinking fountain	1	EA	4,850.00	4,850

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
WS pipe	875	LF	45.00	39,375
SS pipe	1,006	LF	50.00	50,313
Mechanical				
Heating - radiant	9,910	SF	6.50	64,415
Fire Protection				
Wet system	9,910	SF	6.50	64,415
Electrical				
Power supply - distribution and equipment	1	LS	75,000.00	75,000
Lighting and branch wiring	9,910	SF	15.00	148,650
Communications & security	9,910	SF	6.50	64,415
PV - infrastructure only	9,910	SF	2.10	20,811
Equipment				
Observation scope	3	EA	5,250.00	15,750
Direct Construction Cost				2,263,476
Contingency - construction and design	10.0%			226,348
General conditions	7.0%			174,288
General requirements	7.5%			199,808
Contractor's overhead and profit or fee	4.5%			128,876
Bonds and insurance	1.5%			44,892
Soft Costs (permitting and consultant costs)	15.5%			443,907
Construction Cost Before Escalation				3,481,595

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
10b. Multi-Use Support Structure - Option 2, Open Canopy Structure	9,910	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	9,910	SF	0.35	3,469
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - see project #2				<i>incl. above</i>
Site earthwork				
No work anticipated				<i>NIC</i>
New Construction				
Foundations				
Superstructure				
Roof construction	42.1	TN	10,500.00	442,234
Exterior enclosure				
Columns and beams - galvanized steel	29.2	TN	10,500.00	306,180
Roofing				
Metal shed roof	9,910	SF	25.00	247,750
Interior construction				
Support building - fitout	750	SF	40.00	30,000
Interior finishes				
Support building - fitout	750	SF	15.00	11,250
Restroom - fitout	2	EA	1,150.00	2,300
Plumbing				
Connection to existing	1	EA	5,000.00	5,000
Utility wash station	10	EA	3,500.00	35,000
Water closet	2	EA	2,000.00	4,000
Floor drains	10	EA	1,200.00	12,000
Vanity	2	EA	1,750.00	3,500
Drinking fountain	1	EA	4,850.00	4,850
WS pipe	875	LF	45.00	39,375
SS pipe	1,006	LF	50.00	50,313
Fire Protection				
Wet system	9,910	SF	6.50	64,415

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Electrical				
Power supply - distribution and equipment	1	LS	75,000.00	75,000
Lighting and branch wiring	9,910	SF	15.00	148,650
Communications & security	9,910	SF	6.50	64,415
PV - infrastructure only	9,910	SF	2.10	20,811
Direct Construction Cost				1,661,991
Contingency - construction and design	10.0%			166,199
General conditions	7.0%			127,973
General requirements	7.5%			146,712
Contractor's overhead and profit or fee	4.5%			94,629
Bonds and insurance	1.5%			32,963
Soft Costs (permitting and consultant costs)	15.5%			325,946
Construction Cost Before Escalation				2,556,413

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
11. Industry Street	122,430	SF		
Site Prep, Demo, and Earthwork				
Site prep				
Erosion control	122,430	SF	0.35	42,851
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	122,430	SF	2.50	306,075
Site earthwork				
Excavation	4,534	CY	18.00	81,620
Grading	122,430	SF	0.50	61,215
Haul and dispose	4,534	CY	22.00	99,758
Base aggregates	2,267	CY	35.00	79,353
No work anticipated				NIC
New Construction				
Sitework				
Parking lot				
Asphalt paving	106,880	SF	4.50	480,960
Concrete - raised crossing	2,400	SF	18.50	44,400
Curb	3,500	LF	30.00	105,000
Site development				
Signage	1.00	LS	25,000.00	25,000
Landscape				
Topsoil	487	CY	45.00	21,917
Mulch	122	CY	40.00	4,870
Trees - 2" cal.	40	EA	500.00	20,000
Shrubs and groundcover - 1 gal., 24" O.C.	9,288	SF	11.00	102,163
Irrigation	13,150	SF	2.00	26,300
Stormwater management - gallery, incl. pipe and devices	13,150	SF	15.00	197,250

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Pole light - incl. power outlet	44	EA	8,500.00	371,875
Conduit and wire - incl. trenching and backfill	1,750	LF	140.00	245,000
Direct Construction Cost				2,407,086
Contingency - construction and design	10.0%			240,709
General conditions	7.0%			185,346
General requirements	7.5%			212,485
Contractor's overhead and profit or fee	4.5%			137,053
Bonds and insurance	1.5%			47,740
Soft Costs (permitting and consultant costs)	15.5%			472,072
Construction Cost Before Escalation				3,702,490

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
12. Riverwalk Trail Improvements	48,000	SF		
Site Prep, Demo, and Earthwork				185,629
Site prep				
Erosion control	48,000	SF	0.17	8,160
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	3	MO	1,500.00	4,500
Street cleanup	3	MO	1,290.00	3,870
Temp facilities	3	MO	1,500.00	4,500
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	14,672	SF	2.25	33,012
Protect - trolley tracks	1,880	LF	30.00	56,400
Site earthwork				
Excavation	543	CY	22.00	11,955
Grading	14,672	SF	0.50	7,336
Haul and dispose	543	CY	22.00	11,955
Base aggregates	113	CY	35.00	3,941
Renovation	48,000	SF	10.69	513,255
Ped paving				
Asphalt	6,080	SF	10.50	63,840
Site development				
Signage - per quote				
Kiosk map & directional	2	EA	9,500.00	19,000
Mile marker - .25 mile	2	EA	650.00	1,300
Mile marker - 1 mile	2	EA	750.00	1,500
Interpretive	2	EA	1,340.00	2,680
Trolley stop incl. bulletin board	1	EA	1,650.00	1,650
Installation	1	LS	10,000.00	10,000
Landscape	41,920	SF		
Topsoil	1,553	CY	45.00	69,867
Hydroseed	41,920	SF	0.40	16,768

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Bollard light	47	EA	1,350.00	63,450
Conduit and wire - incl. trenching and backfill	1,880	LF	140.00	263,200
Direct Construction Cost				698,883
Contingency - construction and design	10.0%			69,888
General conditions	7.0%			53,814
General requirements	7.5%			61,694
Contractor's overhead and profit or fee	4.5%			39,793
Bonds and insurance	1.5%			13,861
Soft Costs (permitting and consultant costs)	15.5%			137,063
Construction Cost Before Escalation				1,074,997

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
13. Relocated Trolley Stop	400	SF		
Site Prep, Demo, and Earthwork	400	SF	23.90	9,561
Site prep				
Erosion control	1	LS	250.00	250
Site survey and layout	1	LS	2,500.00	2,500
Site demolition				
Demo - hardscape	400	SF	2.25	900
Protect - existing structure	400	SF	12.00	4,800
Site earthwork				
Excavation	15	CY	22.00	326
Grading	400	SF	0.50	200
Haul and dispose	15	CY	22.00	326
Base aggregates	7	CY	35.00	259
Renovation	400	SF	37.50	15,000
Site structure - relocate	1	LS	10,000.00	10,000
Concrete pad	400	SF	12.50	5,000
Direct Construction Cost				24,561
Contingency - construction and design	10.0%			2,456
General conditions	7.0%			1,891
General requirements	7.5%			2,168
Contractor's overhead and profit or fee	4.5%			1,398
Bonds and insurance	1.5%			487
Soft Costs (permitting and consultant costs)	15.5%			4,817
Construction Cost Before Escalation				37,779

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
14a. Bay Street Connection Within Study Area	15,400	SF		
Site Prep, Demo, and Earthwork				169,026
Site prep				
Erosion control	15,400	SF	0.17	2,618
Construction entrance	1	EA	5,000.00	5,000
Tree protection - not required				NIC
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	15,400	SF	2.25	34,650
Protect - trolley tracks	1	LS	2,500.00	2,500
Site earthwork				
Excavation	570	CY	22.00	12,548
Grading	15,400	SF	0.50	7,700
Haul and dispose	570	CY	22.00	12,548
Base aggregates	285	CY	35.00	9,981
Renovation	15,400	SF	22.17	341,343
Roadway				
Asphalt	6,160	SF	10.50	64,680
Curb	620	LF	35.00	21,700
Ped paving				
Concrete sidewalk	5,544	SF	10.50	58,212
Curb	620	LF	35.00	21,700
Landscape	3,696	SF		
Topsoil	137	CY	45.00	6,160
Mulch	34	CY	40.00	1,369
Trees	7	EA	500.00	3,696
Shrubs and groundcover - 1 gal., 24" O.C.	924	SF	11.00	10,164
Irrigation	3,696	SF	2.00	7,392
Stormwater management - allow	1	LS	30,000.00	30,000

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Street light	8	EA	9,500.00	73,150
Conduit and wire - incl. trenching and backfill	308	LF	140.00	43,120
Direct Construction Cost				510,369
Contingency - construction and design	10.0%			51,037
General conditions	7.0%			39,298
General requirements	7.5%			45,053
Contractor's overhead and profit or fee	4.5%			29,059
Bonds and insurance	1.5%			10,122
Soft Costs (permitting and consultant costs)	15.5%			100,092
Construction Cost Before Escalation				785,030

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Scope Outline				
Item Description	Quantity	Unit	Rate	Total
14b. Bay Street Connection Outside Study Area	6,500	SF		
Site Prep, Demo, and Earthwork	6,500	SF	5.98	38,895
Site prep				
Erosion control	6,500	SF	0.35	2,275
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	3	MO	1,500.00	4,500
Street cleanup	3	MO	1,290.00	3,870
Temp facilities	3	MO	1,500.00	4,500
Site survey and layout	1	LS	10,000.00	10,000
Site demolition				
Demo - hardscape	1,500	SF	2.50	3,750
Site earthwork				
No work anticipated				NIC
New Construction	6,500	SF	4.23	27,500
Sitework				
Roadway				
Asphalt grind and overlay	5,000	SF	2.65	13,250
Pedestrian paving				
Sidewalk repairs	1,500	SF	8.50	12,750
Landscape	13,150			
Restoration as required, allow	1	LS	1,500.00	1,500
Direct Construction Cost				66,395
Contingency - construction and design	10.0%			6,640
General conditions	7.0%			5,112
General requirements	7.5%			5,861
Contractor's overhead and profit or fee	4.5%			3,780
Bonds and insurance	1.5%			1,317
Soft Costs (permitting and consultant costs)	15.5%			13,021
Construction Cost Before Escalation				102,126

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
15a. Basin Street Connection Within Study Area	10,220	SF		
Site Prep, Demo, and Earthwork				127,101
Site prep				
Erosion control	10,220	SF	0.17	1,737
Construction entrance	1	EA	5,000.00	5,000
Tree protection - not required				NIC
Utility protection	12	MO	1,500.00	18,000
Street cleanup	12	MO	1,290.00	15,480
Temp facilities	12	MO	1,500.00	18,000
Site survey and layout	1	LS	15,000.00	15,000
Site demolition				
Demo - hardscape	10,220	SF	2.25	22,995
Protect - trolley tracks	1	LS	2,500.00	2,500
Site earthwork				
Excavation	379	CY	22.00	8,327
Grading	10,220	SF	0.50	5,110
Haul and dispose	379	CY	22.00	8,327
Base aggregates	189	CY	35.00	6,624
Renovation	10,220	SF	17.50	178,854
Roadway				
Asphalt	5,840	SF	10.50	61,320
Curb	620	LF	35.00	21,700
Ped paving				
Concrete sidewalk	3,696	SF	10.50	38,808
Curb	620	LF	35.00	21,700
Landscape	684	SF		
Topsoil	25	CY	45.00	1,140
Mulch	6	CY	40.00	253
Trees	1	EA	500.00	684
Shrubs and groundcover - 1 gal., 24" O.C.	171	EA	11.00	1,881

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
Irrigation	684	SF	2.00	1,368
Stormwater management - allow	1	LS	30,000.00	30,000
Direct Construction Cost				305,956
Contingency - construction and design	10.0%			30,596
General conditions	7.0%			23,559
General requirements	7.5%			27,008
Contractor's overhead and profit or fee	4.5%			17,420
Bonds and insurance	1.5%			6,068
Soft Costs (permitting and consultant costs)	15.5%			60,003
Construction Cost Before Escalation				470,610

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Scope Outline

Item Description	Quantity	Unit	Rate	Total
15b. Basin Street Connection Outside Study Area	5,500	SF		
Site Prep, Demo, and Earthwork	5,500	SF	6.78	37,295
Site prep				
Erosion control	5,500	SF	0.35	1,925
Construction entrance	1	EA	5,000.00	5,000
Tree protection - allow	1	LS	5,000.00	5,000
Utility protection	3	MO	1,500.00	4,500
Street cleanup	3	MO	1,290.00	3,870
Temp facilities	3	MO	1,500.00	4,500
Site survey and layout	1	LS	10,000.00	10,000
Site demolition				
Demo - hardscape	1,000	SF	2.50	2,500
Site earthwork				
No work anticipated				<i>NIC</i>
New Construction	5,500	SF	4.23	23,250
Sitework				
Roadway				
Asphalt grind and overlay	5,000	SF	2.65	13,250
Pedestrian paving				
Sidewalk repairs	1,000	SF	8.50	8,500
Landscape	13,150			
Restoration as required, allow	1	LS	1,500.00	1,500
				60,545
Direct Construction Cost				60,545
Contingency - construction and design	10.0%			6,055
General conditions	7.0%			4,662
General requirements	7.5%			5,345
Contractor's overhead and profit or fee	4.5%			3,447
Bonds and insurance	1.5%			1,201
Soft Costs (permitting and consultant costs)	15.5%			11,874
Construction Cost Before Escalation				93,128

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
16a. Portway Street Connection Within Study Area	58,440	SF		
Site Prep, Demo, and Earthwork				366,998
Site prep				
Erosion control	58,440	SF	0.17	9,935
Construction entrance	1	EA	5,000.00	5,000
Tree protection - not required				NIC
Utility protection	6	MO	1,500.00	9,000
Street cleanup	6	MO	1,290.00	7,740
Temp facilities	6	MO	1,500.00	9,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	58,440	SF	2.25	131,490
Protect - trolley tracks	1	LS	2,500.00	2,500
Site earthwork				
Excavation	2,164	CY	22.00	47,618
Grading	58,440	SF	0.50	29,220
Haul and dispose	2,164	CY	22.00	47,618
Base aggregates	1,082	CY	35.00	37,878
Renovation	58,440	SF	17.40	1,016,569
Roadway				
Asphalt	19,460	SF	10.50	204,330
Curb	620	LF	35.00	21,700
Ped paving				
Concrete sidewalk	17,532	SF	10.50	184,086
Curb	620	LF	35.00	21,700
Landscape	21,448	SF		
Topsoil	794	CY	45.00	35,747
Mulch	199	CY	40.00	7,944
Trees	43	EA	500.00	21,500
Shrubs and groundcover - 1 gal., 24" O.C.	5,362	EA	11.00	58,982
Irrigation	21,448	SF	2.00	42,896
Stormwater management - allow	1	LS	50,000.00	50,000

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Street light	24	EA	9,500.00	231,325
Conduit and wire - incl. trenching and backfill	974	LF	140.00	136,360
Direct Construction Cost				1,383,568
Contingency - construction and design	10.0%			138,357
General conditions	7.0%			106,535
General requirements	7.5%			122,134
Contractor's overhead and profit or fee	4.5%			78,777
Bonds and insurance	1.5%			27,441
Soft Costs (permitting and consultant costs)	15.5%			271,342
Construction Cost Before Escalation				2,128,153

Port of Astoria

Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
16b. Portway Street Connection Outside Study Area	5,500	SF		
Site Prep, Demo, and Earthwork				74,668
Site prep				
Erosion control	5,500	SF	0.17	935
Construction entrance	1	EA	5,000.00	5,000
Tree protection - not required				NIC
Utility protection	2	MO	1,500.00	3,000
Street cleanup	2	MO	1,290.00	2,580
Temp facilities	2	MO	1,500.00	3,000
Site survey and layout	1	LS	30,000.00	30,000
Site demolition				
Demo - hardscape	5,500	SF	2.25	12,375
Protect - trolley tracks	1	LS	2,500.00	2,500
Site earthwork				
Excavation	204	CY	22.00	4,481
Grading	5,500	SF	0.50	2,750
Haul and dispose	204	CY	22.00	4,481
Base aggregates	102	CY	35.00	3,565
Renovation	5,500	SF	33.50	184,237
Roadway				
Asphalt	4,000	SF	10.50	42,000
Curb	200	LF	35.00	7,000
Ped paving				
Concrete sidewalk	500	SF	10.50	5,250
Curb	620	LF	35.00	21,700
Landscape	1,000	SF		
Topsoil	37	CY	45.00	1,667
Mulch	9	CY	40.00	370
Trees	2	EA	500.00	1,000
Shrubs and groundcover - 1 gal., 24" O.C.	250	EA	11.00	2,750
Irrigation	1,000	SF	2.00	2,000
Stormwater management - allow	1	LS	25,000.00	25,000

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
Site Electrical				
Street light	5	EA	9,500.00	47,500
Conduit and wire - incl. trenching and backfill	200	LF	140.00	28,000
Direct Construction Cost				258,905
Contingency - construction and design	10.0%			25,890
General conditions	7.0%			19,936
General requirements	7.5%			22,855
Contractor's overhead and profit or fee	4.5%			14,741
Bonds and insurance	1.5%			5,135
Soft Costs (permitting and consultant costs)	15.5%			50,776
Construction Cost Before Escalation				398,238

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
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17. T-Dock Electrical

Renovation				295,220
Electrical				
Power supply - MDP	1	EA	50,000.00	50,000
Power distribution - conduit and wire	1,005	LF	180.00	180,900
Convenience and equipment connections	20	EA	3,200.00	64,320
Direct Construction Cost				295,220
Contingency - construction and design	10.0%			29,522
General conditions	7.0%			22,732
General requirements	7.5%			26,061
Contractor's overhead and profit or fee	4.5%			16,809
Bonds and insurance	1.5%			5,855
Soft Costs (permitting and consultant costs)	15.5%			57,898
Construction Cost Before Escalation				454,097

Port of Astoria
Waterfront Master Plan

Scope Outline

Item Description	Quantity	Unit	Rate	Total
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18. Utility Infrastructure

Renovation				1,134,950
Sitework				
Site Utilities				
WS - pipe, incl. trenching and backfill	1,300	LF	110.00	143,000
Connections to existing	4	EA	5,000.00	20,000
SS - pipe, incl. trenching and backfill	800	LF	150.00	120,000
Connections to existing	4	EA	5,000.00	20,000
SD - pipe, incl. trenching and backfill	1,710	LF	85.00	145,350
SD - stormwater treatment	1	LS	375,000.00	375,000
Connections to existing	4	EA	5,000.00	20,000
Fiber - conduit and wire, incl. trenching and backfill	2,180	LF	120.00	261,600
Fiber - vaults and new pole	1	LS	30,000.00	30,000
Direct Construction Cost				1,134,950
Contingency - construction and design	10.0%			113,495
General conditions	7.0%			87,391
General requirements	7.5%			100,188
Contractor's overhead and profit or fee	4.5%			64,621
Bonds and insurance	1.5%			22,510
Soft Costs (permitting and consultant costs)	15.5%			222,584
Construction Cost Before Escalation				1,745,738

TIDE GATE GRANT AND LOAN FUND PROJECT
FINANCING CONTRACT

Project Name: Astoria Airport Tide Gate Study

Project Number: TG2204

This financing contract (“Contract”), dated as of the date the Contract is fully executed, is made by the State of Oregon, acting by and through its Oregon Infrastructure Finance Authority of the Business Development Department (“OBDD”), and the Port of Astoria (“Recipient”) for financing of the project referred to above and described in Exhibit B (“Project”). This Contract becomes effective only when fully signed and approved as required by applicable law. Capitalized terms not defined in Section 1 and elsewhere in the body of the Contract have the meanings assigned to them by Exhibit A.

This Contract includes the following exhibits, listed in descending order of precedence for purposes of resolving any conflict between two or more of the parts:

Exhibit A	General Definitions
Exhibit B	Project Description
Exhibit C	Project Budget

SECTION 1 - KEY TERMS

The following capitalized terms have the meanings assigned below.

Estimated Project Cost: \$99,600

Grant Amount: \$99,600

Project Close-Out Deadline: 45 days after the earlier of the Project Completion Date or the Project Completion Deadline.

Project Completion Deadline: 30 June 2023

Project Completion Date: The actual date on which Recipient completes the Project.

SECTION 2 - FINANCIAL ASSISTANCE

The OBDD shall provide Recipient, and Recipient shall accept from OBDD, a grant (the “Grant”) in an aggregate amount not to exceed the Grant Amount.

SECTION 3 - DISBURSEMENTS

- A. **Reimbursement Basis.** The Financing Proceeds will be disbursed to Recipient on an expense reimbursement or costs-incurred basis. The Recipient must submit each disbursement request for the Financing Proceeds on an OBDD-provided or OBDD-approved disbursement request form (“Disbursement Request”).
- B. **Financing Availability.** The OBDD’s obligation to make, and Recipient’s right to request, disbursements under this Contract terminate on the Project Close-out Deadline.

SECTION 4 - CONDITIONS PRECEDENT

- A. Conditions to Closing. The OBDD's obligations are subject to the receipt of the following items, in form and substance satisfactory to OBDD and its Counsel:
- (1) This Contract duly signed by an authorized officer of Recipient; and
 - (2) Such other certificates, documents, opinions and information as OBDD may reasonably require.
- B. Conditions to Disbursements. As to any disbursement, OBDD has no obligation to disburse funds unless all following conditions are met:
- (1) There is no Default or Event of Default.
 - (2) The representations and warranties made in this Contract are true and correct on the date of disbursement as if made on such date.
 - (3) The OBDD, in the reasonable exercise of its administrative discretion, has sufficient moneys in the Fund for use in the Project and has sufficient funding, appropriations, limitations, allotments and other expenditure authority to make the disbursement.
 - (4) The Recipient delivers to OBDD an estimated schedule for Disbursement Requests covering anticipated number, submission dates, and amounts.
 - (5) The OBDD (a) has received a completed Disbursement Request, (b) has received any written evidence of materials and labor furnished to or work performed upon the Project, itemized receipts or invoices for payment, and releases, satisfactions or other signed statements or forms as OBDD may require, (c) is satisfied that all items listed in the Disbursement Request are reasonable and that the costs for labor and materials were incurred and are properly included in the Costs of the Project, and (d) has determined that the disbursement is only for costs defined as eligible costs under the Act and any implementing administrative rules and policies.
 - (5) Recipient has delivered documentation satisfactory to OBDD that, in addition to the Financing Proceeds, Recipient has available or has obtained binding commitments for all funds necessary to complete the Project.
 - (6) Any conditions to disbursement elsewhere in this Contract are met.

SECTION 5 - USE OF FINANCIAL ASSISTANCE

- A. Use of Proceeds. The Recipient shall use the Financing Proceeds only for the activities described in Exhibit B and according to the budget in Exhibit C. Recipient may not transfer Financing Proceeds among line items in the budget without the prior written consent of OBDD.
- B. Costs of the Project. The Recipient shall apply the Financing Proceeds to the Costs of the Project in accordance with the Act and Oregon law, as applicable. Financing Proceeds cannot be used for costs in excess of one hundred percent (100%) of the total Costs of the Project.
- C. Costs Paid for by Others. The Recipient may not use any of the Financing Proceeds to cover costs to be paid for by other financing for the Project from another State of Oregon agency or any third party.
- D. Unexpended Grant Moneys. Any Grant moneys disbursed to Recipient, and any interest earned by Recipient on the Grant moneys, that are not used as set out herein or that remain after the Project is completed or this Agreement is terminated shall be immediately returned to OBDD.

SECTION 6 - REPRESENTATIONS AND WARRANTIES OF RECIPIENT

The Recipient represents and warrants to OBDD:

- A. Estimated Project Cost, Funds for Repayment. A reasonable estimate of the Costs of the Project is shown in Section 1, and the Project is fully funded.
- B. Organization and Authority.
- (1) The Recipient is a Port organized under ORS Chapter 777, and validly organized and existing under the laws of the State of Oregon.
 - (2) The Recipient has all necessary right, power and authority under its organizational documents and under Oregon law to (a) execute and deliver this Contract, (b) incur and perform its obligations under this Contract, and (c) receive financing for the Project.
 - (3) This Contract has been duly executed by Recipient, and when executed by OBDD, is legal, valid and binding, and enforceable in accordance with its terms.
- C. Full Disclosure. The Recipient has disclosed in writing to OBDD all facts that materially adversely affect the Project, or the ability of Recipient to perform all obligations required by this Contract. The Recipient has made no false statements of fact, nor has it omitted information necessary to prevent any statements from being misleading. The information contained in this Contract, including Exhibit B and Exhibit C, is true and accurate in all respects.
- D. Pending Litigation. The Recipient has disclosed in writing to OBDD all proceedings pending (or to the knowledge of Recipient, threatened) against or affecting Recipient, in any court or before any governmental authority or arbitration board or tribunal, that, if adversely determined, would materially adversely affect the Project or the ability of Recipient to perform all obligations required by this Contract.
- E. No Defaults.
- (1) No Events of Default exist or occur upon authorization, execution or delivery of this Contract.
 - (2) The Recipient has not violated, and has not received notice of any claimed violation of, any agreement or instrument to which it is a party or by which the Project or its property may be bound, that would materially adversely affect the Project or the ability of Recipient to perform all obligations required by this Contract.
- F. Compliance with Existing Agreements and Applicable Law. The authorization and execution of, and the performance of all obligations required by, this Contract will not: (i) cause a breach of any agreement or instrument to which Recipient is a party or by which the Project or any of its property or assets may be bound; (ii) violate any provision of the charter or other document pursuant to which Recipient was organized or established; or (iii) violate any laws, regulations, ordinances, resolutions, or court orders related to Recipient, the Project or its properties or operations.
- G. Governmental Consent. The Recipient has obtained or will obtain all permits and approvals, and has made or will make all notifications, declarations, filings or registrations, required for the making and performance of its obligations under this Contract and the undertaking and completion of the Project.

SECTION 7 - COVENANTS OF RECIPIENT

The Recipient covenants as follows:

- A. Notice of Adverse Change. Recipient shall promptly notify OBDD of any adverse change in the activities, prospects or condition (financial or otherwise) of Recipient or the Project related to the ability of Recipient to perform all obligations required by this Contract.
- B. Compliance with Laws. The Recipient shall comply with all applicable laws, rules, regulations and orders of any court or governmental authority that relate to this Contract, the Project and the operation of the road, water, and waste water systems of which the Project is a component. In particular, but without limitation, Recipient shall comply with the following, as applicable:
- (1) State procurement regulations found in the Oregon Public Contracting Code, ORS Chapters 279A, 279B and 279C.
 - (2) ORS 280.518 requiring public display of information on Lottery funding of the project. Recipient shall include the following statement, prominently placed, on all plans, reports, bid documents and advertisements relating to the Project:

“This Project was funded in part by the Oregon State Lottery and administered by the Oregon Business Development Department.”

These laws, rules, regulations and orders are incorporated by reference in this Contract to the extent required by law.

- C. Project Completion Obligations. Recipient shall:
- (1) When procuring professional consulting services, provide OBDD with copies of all solicitations at least 10 days before advertising, and all contracts at least 10 days before signing.
 - (2) Permit OBDD to conduct inspection of the Project at any time.
 - (3) Complete the Project using its own fiscal resources or money from other sources to pay for any Costs of the Project in excess of the total amount of financial assistance provided pursuant to this Contract.
 - (4) Complete the Project no later than the Project Completion Deadline, unless otherwise permitted by the OBDD in writing.
 - (5) No later than the Project Closeout Deadline, provide OBDD with a final project completion report on a form provided by OBDD, including Recipient’s certification that the Project is complete, all payments are made, and no further disbursements are needed; provided however, for the purposes of this Contract, OBDD will be the final judge of the Project’s completion.
- D. Books and Records. The Recipient shall keep accurate books and records and maintain them according to generally accepted accounting principles established by the Government Accounting Standards Board in effect at the time. Recipient shall have these records audited annually by an independent certified public accountant, which may be part of the annual audit of all records of Recipient.
- E. Inspections; Information. The Recipient shall permit OBDD and any party designated by OBDD, at any reasonable time, to inspect and make copies of any accounts, books and records, including, without limitation, its records regarding receipts, disbursements, contracts, investments and any other related matters. The Recipient shall supply any related reports and information as OBDD may reasonably require.

- F. Records Maintenance. The Recipient shall retain and keep accessible all books, documents, papers, and records that are directly related to this Contract or the Project until the date that is six years following the Project Completion Date, or such longer period as may be required by other provisions of this Contract or applicable law. Such documentation includes, but may not be limited to, all documentation necessary to establish the uses of the Financing Proceeds, all construction contracts and invoices detailing the costs paid from Financing Proceeds, and all contracts related to the uses of the Project, including leases, management contracts and service contracts.
- G. Economic Benefit Data. The OBDD may require Recipient to submit specific data on the economic development benefits of the Project and other information to evaluate the success and economic impact of the Project, from the date of this Contract until six years after the Project Completion Date. The Recipient shall, at its own expense, prepare and submit the data within the time specified by OBDD.
- H. Professional Responsibility. All service providers retained for their professional expertise must be certified, licensed, or registered, as appropriate, in the State of Oregon for their specialty.
- I. Indemnity. To the extent authorized by law, Recipient shall defend (subject to ORS chapter 180), indemnify, save and hold harmless OBDD and its officers, employees and agents from and against any and all claims, suits, actions, proceedings, losses, damages, liability and court awards including costs, expenses, and attorney's fees incurred related to any actual or alleged act or omission by Recipient, or its employees, agents or contractors; however, the provisions of this Section are not to be construed as a waiver by Recipient of any defense or limitation on damages provided for under Chapter 30 of the Oregon Revised Statutes or under the laws of the United States or other laws of the State of Oregon.

SECTION 8 - DEFAULTS

- A. Notice of Event of Default. The Recipient shall give OBDD prompt written notice of any Event of Default as soon as any senior administrative or financial officer of Recipient becomes aware of its existence or reasonably believes a Default is likely.
- Any of the following constitutes an "Event of Default":
- B. Any false or misleading representation is made by or on behalf of Recipient, in this Contract or in any document provided by Recipient related to this Grant or the Project.
 - C. Recipient fails to perform any obligation required under this Contract, other than those referred to in subsection A of this section 8, and that failure continues for a period of 30 calendar days after written notice specifying such failure is given to Recipient by OBDD. The OBDD may agree in writing to an extension of time if it determines Recipient instituted and has diligently pursued corrective action.

SECTION 9 - REMEDIES

- A. Remedies. Upon any Event of Default, OBDD may pursue any or all remedies in this Contract and any other remedies available at law or in equity to enforce the performance of any obligation of Recipient. Remedies may include, but are not limited to any one or more of the following:
 - (1) Terminating OBDD's commitment and obligation to make the Grant or disbursements of Financing Proceeds under the Contract.
 - (2) Barring Recipient from applying for future awards.

- (3) Withholding amounts otherwise due to Recipient for application to the payment of amounts due under this Contract.
- (4) Requiring repayment of the Grant and all interest earned by Recipient on those Grant funds.
- B. Application of Moneys. Any moneys collected by OBDD pursuant to section 9.A will be applied first, to pay any attorneys' fees and other fees and expenses incurred by OBDD; then, as applicable, to repay any Grant proceeds owed; then, to pay other amounts due and payable under this Contract, if any.
- C. No Remedy Exclusive; Waiver; Notice. No remedy available to OBDD is intended to be exclusive, and every remedy will be in addition to every other remedy. No delay or omission to exercise any right or remedy will impair or is to be construed as a waiver of such right or remedy. No single or partial exercise of any right power or privilege under this Contract will preclude any other or further exercise thereof or the exercise of any other such right, power or privilege. The OBDD is not required to provide any notice in order to exercise any right or remedy, other than notice required in section 8 of this Contract.
- D. Default by OBDD. In the event OBDD defaults on any obligation in this Contract, Recipient's remedy will be limited to injunction, special action, action for specific performance, or other available equitable remedy for performance of OBDD's obligations.

SECTION 10 - MISCELLANEOUS

- A. Time is of the Essence. Recipient agrees that time is of the essence under this Contract.
- B. Relationship of Parties; Successors and Assigns; No Third Party Beneficiaries.
 - (1) The parties agree that their relationship is that of independent contracting parties and that Recipient is not an officer, employee, or agent of the State of Oregon as those terms are used in ORS 30.265.
 - (2) Nothing in this Contract gives, or is to be construed to give, directly or indirectly, to any third persons any rights and benefits greater than those enjoyed by the general public.
 - (3) This Contract will be binding upon and inure to the benefit of OBDD, Recipient, and their respective successors and permitted assigns.
 - (4) Recipient may not assign or transfer any of its rights or obligations or any interest in this Contract without the prior written consent of OBDD. The OBDD may grant, withhold or impose conditions on such consent in its sole discretion. In the event of an assignment, Recipient shall pay, or cause to be paid to OBDD, any fees or costs incurred because of such assignment, including but not limited to attorneys' fees of OBDD's Counsel and Bond Counsel. Any approved assignment is not to be construed as creating any obligation of OBDD beyond those in this Contract, nor does assignment relieve Recipient of any of its duties or obligations under this Contract.
 - (5) Recipient hereby approves and consents to any assignment, sale or transfer of this Contract that OBDD deems to be necessary.
- C. Disclaimer of Warranties; Limitation of Liability. The Recipient agrees that:
 - (1) The OBDD makes no warranty or representation, either express or implied, as to the value, design, condition, merchantability or fitness for particular purpose or fitness for any use of the Project or any portion of the Project, or any other warranty or representation.

(2) In no event are OBDD or its agents liable or responsible for any direct, indirect, incidental, special, consequential or punitive damages in connection with or arising out of this Contract or the existence, furnishing, functioning or use of the Project.

D. Notices and Communication. Except as otherwise expressly provided in this Contract, any communication between the parties or notices required or permitted must be given in writing by personal delivery, email, or by mailing the same, postage prepaid, to Recipient or OBDD at the addresses set forth below, or to such other persons or addresses that either party may subsequently indicate pursuant to this Section.

Any communication or notice by personal delivery will be deemed effective when actually delivered to the addressee. Any communication or notice so addressed and mailed will be deemed to be received and effective five (5) days after mailing. Any communication or notice given by email becomes effective 1) upon the sender's receipt of confirmation generated by the recipient's email system that the notice has been received by the recipient's email system or 2) the recipient's confirmation of receipt, whichever is earlier. Notwithstanding this provision, the following notices may not be given by email: notice of default or notice of termination.

If to OBDD: Assistant Director, Economic Development
Oregon Business Development Department
775 Summer Street NE Suite 200
Salem OR 97301-1280

If to Recipient: Deputy Director
Port of Astoria
422 Gateway Ave., Suite 100
Astoria, OR 97103

- E. No Construction against Drafter. This Contract is to be construed as if the parties drafted it jointly.
- F. Severability. If any term or condition of this Contract is declared by a court of competent jurisdiction as illegal, invalid or unenforceable, that holding will not invalidate or otherwise affect any other provision.
- G. Amendments, Waivers. This Contract may not be amended without the prior written consent of OBDD (and when required, the Department of Justice) and Recipient. This Contract may not be amended in a manner that is not in compliance with the Act. No waiver or consent is effective unless in writing and signed by the party against whom such waiver or consent is sought to be enforced. Such waiver or consent will be effective only in the specific instance and for the specific purpose given.
- H. Attorneys' Fees and Other Expenses. To the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, the prevailing party in any dispute arising from this Contract is entitled to recover its reasonable attorneys' fees and costs at trial and on appeal. Reasonable attorneys' fees cannot exceed the rate charged to OBDD by its attorneys.
- I. Choice of Law; Designation of Forum; Federal Forum. The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Contract, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

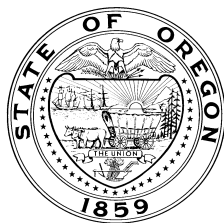
Any party bringing a legal action or proceeding against any other party arising out of or relating to this Contract shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be brought and conducted in another county).

Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

Notwithstanding the prior paragraph, if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This paragraph applies to a claim brought against the State of Oregon only to the extent Congress has appropriately abrogated the State of Oregon’s sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This paragraph is also not a waiver by the State of Oregon of any form of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

- J. Integration. This Contract (including all exhibits, schedules or attachments) constitutes the entire agreement between the parties on the subject matter. There are no unspecified understandings, agreements or representations, oral or written, regarding this Contract.
- K. Execution in Counterparts. This Contract may be signed in several counterparts, each of which is an original and all of which constitute one and the same instrument.

The Recipient, by its signature below, acknowledges that it has read this Contract, understands it, and agrees to be bound by its terms and conditions.



STATE OF OREGON
acting by and through its
Oregon Infrastructure Finance Authority
of the Business Development Department

PORT OF ASTORIA

By: _____
Chris Cummings, Assistant Director
Economic Development

By: _____
Will Isom, Executive Director

Date: _____

Date: _____

APPROVED AS TO LEGAL SUFFICIENCY IN ACCORDANCE WITH ORS 291.047:

Not Required as per OAR 137-045-0030

EXHIBIT A - GENERAL DEFINITIONS

As used in this Contract, the following terms have the meanings below.

“Act” means Oregon Laws 2020 Second Special Session, Chapter 10, sections 21-23, as may be amended.

“Award” means the award of financial assistance to Recipient by OBDD dated 09 Dec 2021.

“Costs of the Project” means Recipient’s actual costs (including any financing costs properly allocable to the Project) that are (a) reasonable, necessary and directly related to the Project, (b) permitted by generally accepted accounting principles to be Costs of the Project, and (c) are eligible or permitted uses of the Financing Proceeds under applicable state or federal statute and rule.

“Counsel” means an attorney at law or firm of attorneys at law duly admitted to practice law before the highest court of any state, who may be of counsel to, or an employee of, OBDD or Recipient.

“Financing Proceeds” means the proceeds of the Grant.

“ORS” means the Oregon Revised Statutes.

EXHIBIT B - PROJECT DESCRIPTION

Recipient, with the help of a professional engineer licensed in Oregon, shall study the Vera Slough tide gate. The study will include, but is not limited to, the following activities:

- Review existing documents for obligations related to management, operation, or maintenance of the tide gate, and any other information that may assist Recipient in securing the necessary permits or otherwise facilitate the permit application process.
- Review potentially affected property title documents for deed restrictions that may hinder or otherwise affect the project’s purpose.
- Identify landowners who would be impacted by any future tide gate modifications.
- Perform site assessment.
- Conduct a wetlands delineation as a pre-requisite to the future permitting process.
- Perform tide gate feasibility analysis and develop 30% design documents.

EXHIBIT C - PROJECT BUDGET

Line-Item Activity	OBDD Funds	Other / Matching Funds
Design / Engineering	\$36,300	\$0
Site Assessment	\$7,000	\$0
Environmental Review	\$35,000	\$0
Grant Administration	\$3,800	\$0
Document Review and Impacted Landowner Analysis	\$17,500	\$0
Total	\$99,600	\$0

RE#	0119
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REQUEST FOR EXPENDITURE

SECTION A	Date:	03/07/2022	Department:	Maintenance
	Staff Contact:	Joe Tadei	Vendor (if determined):	Northwest Roofing & Construction
	Description of Product or Service being requested:	Roof repairs		
	Purpose of Product or Service being requested:	Repair east side of building approximately 325- X 5' of edge will be cut back and replaced.		
Cost Estimate:	\$ 30,440.92			
SECTION B	1. Does this expenditure exist within the current budget? (Original Budget Amount)			
	<input checked="" type="checkbox"/> No (Skip to Section C-2)	/	<input type="checkbox"/> Yes (Proceed)	\$ _____
	2. Does this expenditure exceed \$5,000?			
<input type="checkbox"/> No (Skip to Section D)	/	<input type="checkbox"/> Yes (Proceed to Section C-1)		
3. Will services be performed on Port of Astoria property?				<input type="checkbox"/> No / <input checked="" type="checkbox"/> Yes
SECTION C	1.			
	Account # for Budgeted Item (ex: XXX-XX)		TOTAL	
	FY 2021-2022 Budget for this Account		NET OF GRANTS	
	Amount Spent Year-to-Date for this Account		\$ _____	\$ _____
	Amount Available to Spend for this Account		\$ _____	\$ _____
	Does this Request for Expenditure require Commission Approval (>=\$25,000)? <input type="checkbox"/> Yes / <input type="checkbox"/> No			
	2.			
	If Not included in the current budget or the current budget for this account # has been spent:			
	Does this Request for Expenditure require Commission Approval (>=\$5,000)? <input checked="" type="checkbox"/> Yes / <input type="checkbox"/> No			
	Account # to deduct funds from to reallocate & accommodate this expenditure (ex: XXX-XX)		TOTAL	
FY 2021-2022 Budget for the Account being reduced		NET OF GRANTS		
Amount Spent Year-to-Date for this Account		\$ 6,881,192	\$ 2,202,858	
Amount Available to Spend for this Account		\$ 3,250,416	\$ 1,264,124	
		\$ 3,630,776	\$ 938,734	
What is being given up to accommodate the reallocation of funds for this expenditure? ?				
SECTION D	3.			
	If Commission approval is required, please specify date Request for Expenditure will be submitted to Commission for approval.			
(Specify date of Commission meeting when item is scheduled to be heard/approved)				
03/15/2022				
SECTION E	Signature of Department Head		Signature of Operations Manager	
	Date		Date	
	3-10-22		3-10-22	
	Signature of Finance Director / Manager		Signature of Executive Director	
Date		Date		
3/10/22		(required if cost is unbudgeted, or > \$5,000 budgeted)		

(over for Quotation Analysis)

Project: Pier 2 Roof Repairs

Project Manager: Joe Tadei

Quotes obtained by: Joe Tadei

Procurement Method: Small procurement Intermediate procurement Request for Bid
 Sole source Emergency Request for Proposal

Solicitation Method: Verbal quotes (informal) Requests for written quotes (informal) Public solicitation (formal)

Vendor	Amount	Description	Availability	Specific expertise	Other information
Northwest Roofing & Construction LLC	\$30,440.92	325' X 5' of edge will be cut back and replaced and installation of transition metal with versa vent.	Contractor can begin work ASAP.	Contractor has recent history working with POA and is the most qualified contractor in the local area on metal roofing.	The Pier 2 roof is a specialized metal roof material and has limited availability due to its age.

The Pier 2 roof is a specialized metal roof material and has limited availability due to its age. Finding a local contractor to provide the needed materials and availability to do the work immediately is very limited.

Vendor selection & justification: (REQUIRED)

QUOTE #	1345
QUOTE DATE	03/02/2022



BILL TO

**Northwest Roofing & Construction LLC (503)
468-0117**

Joe port of Astoria
pier 55
Astoria, OR
jtadei@portofastoria.com
503-791-2251

3360 Franklin Ave
Astoria, OR 97103
OR CCB # 219623 WA # NORTHRL821DM
info@northwestroofllc.com

DESCRIPTION	AMOUNT
East side of building aprox 325'x 5' of edge will be cut back and replaced. Metal will be like and kind McCelroy metal ML-90 panel. On 125' section Install transition metal with versa vent. Clean up and removal of all job related debris. Includes permit.	30,440.92

QUOTE TOTAL \$30,440.92

TERMS & CONDITIONS

\$15,220.000 due upon acceptance of proposal, Balance payment in full due upon receipt.
Due to uncertain times the volatile market is changing every day the reason for half down is to purchase your materials upon acceptance.
Any / All additional work will be covered under a separate bid. Homeowner / Business is always responsible for cost of materials used to perform work. Failure to pay for work done and materials provided may result in the filing of lein[s] against subject property.
Acceptance of proposal: the above prices, specifications and conditions are satisfactory as stated and are hereby accepted and agreed upon. You are authorized to do the work as specified. Payment will be made as outlined above.

Owner / Authorized signature please sign here: _____

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
710-00 - Capital Expense								
Bill	07/31/2021	AIP 26-2	Columbia Pacific Construction, Inc.	02 - AIP 26 Apron Phase 2: Progress payment for work through 7/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	409,648.60		409,648.60
Bill	08/31/2021	AIP 26-3	Columbia Pacific Construction, Inc.	02 - AIP 26 Apron Phase 2: Progress payment for work through 8/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	942,166.64		1,351,815.24
Bill	10/01/2021	AIP 26-4	Columbia Pacific Construction, Inc.	02 - AIP 26 Apron Phase 2: Progress payment for work through 9/30/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	62,021.14		1,413,836.38
Bill	11/30/2021	20	Shane Jensen - Grant Writer	02 - AIP 26 Apron Phase 2: Grant Writing - November 2021 - WI	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	27.50		1,413,863.88
Bill	08/31/2021	August 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Aug 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	4,050.00		1,417,913.88
Bill	01/01/2022	Dec 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Dec 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	125.00		1,418,038.88
Bill	01/31/2022	Jan 2022	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Jan 2022 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	175.00		1,418,213.88
Bill	07/31/2021	July 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - July 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	4,800.00		1,423,013.88
Bill	11/30/2021	Nov 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Nov 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	50.00		1,423,063.88
Bill	11/01/2021	Oct 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Oct 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	450.00		1,423,513.88
Bill	10/01/2021	Sept 2021	Landside Resources, Inc.	02 - AIP 26 Apron Phase 2: Professional services for AIP-26 - Sept 2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	900.00		1,424,413.88
Bill	02/01/2022	5505 - HOLD	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 1/31/2022 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	3,428.45		1,427,842.33
Bill	11/01/2021	5409 - HOLD	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 10/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	11,598.20		1,439,440.53
Bill	12/01/2021	5444 - HOLD	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 11/30/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	2,142.40		1,441,582.93
Bill	01/01/2022	5492 - HOLD	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 12/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	1,050.60		1,442,633.53
Bill	08/01/2021	5333	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 7/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	62,675.15		1,505,308.68
Bill	09/01/2021	5355	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 8/31/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	47,559.44		1,552,868.12
Bill	10/01/2021	5380 - HOLD	Precision Approach Engineering	02 - AIP 26 Apron Phase 2: Professional services rendered through 9/30/2021 - MM	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	25,431.99		1,578,300.11
Credit	09/30/2021	001173-000 Sept 21	City of Warrenton	02 - AIP 26 Apron Phase 2: Refund due to overcharging for water for settling dust during constru...	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		4,086.89	1,574,213.22
Bill	08/31/2021	001173-000 Aug 21	City of Warrenton	02 - AIP 26 Apron Phase 2: Water for settling dust during construction - August 2021	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	1,157.38		1,575,370.60
Bill	07/31/2021	001173-000 July 21	City of Warrenton	02 - AIP 26 Apron Phase 2: Water for settling dust during construction - July 2021	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	3,520.09		1,578,890.69
General Journal	09/30/2021	09-13		02 - AIP26 Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	62,021.14		1,640,911.83
General Journal	10/01/2021	09-13R		02 - AIP26 Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		62,021.14	1,578,890.69
General Journal	09/30/2021	09-13		02 - AIP26 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	900.00		1,579,790.69
General Journal	10/01/2021	09-13R		02 - AIP26 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		900.00	1,578,890.69
General Journal	10/31/2021	10-13		02 - AIP26 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	450.00		1,579,340.69
General Journal	11/01/2021	10-13R		02 - AIP26 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		450.00	1,578,890.69
General Journal	09/30/2021	09-13		02 - AIP26 Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	23,779.43		1,602,670.12
General Journal	10/01/2021	09-13R		02 - AIP26 Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		23,779.43	1,578,890.69
General Journal	10/31/2021	10-13		02 - AIP26 Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	11,598.20		1,590,488.89
General Journal	11/01/2021	10-13R		02 - AIP26 Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		11,598.20	1,578,890.69
General Journal	11/30/2021	11-13		02 AIP 26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	12,000.00		1,590,890.69
General Journal	12/01/2021	11-13R		02 AIP 26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		12,000.00	1,578,890.69
General Journal	11/30/2021	11-13		02 AIP 26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	2,142.40		1,581,033.09
General Journal	12/01/2021	11-13R		02 AIP 26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		2,142.40	1,578,890.69
General Journal	12/31/2021	12-13		02 AIP26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	12,000.00		1,590,890.69
General Journal	01/01/2022	12-13R		02 AIP26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		12,000.00	1,578,890.69
General Journal	01/31/2022	01-13		02 AIP26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	12,000.00		1,590,890.69
General Journal	02/01/2022	01-13R		02 AIP26 - Estimate of Invoice from Columbia Pacific Construction	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		12,000.00	1,578,890.69
General Journal	12/31/2021	12-13		02 AIP26 - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	125.00		1,579,015.69
General Journal	01/01/2022	12-13R		02 AIP26 - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		125.00	1,578,890.69
General Journal	12/31/2021	12-13		02 AIP26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	1,050.60		1,579,941.29
General Journal	01/01/2022	12-13R		02 AIP26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		1,050.60	1,578,890.69
General Journal	01/31/2022	01-13		02 AIP26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26	3,265.80		1,582,156.49
General Journal	02/01/2022	01-13R		02 AIP26 - Estimate of Invoice from Precision Approach Engineering	14 - AIRPORT:AIRSIDE:RAMPS:AIP 26		3,265.80	1,578,890.69
Bill	01/31/2022	000226134	Morrison-Maierle, Inc.	03 - Airport Master Plan: Professional Engineering Services - Progress billing through 1/28/22 - MM	14 - AIRPORT	5,000.00		1,583,890.69
Bill	08/31/2021	August 2021	Landside Resources, Inc.	03 - Airport Master Plan: Professional services for Airport Master Plan - Aug 2021 - MM	14 - AIRPORT:AIRSIDE	0.00		1,583,890.69
Bill	01/01/2022	Dec 2021	Landside Resources, Inc.	03 - Airport Master Plan: Professional services for Airport Master Plan - Dec 2021 - MM	14 - AIRPORT	125.00		1,584,015.69
Bill	01/31/2022	Jan 2022	Landside Resources, Inc.	03 - Airport Master Plan: Professional services for Airport Master Plan - Jan 2022 - MM	14 - AIRPORT	425.00		1,584,440.69

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
Bill	07/31/2021	July 2021	Landside Resources, Inc.	03 - Airport Master Plan: Professional services for Airport Master Plan - July 2021 - MM	14 - AIRPORT:AIRSIDE	0.00		1,584,440.69
General Journal	12/31/2021	12-13		03 Airport Master Plan - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT	125.00		1,584,565.69
General Journal	01/01/2022	12-13R		03 Airport Master Plan - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT		125.00	1,584,440.69
Bill	09/30/2021	0248-1	Campbell Environmental	04 - Backfill behind Overbay: Site visit + Wetlands determination memo / figures - progress bill...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	2,573.21		1,587,013.90
Bill	12/31/2021	2277	Advanced Remediation Technologies, Inc.	05 - Backfill & Site Prep behind Recology: Drawing for Recology expansion / Stormwater Permittin...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	1,005.00		1,588,018.90
Bill	01/31/2022	2294	Advanced Remediation Technologies, Inc.	05 - Backfill & Site Prep behind Recology: Drawing for Recology expansion / Stormwater Permittin...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	320.00		1,588,338.90
Bill	08/31/2021	21-08-21003	A.M. Engineering, LLC	05 - Backfill behind Recology - Prepare Wetlands Exhibit - Progress billing through 8/31/2021 - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	330.00		1,588,668.90
Bill	11/30/2021	0242-7	Campbell Environmental	05 - Backfill behind Recology: Coordinate DEQ requirements & 401 MOU - progress billing thru 11/...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	340.00		1,589,008.90
Sales Receipt	10/06/2021	10881	DEPT. OF STATE LANDS	05 - Backfill Behind Recology: Refund of duplicate payment of Review Fee - for reestablishing B...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES		475.00	1,588,533.90
Bill	07/26/2021	WD 2021-0397	DSL	05 - Backfill Behind Recology: Review Fee for reestablishing Base Fill Permit behind WOW HQ Add...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	475.00		1,589,008.90
Bill	09/30/2021	0242-5	Campbell Environmental	05 - Backfill behind Recology: Revised wetlands impact figures + draft of JPA & ORWAP functions/...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	2,287.50		1,591,296.40
Bill	10/31/2021	0242-6	Campbell Environmental	05 - Backfill behind Recology: Revised wetlands impact figures for DSL & 401 WQC for DEQ - progr...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	900.00		1,592,196.40
Bill	07/31/2021	0242-3	Campbell Environmental	05 - Backfill behind Recology: Work on wetlands deliniation + draft JPA + coordinate w/DSL - pro...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	1,090.00		1,593,286.40
Bill	08/31/2021	0242-4	Campbell Environmental	05 - Backfill behind Recology: Work on wetlands impact figures + review DEQ stormwater mgmt requ...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES	675.00		1,593,961.40
Bill	01/13/2022	4013559	Home Depot	06 - FBO Upgrades: #10 x 3 1/3" screws (box of 70) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	13.98		1,593,975.38
Bill	01/14/2022	478411	Walter E. Nelson Co.	06 - FBO Upgrades: 1/2" Nap roller covers (5) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	23.10		1,593,998.48
Bill	11/24/2021	819529	City Lumber	06 - FBO Upgrades: 1/2" sheetrock (5 sheets) & 1 5/8" drywall screws (2 lbs) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	63.37		1,594,061.85
Bill	02/11/2022	MM Feb 2022	Card Service Center	06 - FBO Upgrades: 18 guage brads (1 box) sandpaper (4 pkgs), and sanding block - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	47.83		1,594,109.68
Bill	12/23/2021	820843	City Lumber	06 - FBO Upgrades: 1x5x10' finger jointed pine - primed (1 piece) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	32.29		1,594,141.97
Bill	01/14/2022	478411	Walter E. Nelson Co.	06 - FBO Upgrades: 3/4" Nap roller covers (10) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	45.00		1,594,186.97
Bill	01/12/2022	5013383	Home Depot	06 - FBO Upgrades: 4 gallon pails of Drywall Joint Compound (4) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	71.12		1,594,258.09
Bill	11/24/2021	4521953	Home Depot	06 - FBO Upgrades: 5" sanding discs (50), Sanding sponges (4), Drywall primer (1) & 180 degree S...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	85.85		1,594,343.94
Bill	11/12/2021	819039	City Lumber	06 - FBO Upgrades: 5/8 sheetrock (1 sheet) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	12.99		1,594,356.93
Bill	11/10/2021	818918	City Lumber	06 - FBO Upgrades: 5/8 sheetrock (3 sheets) & joint tape (2 rolls) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	47.95		1,594,404.88
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Adhesives (2 tubes) & Drywall texture supplies (3) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	64.91		1,594,469.79
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Adhesives (4 tubes) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	22.28		1,594,492.07
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Adhesives (4 tubes) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	27.96		1,594,520.03
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Adhesives (4 tubes) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	13.98		1,594,534.01
Bill	10/27/2021	2520090	Home Depot	06 - FBO Upgrades: Behr Interior Paint 3050 SG UPW (6 gals) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	209.55		1,594,743.56
Bill	11/14/2021	MM Nov 2021	Card Service Center	06 - FBO Upgrades: Blank electrical wall plates (2) + 1 5/8" drywall screws (2 lbs) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	17.92		1,594,761.48
Bill	12/29/2021	9524194	Home Depot	06 - FBO Upgrades: Blank round white cover plate - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	3.15		1,594,764.63
Bill	12/10/2021	8082325	Home Depot	06 - FBO Upgrades: Caulk (1) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	2.27		1,594,766.90
Bill	12/09/2021	9523011	Home Depot	06 - FBO Upgrades: Caulk, roll-on texture, adhesive, sanding screens for drywall repairs - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	86.29		1,594,853.19
Credit	12/10/2021	8082324	Home Depot	06 - FBO Upgrades: Credit for return of construction adhesive - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO		7.97	1,594,845.22
Bill	02/15/2022	62958	J P Plumbing Company, Inc.	06 - FBO Upgrades: Cut out, cap off water lines, drains & vents in bathroom & crawlspace (labor ...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	426.50		1,595,271.72
Bill	10/30/2021	3011719	Home Depot	06 - FBO Upgrades: Diablo 1 1/4" Carbide Metal Blade (1 pkg) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	21.97		1,595,293.69
Bill	02/01/2022	57102597	Builders First Source	06 - FBO Upgrades: Door stops (2) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	5.98		1,595,299.67
Bill	11/11/2021	7152598	Home Depot	06 - FBO Upgrades: Drywall Joint Compound (3.5 qts) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	6.98		1,595,306.65
Bill	12/15/2021	MM Dec 2021	Card Service Center	06 - FBO Upgrades: Drywall mud, joint tape, corner beading, curved blade trowel, corner tool & k...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	140.45		1,595,447.10
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Drywall repair patches (6 in various sizes) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	28.42		1,595,475.52
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Drywall spray texture (2) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	37.74		1,595,513.26
Bill	12/04/2021	4522687	Home Depot	06 - FBO Upgrades: Drywall texture (4 containers) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	75.48		1,595,588.74
Bill	11/12/2021	6521173	Home Depot	06 - FBO Upgrades: Electrical switch wall plates (1) + Electrical wall switch box (1) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	10.09		1,595,598.83
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Entry latchset (1) adhesives (4), screws and several clean up supplies - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	62.95		1,595,661.78
Bill	12/29/2021	9620155	Home Depot	06 - FBO Upgrades: Finger jointed Acacia wood & natural finish (1) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	117.58		1,595,779.36
Bill	12/09/2021	482	Wells Electrical Contracting, Inc.	06 - FBO Upgrades: Install new recessed lighting in two offices (labor & materials) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	1,609.50		1,597,388.86
Bill	03/04/2022	38393	Kiwi Glass, Inc.	06 - FBO Upgrades: Install windows (3) & custom Milgard Slider (1) (labor & materials) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	2,391.00		1,599,779.86
Bill	02/15/2022	39068	P & L Johnson Mechanical, Inc.	06 - FBO Upgrades: Installation of new Carrier Heatpump system (labor & materials) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	10,317.47		1,610,097.33
Bill	01/05/2022	2620600	Home Depot	06 - FBO Upgrades: Interior paint (1 gal) & jigsaw blades (1 pkg) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	54.90		1,610,152.23
Bill	01/07/2022	0012958	Home Depot	06 - FBO Upgrades: Joint compound (2 - 4gal pails), 16 AWG primary wire, 50W USB Wall Charging u...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	130.20		1,610,282.43

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Kilz primer paint (6 gallons) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	82.27		1,610,364.70
Bill	01/14/2022	3514149	Home Depot	06 - FBO Upgrades: Mini roller frame (1) & Mini roller covers (2 pkgs of 2) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	16.92		1,610,381.62
Bill	02/11/2022	MM Feb 2022	Card Service Center	06 - FBO Upgrades: Paint (2 gals + 1 sample), roller covers (2) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	89.53		1,610,471.15
Bill	02/11/2022	MM Feb 2022	Card Service Center	06 - FBO Upgrades: Paint (4 gals), tack cloths (3 pk), caulk (4), and wood filler (2) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	200.12		1,610,671.27
Bill	02/01/2022	57102597	Builders First Source	06 - FBO Upgrades: Paint brushes (5) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	32.95		1,610,704.22
Bill	01/06/2022	1524631	Home Depot	06 - FBO Upgrades: Paint roller covers (pkg of 6), sanding sponges (2), & Angle sanding sponges ...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	42.26		1,610,746.48
Bill	02/02/2022	4520863	Home Depot	06 - FBO Upgrades: Paintable caulk (12 tubes) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	63.36		1,610,809.84
Bill	12/08/2021	477473	Walter E. Nelson Co.	06 - FBO Upgrades: Painters tape (1 roll) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	9.90		1,610,819.74
Bill	12/21/2021	7523831	Home Depot	06 - FBO Upgrades: Painting supplies (tape etc) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	79.73		1,610,899.47
Bill	11/14/2021	MM Nov 2021	Card Service Center	06 - FBO Upgrades: Pilaster supports (18) + blank electrical wall plates (2) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	7.80		1,610,907.27
Bill	01/19/2022	56923605	Builders First Source	06 - FBO Upgrades: Pine trim boards (16 linear feet) pre-primed - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	30.23		1,610,937.50
Bill	02/01/2022	57102597	Builders First Source	06 - FBO Upgrades: Pine trim boards (72 linear feet) pre-primed - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	276.48		1,611,213.98
Bill	01/14/2022	56829902	Builders First Source	06 - FBO Upgrades: Pine trim boards (96 linear feet) pre-primed - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	216.27		1,611,430.25
Bill	02/14/2022	57336734	Builders First Source	06 - FBO Upgrades: Pine trim boards (96 linear feet) pre-primed - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	156.74		1,611,586.99
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Primed Pine Finish moldings (64 linear feet) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	196.46		1,611,783.45
Bill	02/03/2022	00014631	iFocus Consulting, Inc.	06 - FBO Upgrades: Rearrange 3 workstations to different desks in FBO - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	110.00		1,611,893.45
Bill	11/10/2021	62409	J P Plumbing Company, Inc.	06 - FBO Upgrades: Remove sheetrock, cut & cap waste & water lines inside the walls (labor & mat...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	397.50		1,612,290.95
Bill	01/12/2022	5621051	Home Depot	06 - FBO Upgrades: Roll of surface protector (1) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	34.98		1,612,325.93
Bill	10/30/2021	3011719	Home Depot	06 - FBO Upgrades: Spray insulation (1), blank wall plates (5) & single outlet wall plate (1) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	21.86		1,612,347.79
Bill	12/06/2021	421487	Wadsworth Electric	06 - FBO Upgrades: Troubleshoot & repair electrical wire where drywall screw was put through wir...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	422.99		1,612,770.78
Bill	01/05/2022	2513440	Home Depot	06 - FBO Upgrades: Watco Danish Oil (1 pint) - BG	14 - AIRPORT:AIRSIDE:TERMINAL FBO	9.93		1,612,780.71
Bill	02/15/2022	62959	J P Plumbing Company, Inc.	06 - FBO Upgrades: Waterline in landscaping leaking - located line in FBO crawlspace and install...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	341.80		1,613,122.51
Bill	01/14/2022	MM Jan 2022	Card Service Center	06 - FBO Upgrades: Window shades (1) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	41.00		1,613,163.51
Bill	02/28/2022	60048	Inland Electric, Inc.	06 - FBO Upgrades: Wiring of new Carrier Heatpump system (labor & materials) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	3,113.19		1,616,276.70
Bill	12/22/2021	820814	City Lumber	06 - FBO Upgrades: Wood shims (1 bundle), 3 1/4" Colonial base (10') & 1x4x16' finger jointed pi...	14 - AIRPORT:AIRSIDE:TERMINAL FBO	95.78		1,616,372.48
Bill	01/13/2022	521579	Englund Marine (MX)	06 - FBO Upgrades: Z-Spar Varnish (1 pint) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	28.17		1,616,400.65
Bill	12/10/2021	SF Dec 2021	Scott Farley (A/P)	06 - FBO Upgrades: 220 grit sandpaper (6 pack) & Painter's Tape (1) - MM	14 - AIRPORT:AIRSIDE:TERMINAL FBO	13.75		1,616,414.40
Bill	08/31/2021	August 2021	Landside Resources, Inc.	08 - Industrial Park: Professional services for Airport Industrial Park - Aug 2021 - MM	14 - AIRPORT:LANDSIDE:INDUSTRIAL PARK	25.00		1,616,439.40
Bill	07/31/2021	July 2021	Landside Resources, Inc.	08 - Industrial Park: Professional services for Airport Industrial Park - July 2021 - MM	14 - AIRPORT:LANDSIDE:INDUSTRIAL PARK	0.00		1,616,439.40
Bill	07/31/2021	21-07-21001	A.M. Engineering, LLC	08 - Industrial Park: Progress billing for Airport Industrial Park through 7/31/2021 - MM	14 - AIRPORT:LANDSIDE:INDUSTRIAL PARK	605.00		1,617,044.40
Bill	09/24/2021	MM Sept 2021-2	Matthew McGrath (A/P)	09 - Overbay Bldg: Wood Window Restoration Class Registration Fee for Matt McGrath - WI	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	300.50		1,617,344.90
Bill	01/24/2022	822136	City Lumber	09 - Overbay Building: 1x6 trim boards (32 linear feet) - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	45.79		1,617,390.69
Bill	11/14/2021	MM Nov 2021	Card Service Center	09 - Overbay Building: Dip paint striping for 9 windows/sashes + 1 extra sash (labor & materials...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	651.29		1,618,041.98
Bill	12/28/2021	477889	Walter E. Nelson Co.	09 - Overbay Building: Exterior paint (1 gal) used to restore windows on Overbay / Precision Hea...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	66.94		1,618,108.92
Bill	12/31/2021	Dec 2021	Joshua Gifford	09 - Overbay Building: Labor to restore windows on Overbay / Precision Heating Building - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	300.00		1,618,408.92
Bill	12/31/2021	Dec 2021	Vance McDermott	09 - Overbay Building: Labor to restore windows on Overbay / Precision Heating Building - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	300.00		1,618,708.92
Bill	01/15/2022	Jan 2022	Joshua Gifford	09 - Overbay Building: Labor to restore windows on Overbay / Precision Heating Building - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	375.00		1,619,083.92
Bill	01/15/2022	Jan 2022	Vance McDermott	09 - Overbay Building: Labor to restore windows on Overbay / Precision Heating Building - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	375.00		1,619,458.92
Bill	07/05/2021	6023396	Home Depot	09 - Overbay Building: Lumber - 2x6 - 8' (1), 2x8 - 12' (1), & 1x6 - 10' (4) - BG	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	101.91		1,619,560.83
Bill	07/06/2021	471955	Walter E. Nelson Co.	09 - Overbay Building: Painting supplies for new gutters - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	77.30		1,619,638.13
Bill	11/14/2021	MM Nov 2021	Card Service Center	09 - Overbay Building: Registration fee for Brent Gilland for windows rebuilding class at Clatsop...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	155.25		1,619,793.38
Bill	11/30/2021	Nov 2021	Clatsop Community College	09 - Overbay Building: Reimb for glass and other materials used in the rebuilding of the first 9...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	562.23		1,620,355.61
Bill	07/06/2021	1564737-0001	Equipment Rental Services	09 - Overbay Building: Rental of Genie Boomlift for repairs to building - MM	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	759.57		1,621,115.18
Bill	09/03/2021	46910	French's Gutters & Sheet Metal, Inc.	09 - Overbay Building: Replacement of Gutters on Precision/Overbay Building: Tear off and dispos...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	5,310.39		1,626,425.57
Bill	02/11/2022	47357	French's Gutters & Sheet Metal, Inc.	09 - Overbay Building: Replacement of Gutters on Precision/Overbay Building: Tear off, replace a...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	183.34		1,626,608.91
Bill	11/14/2021	MM Nov 2021	Card Service Center	09 - Overbay Building: Work gloves 2 pairs, earplugs (1 set), safety glasses (1 pair), Husky rub...	14 - AIRPORT:LANDSIDE:LEASED PROPERTIES:OVERBAY/	130.25		1,626,739.16
Bill	02/08/2022	2570	Olson Asphalt Maintenance, LLC	11 - Repair Fencing: Re-set 390 LF of elk fencing (labor & materials) - MM	14 - AIRPORT:AIRSIDE	6,200.00		1,632,939.16
Bill	08/01/2021	8891	ABA Company	13 - CAM - Vegetation Management - Mowing - MM	14 - AIRPORT:AIRSIDE	13,600.00		1,646,539.16
Bill	08/26/2021	8894	ABA Company	13 - CAM - Vegetation Management - Mowing - MM	14 - AIRPORT:AIRSIDE	17,000.00		1,663,539.16
General Journal	07/31/2021	07-44		13 - Vegetation Management - Estimate of Invoice from ABA Company	14 - AIRPORT:AIRSIDE	25,850.00		1,689,389.16

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
General Journal	08/01/2021	07-44R		13 - Vegetation Management - Estimate of Invoice from ABA Company	14 - AIRPORT:AIRSIDE		25,850.00	1,663,539.16
Bill	02/08/2022	2571	Olson Asphalt Maintenance, LLC	13 - Vegetation Management: Clear drainage ditch blockage & install french drain dry well system...	14 - AIRPORT	7,000.00		1,670,539.16
Bill	02/08/2022	2570	Olson Asphalt Maintenance, LLC	13 - Vegetation Management: Clear East fence line along Warrenton Airport Dike Trail (labor) - MM	14 - AIRPORT	5,700.00		1,676,239.16
Bill	12/15/2021	MM Dec 2021	Card Service Center	14 - Boatyard Feasibility Study - Lunch Mtg w/Bud S and BST & Associates - MM	14 - WATERFRONT WEST:PIERS:P3:BOATYARD	67.00		1,676,306.16
Bill	07/31/2021	PoA-001-2	Burl (Bud) Shoemaker II	14 - Boatyard Feasibility Study - progress invoice thru 7/31/21 - MM	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	1,384.58		1,677,690.74
Bill	01/31/2022	3	BST Associates	14 - Boatyard Feasibility Study: Professional services rendered - progress billing through 1/31/...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	14,385.00		1,692,075.74
Bill	11/30/2021	1	BST Associates	14 - Boatyard Feasibility Study: Professional services rendered - progress billing through 11/30/...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	4,255.56		1,696,331.30
Bill	12/31/2021	2	BST Associates	14 - Boatyard Feasibility Study: Professional services rendered - progress billing through 12/31/...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	1,935.00		1,698,266.30
Bill	02/28/2022	4	BST Associates	14 - Boatyard Feasibility Study: Professional services rendered - progress billing through 2/28/...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	8,480.00		1,706,746.30
Bill	02/24/2022	0074242.000-2	PBS Engineering & Environmental Inc.	14 - Boatyard Feasibility Study: Progress billing on services rendered through 1/28/22 - MM	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	3,300.00		1,710,046.30
Bill	01/21/2022	0074242.000-1	PBS Engineering & Environmental Inc.	14 - Boatyard Feasibility Study: Progress billing on services rendered through 12/31/21 - MM	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	4,050.00		1,714,096.30
Bill	12/30/2021	PoA-003	Burl (Bud) Shoemaker II	14 - Boatyard Feasibility Study: Progress invoice thru 12/8/21 - MM	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	4,886.80		1,718,983.10
Bill	02/20/2022	PoA-004	Burl (Bud) Shoemaker II	14 - Boatyard Feasibility Study: Progress invoice thru 2/20/22 - MM	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	2,660.75		1,721,643.85
Bill	12/15/2021	SB Dec 2021	Card Service Center	14 - Boatyard Feasibility Study: Refreshments for meeting - Stacy B	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	43.80		1,721,687.65
General Journal	11/30/2021	11-13		14 boatyard study - Estimate of Invoice from Bud Shoemaker	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	2,679.89		1,724,367.54
General Journal	12/01/2021	11-13R		14 boatyard study - Estimate of Invoice from Bud Shoemaker	11 - WATERFRONT WEST:PIERS:P3:BOATYARD		2,679.89	1,721,687.65
Bill	11/10/2021	515972	Englund Marine (Boatyard)	15 - Heatpump for new shop: Epoxy used in installation of heatpump - BS	11 - WATERFRONT WEST:PIERS:P3:BOATYARD:EQUIPMEI	4.05		1,721,691.70
Bill	10/14/2021	5890629	Home Depot	15 - Heatpump for new shop: Pioneer Decorative Line Cover (1) for Mini Split Wall Mount Heat Pu...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD:EQUIPMEI	51.98		1,721,743.68
Bill	10/14/2021	5554321	Home Depot	15 - Heatpump for new shop: Pioneer Multi 24000 BTU 2 Ton 21.3 Seer Dual Zone Wall Mount Heat Pu...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD:EQUIPMEI	1,849.99		1,723,593.67
Bill	12/15/2021	WI Dec 2021	Card Service Center	18 - Central Waterfront Masterplan: Lunch Mtg w/Jim Knight - WI	12 - WATERFRONT EAST	59.00		1,723,652.67
Bill	02/28/2022	0184-26	Campbell Environmental	21 - Causeway Repairs - Completed draft BA & City Impact Assessment for permits for causeway rep...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,586.25		1,725,238.92
Bill	09/30/2021	0184-22	Campbell Environmental	21 - Causeway Repairs - Coordinated w/agencies obtaining IWWP re: collapse of Causeway - progres...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,243.75		1,726,482.67
Bill	10/31/2021	0184-23	Campbell Environmental	21 - Causeway Repairs - Coordinated w/Port & agencies on permits for causeway replacement - pro...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	270.00		1,726,752.67
Bill	12/31/2021	0184-24	Campbell Environmental	21 - Causeway Repairs - Coordinated w/Port & agencies on permits for causeway replacement - pro...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,500.00		1,728,252.67
Bill	01/31/2022	0184-25	Campbell Environmental	21 - Causeway Repairs - Updated/finalized draft dredging JPA & BA for permits for causeway repla...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,020.00		1,729,272.67
Bill	09/28/2021	K62024	Englund Marine (MX)	21 - Causeway Repairs: 1" phoenix tank flange (1), 1"x 1/2" thread bushing (1) & 1/2" galv head ...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	13.51		1,729,286.18
Bill	09/30/2021	512402	Englund Marine (MX)	21 - Causeway Repairs: 1" x 3/4" galv bushing (2), 3/4" SS Coupling (1), 3" 50 AMP utility clips...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	77.26		1,729,363.44
Bill	09/28/2021	321465	North Coast Truck Parts	21 - Causeway Repairs: 12V fuel pump (1) & fuel hose (20 feet) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	450.00		1,729,813.44
Bill	10/01/2021	512448	Englund Marine (MX)	21 - Causeway Repairs: 2" NPT x 4" Schedule 40 BI Nipple (1) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	10.18		1,729,823.62
Bill	09/27/2021	511999	Englund Marine (MX)	21 - Causeway Repairs: 2" Phoenix Tank Flanges (2) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	18.78		1,729,842.40
Bill	10/12/2021	513423	Englund Marine (MX)	21 - Causeway Repairs: 3/8" hose, fittings (5), hose mender (1), galv tee (1) & hose cap (1) for...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	33.66		1,729,876.06
Bill	11/14/2021	JB Nov 2021	Card Service Center	21 - Causeway Repairs: 5 gallon diesel cans (5 of them) for fuel for temporary GenSet - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	99.95		1,729,976.01
Bill	10/31/2021	469	Wells Electrical Contracting, Inc.	21 - Causeway Repairs: Add'l Electrical repairs due to collapse of causeway (labor & materials) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	2,545.30		1,732,521.31
Bill	02/02/2022	1605311-0006	Equipment Rental Services	21 - Causeway Repairs: Close-out Rental of Diesel Generator + Overage Charges 1/26/22-2/2/22 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	9,322.29		1,741,843.60
Credit	02/02/2022	1605311-0007	Equipment Rental Services	21 - Causeway Repairs: Credit adjustment on cost associated w/Overage Charges on Diesel Generato...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causeway		2,739.48	1,739,104.12
Credit	10/05/2021	323665	Sunset Auto Parts	21 - Causeway repairs: Credit for return of Diesel Exhaust fluid (21 cans) for Gen Set - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causeway		209.79	1,738,894.33
Bill	10/27/2021	327549	Sunset Auto Parts	21 - Causeway repairs: Diesel 5 gallon fuel cans (4 cans) for Gen Set - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	99.24		1,738,993.57
Bill	10/01/2021	323085	Sunset Auto Parts	21 - Causeway repairs: Diesel Exhaust fluid (23 cans) for Gen Set - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	229.77		1,739,223.34
General Journal	01/31/2022	01-01		21 - Causeway Repairs: Diesel fuel for temporary generator	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,912.30		1,741,135.64
General Journal	02/28/2022	02-01		21 - Causeway Repairs: Diesel fuel for temporary generator	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	244.13		1,741,379.77
Bill	10/30/2021	221.1006	Bergerson Construction, Inc	21 - Causeway Repairs: EB Causeway cleanup - (labor & materials) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	155,544.40		1,896,924.17
Bill	10/26/2021	3493	Johnson Economics	21 - Causeway Repairs: Economic Impact Calcs for Grant Application - progress invoice thru 10/26/...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	2,460.00		1,899,384.17
Bill	10/08/2021	454	Wells Electrical Contracting, Inc.	21 - Causeway Repairs: Electrical repairs due to collapse of causeway (labor & materials) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	6,753.13		1,906,137.30
Bill	09/27/2021	269447	Columbia Steel Supply	21 - Causeway Repairs: Fabricate fuel tank for Gen Set due to collapse of causeway (labor & mate...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	799.24		1,906,936.54
Bill	09/28/2021	269472	Columbia Steel Supply	21 - Causeway Repairs: Fabricate Steel Angle 3 x 2 3/16 (20 feet) due to collapse of causeway (l...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	90.20		1,907,026.74
Bill	10/29/2021	PoA-002	Burl (Bud) Shoemaker II	21 - Causeway Repairs: Grant assistance - Connect Oregon - progress invoice thru 10/28/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	1,832.03		1,908,858.77
Bill	11/23/2021	331932	Sunset Auto Parts	21 - Causeway Repairs: HD 50 50 AF (1 gallon) for GenSet - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	9.80		1,908,868.57
Bill	10/08/2021	513102	Englund Marine (MX)	21 - Causeway Repairs: Long lead clicker lighter (1 pair) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	5.18		1,908,873.75
Bill	10/13/2021	325215	Sunset Auto Parts	21 - Causeway repairs: Oil filters (2) for Gen Set - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	21.90		1,908,895.65
Bill	10/26/2021	327389	Sunset Auto Parts	21 - Causeway repairs: Oil Filters (3) for Gen Set - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew.	32.85		1,908,928.50

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
Bill	01/14/2022	340176	Sunset Auto Parts	21 - Causeway Repairs: Oil filters (4) for Genset on the causeway - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	46.84		1,908,975.34
Bill	11/09/2021	329570	Sunset Auto Parts	21 - Causeway repairs: Oil Filters (6) for Gen Set - JB	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	65.70		1,909,041.04
Bill	08/19/2021	3902	City of Astoria - Finance	21 - Causeway Repairs: Permit extension - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	50.00		1,909,091.04
Bill	01/26/2022	793810	A Coastal Lock & Key, LLC	21 - Causeway Repairs: Primus padlocks (2) , keyed to master, to secure new electrical circuit s...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	70.00		1,909,161.04
Bill	02/03/2022	522	Wells Electrical Contracting, Inc.	21 - Causeway Repairs: Reconnect power to the East and West Docks at the East Basin per Bid (lab...	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	14,861.00		1,924,022.04
Bill	10/27/2021	1605311-0002	Equipment Rental Services	21 - Causeway Repairs: Rental of Diesel Generator 10/6/21-11/3/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	1,350.90		1,925,372.94
Bill	11/24/2021	1605311-0003	Equipment Rental Services	21 - Causeway Repairs: Rental of Diesel Generator 11/3/21-12/1/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	1,350.90		1,926,723.84
Bill	12/22/2021	1605311-0004	Equipment Rental Services	21 - Causeway Repairs: Rental of Diesel Generator 12/1/21-12/29/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	1,350.90		1,928,074.74
Bill	01/19/2022	1605311-0005	Equipment Rental Services	21 - Causeway Repairs: Rental of Diesel Generator 12/29/21-1/26/22 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	1,350.90		1,929,425.64
General Journal	01/31/2022	01-13		21 Causeway - Estimate of Invoice from Bud Shoemake	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causew	2,660.75		1,932,086.39
General Journal	02/01/2022	01-13R		21 Causeway - Estimate of Invoice from Bud Shoemake	12 - WATERFRONT EAST:MARINA:EAST BASIN:EB Causeway		2,660.75	1,929,425.64
Bill	07/31/2021	0184-21	Campbell Environmental	22 - EMB Dredging - Coordinated w/Corps & ART on dredge disposal sites for project - progress th...	12 - WATERFRONT EAST:MARINA:EAST BASIN	200.00		1,929,625.64
Bill	11/30/2021	36-51-565596-0	ALS Environmental	22 - EMB Dredging - Lab Analysis of Sediment Samples - progress thru 11/30/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN	10,915.00		1,940,540.64
Bill	07/31/2021	2240	Advanced Remediation Technologies, Inc.	22 - EMB Dredging - Sampling & Analysis: Sampling Analysis Plan - progress thru 7/31/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN	1,675.00		1,942,215.64
Bill	01/31/2022	2293	Advanced Remediation Technologies, Inc.	22 - EMB Dredging - Sediment Characterization Report - make revisions, address PSET questions - ...	12 - WATERFRONT EAST:MARINA:EAST BASIN	1,330.00		1,943,545.64
Bill	12/09/2021	2276	Advanced Remediation Technologies, Inc.	22 - EMB Dredging - Sediment Characterization Report - Site visit, prep, data review - progress ...	12 - WATERFRONT EAST:MARINA:EAST BASIN	4,906.86		1,948,452.50
Bill	10/19/2021	2259	Advanced Remediation Technologies, Inc.	22 - EMB Dredging - Sediment Sampling Prep and Sampling Site visit - progress thru 10/14/21 - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN	3,750.50		1,952,203.00
Bill	03/02/2022	JPA - March 2022	DSL	22 - EMB Dredging: Joint Permit Application Fee for dredging the EMB - EH	12 - WATERFRONT EAST:MARINA:EAST BASIN	1,420.00		1,953,623.00
Bill	02/15/2022	LUCS22-07	City of Astoria - Finance	22 - EMB Dredging: LUCS for JPA EMB Dredging/Maintenance - EH	12 - WATERFRONT EAST:MARINA:EAST BASIN	50.00		1,953,673.00
Bill	10/18/2021	21185	Gravity Consulting, LLC	22 - EMB Dredging: Mobilize & collect sediment samples in the EMB (labor & materials) - MM	12 - WATERFRONT EAST:MARINA:EAST BASIN	11,016.00		1,964,689.00
Bill	01/26/2022	222.102	Bergerson Construction, Inc	23 - Fender Pile Replacement: West Basin Marina final billing #4 through 1/26/22 (labor & materi...	12 - WATERFRONT EAST:MARINA:WEST BASIN	1,024.03		1,965,713.03
Bill	10/31/2021	221.1007	Bergerson Construction, Inc	23 - Marina Piling Replacement (25): Progress Billing #1 through 10/31/21 (labor & materials) - MM	12 - WATERFRONT EAST:MARINA:WEST BASIN	132,076.12		2,097,789.15
Bill	08/26/2021	258241	The Daily Astorian	23 - Marina Piling Replacement : Ad for invitation to Bid - SB	12 - WATERFRONT EAST:MARINA:WEST BASIN	134.06		2,097,923.21
Bill	08/27/2021	745163628	Daily Journal of Commerce	23 - Marina Piling Replacement : Ad for Invitation to Bid - SB	12 - WATERFRONT EAST:MARINA:WEST BASIN	51.50		2,097,974.71
Bill	12/31/2021	221.1204	Bergerson Construction, Inc	26 - West Marina Dredging: FY 21-22 Progress invoice #1 - MM	12 - WATERFRONT EAST:MARINA:WEST BASIN	92,000.00		2,189,974.71
Bill	01/31/2022	222.111	Bergerson Construction, Inc	26 - West Marina Dredging: FY 21-22 Progress invoice #2 - MM	12 - WATERFRONT EAST:MARINA:WEST BASIN	165,375.00		2,355,349.71
Bill	02/28/2022	222.208	Bergerson Construction, Inc	26 - West Marina Dredging: FY 21-22 Progress invoice #3 - MM	12 - WATERFRONT EAST:MARINA:WEST BASIN	128,625.00		2,483,974.71
Bill	02/28/2022	2303	Advanced Remediation Technologies, Inc.	26 - West Marina Dredging: Post dredge lab results to PSET + test sediment sample for Mercury fo...	12 - WATERFRONT EAST:MARINA:WEST BASIN	438.00		2,484,412.71
Bill	02/10/2022	2298	Advanced Remediation Technologies, Inc.	26 - West Marina Dredging: Post dredge surface sampling for the West Basin - progress thru 2/8/2...	12 - WATERFRONT EAST:MARINA:WEST BASIN	1,504.80		2,485,917.51
Bill	12/31/2021	2284	Advanced Remediation Technologies, Inc.	26 - West Marina Dredging: Pre-dredging volume calcs - progress thru 12/21/21 - MM	12 - WATERFRONT EAST:MARINA:WEST BASIN	720.00		2,486,637.51
Bill	08/27/2021	745163628	Daily Journal of Commerce	30 - Fender Pile Replacement - Ad for invitation to Bid - SB	11 - WATERFRONT WEST:PIERS	84.02		2,486,721.53
Bill	08/26/2021	258241	The Daily Astorian	30 - Fender Pile Replacement : Ad for Invitation to Bid - SB	11 - WATERFRONT WEST:PIERS	218.74		2,486,940.27
Bill	01/26/2022	222.102	Bergerson Construction, Inc	30 - Fender Pile Replacement: P1 & P2 final billing #4 through 1/26/22 (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	18,525.97		2,505,466.24
Bill	10/31/2021	221.1007	Bergerson Construction, Inc	30 - Fender Pile Replacement: P1 & P2 Progress billing #1 through 10/31/21 (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	7,903.88		2,513,370.12
Bill	11/24/2021	221.1105	Bergerson Construction, Inc	30 - Fender Pile Replacement: P1 & P2 Progress billing #2 through 11/24/21 (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	178,574.50		2,691,944.62
Bill	12/31/2021	221.1208	Bergerson Construction, Inc	30 - Fender Pile Replacement: P1 & P2 Progress billing #3 through 12/31/21 (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	28,770.50		2,720,715.12
Bill	12/31/2021	221.1208	Bergerson Construction, Inc	30 - Fender Pile Replacement: Piling Replacement Change Order #1 T & M (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	810.00		2,721,525.12
Bill	01/26/2022	222.102	Bergerson Construction, Inc	30 - Fender Pile Replacement: Piling Replacement Change Order #2 T & M (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	10,335.00		2,731,860.12
Bill	02/28/2022	222.209	Bergerson Construction, Inc	30 - Fender Pile Replacement: Piling Replacement Change Order #3 T & M (labor & materials) - MM	11 - WATERFRONT WEST:PIERS	28,489.00		2,760,349.12
General Journal	09/30/2021	09-13		32 - P2 Design Estimate of Invoice from KPFF	11 - WATERFRONT WEST:PIERS:P2	2,438.12		2,762,787.24
General Journal	10/01/2021	09-13R		32 - P2 Design Estimate of Invoice from KPFF	11 - WATERFRONT WEST:PIERS:P2		2,438.12	2,760,349.12
Bill	01/31/2022	0179-10	Campbell Environmental	32 - P2 West 30% Design: Discussion re: potential mitigation sites - progress billing through 1/...	11 - WATERFRONT WEST:PIERS:P2	120.00		2,760,469.12
Bill	07/30/2021	3436	Johnson Economics	32 - P2 West 30% Design: Professional fees - progress invoice thru 7/30/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	615.00		2,761,084.12
Bill	10/31/2021	397810	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 10/31/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	42,718.30		2,803,802.42
Bill	11/30/2021	401362	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 11/30/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	16,334.89		2,820,137.31
Bill	01/01/2022	405595	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 12/31/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	9,509.21		2,829,646.52
Bill	07/31/2021	385014	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 7/31/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	2,972.97		2,832,619.49
Bill	08/31/2021	389178	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 8/31/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	5,203.19		2,837,822.68
Bill	10/01/2021	394719	KPFF, Inc.	32 - P2 West 30% Design: Professional services rendered - progress billing through 9/30/2021 - MM	11 - WATERFRONT WEST:PIERS:P2	2,438.12		2,840,260.80
Bill	11/30/2021	0179-8	Campbell Environmental	32 - P2 West 30% Design: Review plans/engineering, pull background info for draft JPA and BA - p...	11 - WATERFRONT WEST:PIERS:P2	1,880.00		2,842,140.80

Port of Astoria
Transaction Detail by Account
July 2021 through June 2022

Type	Date	Num	Name	Memo	Class	Debit	Credit	Balance
Bill	12/31/2021	0179-9	Campbell Environmental	32 - P2 West 30% Design: Review plans/engineering, pull background info for draft JPA and BA - p...	11 - WATERFRONT WEST:PIERS:P2	420.00		2,842,560.80
General Journal	12/31/2021	12-13		32 P2 - Estimate of Invoice from KPFF Inc.	11 - WATERFRONT WEST:PIERS:P2	9,509.21		2,852,070.01
General Journal	01/01/2022	12-13R		32 P2 - Estimate of Invoice from KPFF Inc.	11 - WATERFRONT WEST:PIERS:P2		9,509.21	2,842,560.80
Bill	07/01/2021	1091-5	Sherwin-Williams	34 - Per 1 Building Paint: Paint color samples - MM	11 - WATERFRONT WEST:PIERS:P1:P1 BLDG.	89.31		2,842,650.11
Bill	07/21/2021	July 2021	Jeff Hale Painting	34 - Pier 1 Building - paint: Painting (labor & materials) - MM	11 - WATERFRONT WEST:PIERS:P1:P1 BLDG.	36,500.00		2,879,150.11
Bill	09/13/2021	2479	Olson Asphalt Maintenance, LLC	37 - CAM - Seal coat & stripe parking lot of P1 Bldg (labor & materials) - MM	11 - WATERFRONT WEST:PIERS:P1:P1 BLDG.	26,834.00		2,905,984.11
Bill	01/26/2022	222.102	Bergerson Construction, Inc	39 - Slip 1 Debris Removal: Final billing #4 through 1/26/22 (labor & materials) - MM	11 - WATERFRONT WEST:PIERS:P1	21,750.00		2,927,734.11
General Journal	09/30/2021	09-13		43 - I&I Estimate of Invoice from Big River Construction	14 - AIRPORT	191,000.00		3,118,734.11
General Journal	10/01/2021	09-13R		43 - I&I Estimate of Invoice from Big River Construction	14 - AIRPORT		191,000.00	2,927,734.11
General Journal	10/31/2021	10-13		43 - I&I Estimate of Invoice from Big River Construction	14 - AIRPORT	191,405.00		3,119,139.11
General Journal	11/01/2021	10-13R		43 - I&I Estimate of Invoice from Big River Construction	14 - AIRPORT		191,405.00	2,927,734.11
General Journal	10/31/2021	10-13		43 - I&I Estimate of Invoice from BOLI	14 - AIRPORT	331.34		2,928,065.45
General Journal	11/01/2021	10-13R		43 - I&I Estimate of Invoice from BOLI	14 - AIRPORT		331.34	2,927,734.11
Bill	01/01/2022	CO #3	Big River Construction, Inc.	43 - I&I Sewer Infrastructure: Change Order #3 - Progress billing through 12/31/21 - WI	14 - AIRPORT	71,205.84		2,998,939.95
Bill	08/31/2021	21-08-20019	A.M. Engineering, LLC	43 - I&I Sewer Infrastructure: Contract Administration & Construction support - Observation - Pr...	14 - AIRPORT	2,150.00		3,001,089.95
Bill	09/30/2021	21-09-20019	A.M. Engineering, LLC	43 - I&I Sewer Infrastructure: Contract Administration & Construction support - Observation - Pr...	14 - AIRPORT	10,650.00		3,011,739.95
Bill	11/01/2021	21008-1021	Big River Construction, Inc.	43 - I&I Sewer Infrastructure: Progress billing through 10/31/21 - MM	14 - AIRPORT	131,617.43		3,143,357.38
Bill	07/31/2021	21008-0721	Big River Construction, Inc.	43 - I&I Sewer Infrastructure: Progress billing through 7/31/21 - MM	14 - AIRPORT	22,543.34		3,165,900.72
Bill	11/01/2021	Sewer I&I Fee	BOLI	43 - I&I Sewer Infrastructure: Public Works Fee related to Sewer I&I Project at the Airport - MM	14 - AIRPORT	331.34		3,166,232.06
General Journal	11/30/2021	11-13		43 I&I - Estimate of Invoice from Big River Construction	14 - AIRPORT	77,683.00		3,243,915.06
General Journal	12/01/2021	11-13R		43 I&I - Estimate of Invoice from Big River Construction	14 - AIRPORT		77,683.00	3,166,232.06
General Journal	12/31/2021	12-13		43 I&I - Estimate of Invoice from Big River Construction	14 - AIRPORT	67,645.55		3,233,877.61
General Journal	01/01/2022	12-13R		Reverse of GJE 12-13EST -- 43 I&I - Estimate of Invoice from Big River Construction	14 - AIRPORT		67,645.55	3,166,232.06
Bill	09/01/2021	AIP 24-7 FINAL	Columbia Pacific Construction, Inc.	44 - AIP 24 Taxiway Realignment - Final payment - project completed 8/31/2021 - MM	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24	39,039.03		3,205,271.09
General Journal	09/30/2021	09-13		44 - AIP24 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24	25.00		3,205,296.09
General Journal	10/01/2021	09-13R		44 - AIP24 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24		25.00	3,205,271.09
General Journal	10/31/2021	10-13		44 - AIP24 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24	250.00		3,205,521.09
General Journal	11/01/2021	10-13R		44 - AIP24 Estimate of Invoice from Landside Resources, Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24		250.00	3,205,271.09
General Journal	12/31/2021	12-13		44 AIP24 - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24	125.00		3,205,396.09
General Journal	01/01/2022	12-13R		44 AIP24 - Estimate of Invoice from Landside Resources Inc.	14 - AIRPORT:AIRSIDE:TAXIWAYS:AIP 24		125.00	3,205,271.09
Bill	11/30/2021	169944	Environmental Science Associates	45 - Future Hangar Development - Environmental: Archaeological study & prof services regarding p...	14 - AIRPORT:AIRSIDE	7,319.23		3,212,590.32
Bill	01/01/2022	171286	Environmental Science Associates	45 - Future Hangar Development - Environmental: Archaeological study & prof services regarding p...	14 - AIRPORT:AIRSIDE	4,872.57		3,217,462.89
Bill	10/19/2021	168536	Environmental Science Associates	45 - Future Hangar Development - Environmental: Archaeological survey & prof services regarding ...	14 - AIRPORT:AIRSIDE	4,743.74		3,222,206.63
Bill	11/30/2021	170108	Environmental Science Associates	45 - Future Hangar Development - Environmental: Prof services regarding Section 163 Tax release ...	14 - AIRPORT:AIRSIDE	337.50		3,222,544.13
Bill	10/01/2021	168105	Environmental Science Associates	45 - Future Hangar Development - Prof services regarding possible hangar expansion - progress bi...	14 - AIRPORT:AIRSIDE	6,300.00		3,228,844.13
Bill	10/01/2021	169139	Environmental Science Associates	45 - Future Hangar Development - Prof services regarding possible hangar expansion - progress bi...	14 - AIRPORT:AIRSIDE	3,262.50		3,232,106.63
Bill	02/28/2022	23	Shane Jensen - Grant Writer	45 - Future Hangar Development: Grant Writing - February 2022 - WI	14 - AIRPORT:AIRSIDE	100.00		3,232,206.63
General Journal	09/30/2021	09-13		45 - Hangars Estimate of Invoice from Environmental Science Association	14 - AIRPORT:AIRSIDE	3,247.50		3,235,454.13
General Journal	10/01/2021	09-13R		45 - Hangars Estimate of Invoice from Environmental Science Association	14 - AIRPORT:AIRSIDE		3,247.50	3,232,206.63
General Journal	12/31/2021	12-13		45 Hangars - Estimate of Invoice from Environmental Science Associates	14 - AIRPORT:AIRSIDE	4,872.57		3,237,079.20
General Journal	01/01/2022	12-13R		45 Hangars - Estimate of Invoice from Environmental Science Associates	14 - AIRPORT:AIRSIDE		4,872.57	3,232,206.63
Bill	01/05/2022	U50506	Kendrick Equipment (USA) LLC	46 - Travelift - Replacement wheel assembly: Relacement wheel assembly w/lug nuts et al (incl fr...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD:EQUIPMEI	7,959.61		3,240,166.24
Bill	12/17/2021	U50507	Kendrick Equipment (USA) LLC	46 - Travelift Replacement Wheel Assembly: Training & Certification for Brandon & Joey on Trave...	11 - WATERFRONT WEST:PIERS:P3:BOATYARD	1,850.00		3,242,016.24
Bill	02/18/2022	Feb 2022	WatchPoint Video, LLC	48 - Upgraded Security Cameras Pier 3: New Axis cameras (2) (materials & installation) - RY	11 - WATERFRONT WEST:PIERS:P3	8,400.00		3,250,416.24
Total 710-00 - Capital Expense						3,979,115.87	728,699.63	3,250,416.24
TOTAL						3,979,115.87	728,699.63	3,250,416.24
GRANTS - related						2,140,126.52	153,834.37	1,986,292.15
TOTAL EXPENSES NET OF GRANTS								1,264,124.09



AIRPORT ADVISORY COMMITTEE APPLICATION

Please submit the completed application form to:

Commission President Frank Spence
Port of Astoria
422 Gateway Ave, Suite 100
Astoria, OR 97103

Mark on Envelope: Airport Advisory Committee Application

Name Henry Idica
Home Address _____
City _____ Zip Code 97146
Phone Number _____
Email _____

Name of Employer Oregon Military Department
Work Address 91204 RILEA OREGON ROAD
City Warrenton Zip Code 97146

Number of Years Residence Clatsop County 0 to 1 (new resident)

In the space provided, please provide a brief statement describing why you are interested in serving on the Port of Astoria Airport Advisory Committee.

My desire for involvement is a recognized need for a good path of communication for the Oregon Military Department and the community that it cooperates with, one specific item is the coordination regarding flight paths and fueling requirements. Also, my background in maintenance and facilities I believe I could help with committee goals.

Please describe your skills, training, and experience in finance and any additional qualifications, experience, or expertise that qualifies you for membership on this committee. (You may attach an additional page if needed.)

I have been involved with facility planning and maintenance for 25 years and have also been directly responsible for the operational budget for capital improvements, maintenance, and long term strategic goals for several facilities. Also, I have had the opportunity to be directly involved in several airport improvement projects building new runways, control towers, etc for several airports like Corvallis, Tillamook, and Eugene.

MEMBERSHIP RESTRICTIONS

1. Are you a vendor, contractor, tenant, or paid consultant of the Port of Astoria?

YES NO

2. Are you able to complete at least one term (two years) as a member of the committee, and refrain from becoming an employee, vendor, contractor, tenant, or paid consultant of the Port of Astoria?

YES NO

3. If selected, would you anticipate any potential personal or professional conflicts of interest associated with your membership on the committee? If so, please describe:

None

Certification of the Applicant

I certify that the answers and statements in this document are true and correct to the best of my knowledge and belief.

IDICA.HERMOGENIS.P Digitally signed by
IDICA.HERMOGENIS.PHILIPPE.IV.14700622
HILIPPE.IV.1470062270
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Date: 2022.03.08 08:51:43 -08'00'

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Signature of Applicant

Date

If you have any questions regarding the airport advisory committee or application process, please contact the Port of Astoria at (503) 741-3300 or admin@portofastoria.com