

## **JOINT (CITY/PORT) WORK GROUP FOR ECONOMIC DEVELOPMENT**

**Meeting Notice and Agenda  
Thursday, June 29, 2017  
7:00 PM  
City Hall Council Chambers**

1. Call To Order/Pledge of Allegiance
2. Welcome and Self-Introductions
3. Adoption of May 25, 2017 Minutes
4. Citizen Input
5. City/Port Issues:
  - a. Discussion of the JWGED members to determine if any information or facts needs to be sent to the broader community.
  - b. City Economic Development Activities.
  - c. Port Economic Development Activities.
  - d. Discussion on beach expansion and alternative location.
6. Reports from Other Agencies.
7. Other Matters.
8. Next Meeting: July 27, 2017.
9. Adjournment.

**The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for person with disabilities, should be made at least 48 hours in advance of the meeting by contacting the City of Cascade Locks office at 541-374-8484.**

1. Call To Order/Pledge of Allegiance. Port President Groves opened the meeting at 7:02 PM. Committee Members Mayor Tom Cramblett, Port Commissioner Brad Lorang, Citizen Member Gary Munkhoff, and Port President Jessie Groves were present. Committee Citizen Member Bernard Seeger was excused. Councilors Randall and Fitzpatrick were absent. Also present were Port General Manager Paul Koch, City Administrator Gordon Zimmerman, City Recorder Kathy Woosley, Port Bridge Manager Ryan Rollins, Nate Stice from Regional Solutions, Katelin Stuart, and Ray Cless.
2. Welcome and Self-Introductions.
3. Adoption of April 13, 2017 Minutes. Mayor Cramblett moved, seconded by PC Lorang, to approve the minutes. The motion passed unanimously.
4. Citizen Input. None.
5. City/Port Issues:
  - a. Discussion of the JWGED members to determine if any information or facts needs to be sent to the broader community. There was no discussion.
  - b. Port Economic Development Activities. PGM Koch passed out the scoping projects for the Committee to review. He said one of the scoping projects for transportation is the west bound on-ramp at exit 47 and the other project is the intersection of Toll Booth Road and WaNaPa. He said the engineers will have their final scoping report in June for the Port Commission. PGM Koch said then the data will move forward to the Area Commission on Transportation. He said the data will also start in the Statewide Transportation Improvement Process.

PGM Koch said the Port is in negotiations for Lots 2 and 3 in the Industrial Business Park. He said the Heukers are moving forward with their project and have a new architect working on their project.

PGM Koch said the Bridge of the Gods Manager will be working with the toll collectors analyzing what the needs are. He said BOG Manager Rollins will be developing relationships with WSDOT, ODOT, the Regional Transportation Group and others.

PGM Koch said the Port will be meeting with the Transportation Committee, Skamania County, and WSDOT to talk about the bike/pedestrian crossing on the Bridge of the Gods. He said they will be discussing which side of the Bridge would be best and pedestrian crossing ideas across Hwy 14 to the Pacific Crest Trail. PP Groves said there is a Federal Lands Access Grant to apply for with a 10% match. He said the bike/pedestrian project for the BOG will also strengthen and stabilize the bridge. He said there will be several issues to mitigate with this project and will be starting the public discussion soon. PGM Koch said this is all included in the 15-year Bridge Maintenance Plan. He said the Port will begin to move into the larger projects of this Plan.

- c. City Economic Development Activities. CA Zimmerman explained that USDA is requesting new cost estimates, a rate schedule, and a copy of the budget since it has been two years since applying for the loan. He said the City is getting closer to bidding the water project.

CA Zimmerman said Thunder Island Brewery will be coming in for a pre-application meeting with staff on June 8<sup>th</sup>. He said this is to direct and make sure the plans comply

with the Downtown Plan. He said the next step in the process for TIB would be a meeting with the Architectural Review Committee then a site plan review hearing with the Planning Commission.

CA Zimmerman said Nate Stice will be meeting with ODOT Region 1 to find out where we are at with the crosswalk improvement on WaNaPa near the Post Office. He said we are trying to coordinate the crosswalk improvement with the Bike Hubs Project.

CA Zimmerman reported that three more building permits were received this week, which totals 19 for this year, and a total of 34 building permits were processed last calendar year. He said Windsong Terrace will be re-platted for the next phase in that subdivision to plat for 61 lots instead of 64.

PP Groves said he attended a meeting with ODOT Representative Watnabe discussing four Hood River County ODOT projects. PP Groves said he encouraged the repaving of WaNaPa after the water project is completed. He said this is on the maintenance side of ODOT.

CA Zimmerman said Public Works is busy cleaning up the streets, mowing, etc. getting ready for the summer season.

CA Zimmerman said the City ordered 15 more snowflakes for the utility poles along WaNaPa. He said the City would like to replace the trash receptacles along WaNaPa and would try to start that this summer.

CA Zimmerman reported that FEMA denied the request for relief of the winter storm expenses. He said if the City suffers another winter season or wind storms that we've experienced these last two years the reserves will be drained.

PP Groves asked why a discussion item for Short Term Rentals and Accessory Dwelling Units was not added to the agenda. CR Woosley said the Planning Commission has decided to go in another direction. CA Zimmerman explained the City's Transportation Growth Management Grant to amend the Community Development Code that started two years ago. He said the process of getting these amendments into the CDC will start real soon and the Planning Commission decided that Scot Siegel, the Planner that started the process, would have the proper language and be able to help guide the Planning Commission with these two issues. He said there would still be a public process with public input. CM Munkhoff said this is a broad issue with lots of balancing. PC Lorang said it would be many years before there are any foreseeable issues. CM Munkhoff said there are some restrictions needed. He said this is allowing a commercial activity in a residential zone and while it is good for the person having the business, it may not be a good situation for neighbors. PP Groves said he has a neighbor on Sunset near his house that rents a room and that's an opportunity for all of us. He said we need livability here but want to know that it is done right. CA Zimmerman said we need to think about health, safety and livability. PC Lorang said when a homeowner is renting out a room in their house it also encourages them to keep their house and yard maintained.

PGM Koch reported that bids are out on Flex 2 with eight firms requesting more information. He said the Commission should be reviewing the bids by mid-June. He said

documents will be prepared next week for Flex 4 building. PGM Koch said one half of Flex 4 isn't occupied yet but there are two companies that are very interested.

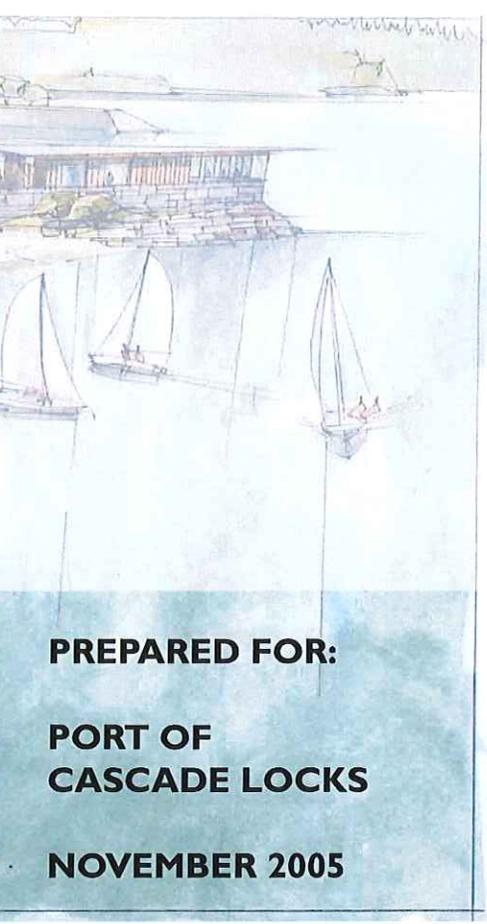
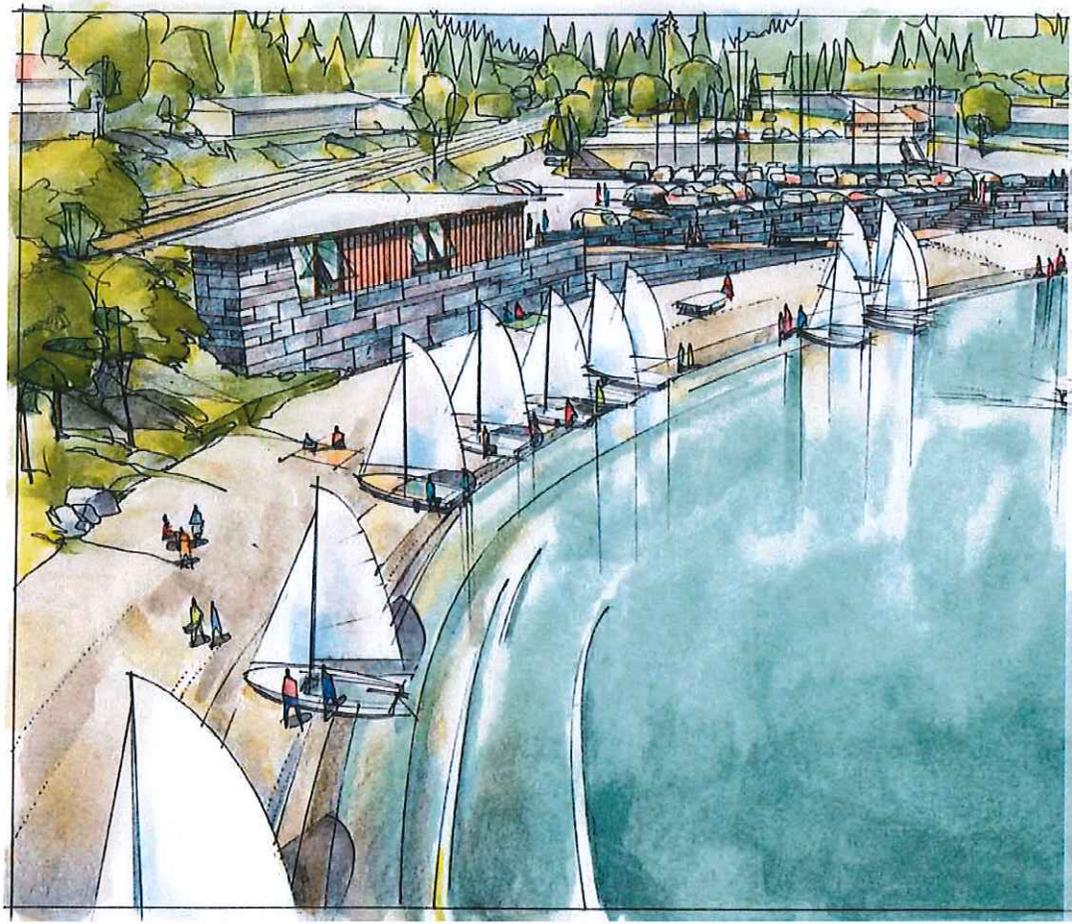
6. Reports from Other Agencies. Nate said State budgets are being formed and transportation packages are being discussed. He encouraged the Port and City to contact the Ways and Means Committee with projects. Nate said the DLCDC Technical Assistance Grants will be heard on June 1. He reported that Caroline Meece is transitioning to Business Oregon as the full time Regional Development Officer for Hood River, Wasco and Sherman Counties. He said it is going to be great to have Business Oregon Staff to focus on just these three counties. He said Caroline will be taking care of the business recruitment and retention, and the infrastructure financing.
7. Other Matters. PGM Koch said that he and PC Lorang attended the Tourism Committee Strategic Plan meeting last night and recommended they present their Plan to the JWGED for input and encouraged the JWGED to join them in presenting their Plan to the Council. He said he was impressed with the Tourism Committees' willingness to listen to comments and the direction that it is going. He said this Strategic Plan falls in line with other plans. Mayor Cramblett said they know what they're doing and this will allow us to help them achieve their goals.
8. Next Meeting: June 29, 2017. PP Groves said the JWGED should discuss the Forest Service Mountain Bike Trail at the next meeting.
9. Adjournment. PP Groves adjourned the meeting. The meeting was adjourned at 8:22 PM

Prepared by  
Kathy Woosley, City Recorder

APPROVED:

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Jess Groves, Port President



**PREPARED FOR:**  
**PORT OF**  
**CASCADE LOCKS**  
**NOVEMBER 2005**

# Sail Park Feasibility Study



**PREPARED BY:**  
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**SOLUTIONS, LLC**

## **PARTICIPANTS**

### **Project Advisory Team**

The Port of Cascade Locks assembled a Technical Advisory Committee consisting of more than 25 representatives (see Appendix A) from organizations including:

- ❖ City, Port and Citizens of Cascade Locks
- ❖ Local business and industry
- ❖ Local and regional economic development interests
- ❖ State and federal agencies
- ❖ State Senators and Representatives
- ❖ The Confederated Tribes of the Warm Springs

### **Project Team**

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### **Endorsements**

Port Commission, Port of Cascade Locks

### **Acknowledgements**

This project was funded by a grant from the Oregon Economic and Community Development Department.

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Appendix B	Market and Financial Feasibility Analysis
Appendix C	Implementation Strategies

## INTRODUCTION

Cascade Locks is a well-established sailboat racing destination, drawing regional, national and international competitors. Enthusiasts come to enjoy the beautiful Columbia River Gorge, with its consistent wind and fresh water sailing conditions from spring through fall. A growing number of sailboat venues are held each year, as competitors arrive to spend long weekends (or even weeks) enjoying the historic and dynamic setting at Cascade Locks.

In order to maintain current momentum, new and improved sailboat racing and multiple use waterfront facilities are required. From the community perspective, such water accessible improvements must benefit local residents and businesses, as well as sailboat racing patrons.

The Port of Cascade Locks recognized this need, and in collaboration with the Columbia Gorge Racing Association, applied for and received a grant from the Oregon Economic and Community Development Department to complete this Sail Park Feasibility Study.

From June through October, 2005, a consultant team worked diligently with the Technical Advisory Committee (TAC) to study a number of alternative sites along the four mile Cascade Locks waterfront. This report presents the group's findings and recommendations for a world class sail park on the Cascade Locks waterfront. The following gives a brief overview of project findings per project phase:

- ❖ Phase I: Market and Financial Feasibility Analysis
- ❖ Phase II: Sail Park Development and Implementation Strategy
  - Workshop/TAC process
  - Alternatives and Analysis
  - Preferred Plan and Cost Estimates
  - Implementation Strategy

### Phase I, Market and Financial Feasibility

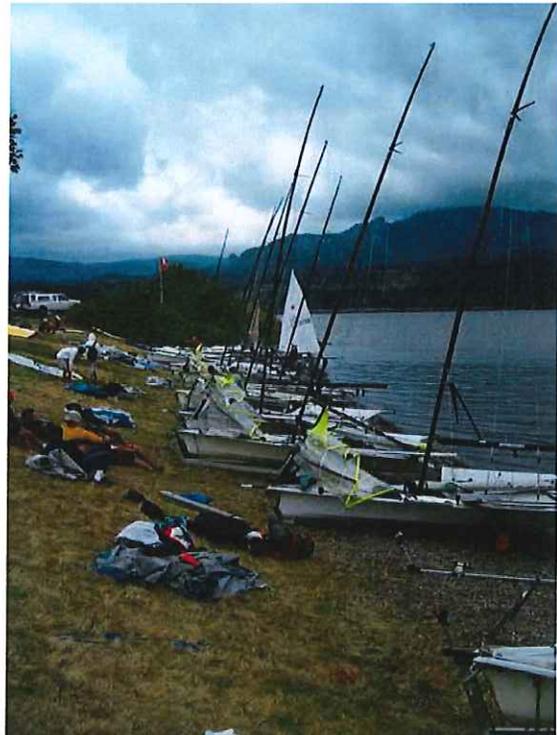
Phase I of the study looked at the market and financial feasibility of providing a world class sailboat racing facility on the Cascade Locks waterfront. The market and financial findings support development of the sailing center and were accepted by the Port Commission as a basis for a "go" decision for Phase II work. Key findings include:

- ❖ Sailboat racing is a stable long-time competitive sport and recreational activity.
- ❖ Sailboat racing and recreation in the Gorge has international & national draw.
- ❖ Racing is on scholastic, college and amateur & professional levels.
- ❖ Sailing is niche market with 4% of total boating activity in Oregon, but 81% of boating activity use in Columbia & Upper Willamette.
- ❖ According to the US Sailing Association website, over 120 sanctioned sailboat race events are held annually in USA. The Columbia Gorge Racing Association estimates that several hundred non-sanctioned races also occur annually.

The team reviewed dozens of sailing center case study locations around the United States to ascertain existing ownership and management structure, facilities, services, operating costs, and revenue sources. The following gives basic and additional program requirements for sailboat racing facilities. See Appendix B for details.

### Basic Sailboat Racing Program Requirements

- ❖ Boat Launch
- ❖ Boat ramps (two preferred);
- ❖ Boat hoist
- ❖ Floating or fixed docks
- ❖ Boat Set Up Area for Rigging and Staging (1 acre)
- ❖ Beach and/or grassy area for outdoor staging and spectators
- ❖ Water access with 6 foot depth
- ❖ Sheltered sailing area for beginner lessons
- ❖ Restrooms (flush toilets and showers preferred)
- ❖ Outside fenced storage area (1-2 acres)
- ❖ Parking area for cars and trailers (2-3 acres)
- ❖ Picnic tables
- ❖ Inside facilities (2,000 to 4,000 square feet)
  - Office
  - Classroom
  - Equipment storage
  - Communications
  - Boat weighing
  - Sail measurement



### Additional Facilities (ideal but not required)

- ❖ Snack shop
- ❖ Kitchen
- ❖ Sleeping quarters for site manager
- ❖ Inside boat storage
- ❖ Additional meeting rooms
- ❖ Pavilions and barbeques
- ❖ Fuel sales
- ❖ Boat rentals
- ❖ Transient marina slips
- ❖ Long-term marina slips
- ❖ Boat repair and restoration
- ❖ Ancillary boat making and sail making facilities

If the sailing center intends to attract major national or world class regattas, the locality must be capable of hosting between 100 and 300 event participants, at hotels, motels or campgrounds. While some sailing centers have provided overnight dormitory lodging on site, we do not recommend that in the start up program for Cascade Locks Sail Park.

Table 1 gives three sailboat racing facility development options. The base case models the program the Columbia Gorge Racing Association (CGRA) outlined in their recent Working Document. Facilities in Option 2 are reduced, and are enhanced in Option 3 for a more aggressive program. Table 2 shows the economic impacts of the Options in terms of job creation, economic gains and feasibility. The results are favorable, including creation of 3 to 7 direct jobs, and economic impacts of \$2M to \$4M.

**Table 1. Sailboat Racing Facility Development Options**

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
Description	Base Case	Reduced	Enhanced
Full Time Workers	1	0	2
Part Time Workers	1	3	3
Main Building	wood	Portable	Wood
Storage Building	no	No	Yes
Boat Storage (boats)	25	No	50
Marina Slips	25	Seasonal	50
Camp Sites (tent/RV)	20/10	No	30/20
Marina Fuel Sales	no	No	Yes

**Table 2. Comparison of Site Development Options**

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
<b>Jobs Supported</b>	3.7	3.3	6.7
<b>Annual Economic Impact</b>	\$2,300,000	\$2,100,000	\$4,300,000
<b>Overall Feasibility</b>	Fair	Fair	Good

## Phase II, Sail Park Development and Implementation Strategy

### Workshop/TAC Process

The Project Advisory Committee for the Sail Park Study included a number of interest groups and perspectives. Representatives from the Columbia Gorge Racing Association, local economic development groups, local business, the Oregon Economic Development Department, resource agencies, the Warm Springs Tribe, and state

representatives were among those invited to three key meetings. At the heart of this program was the task of conceptual planning and evaluation for several site concepts. The project was initially planned to cover four potential sites:

- ❖ Existing Marina
- ❖ Herman Creek Cove
- ❖ Hole No. 2
- ❖ Government Cove

The project team assembled the following opportunities and constraints maps for discussion with the TAC. Figure 1 covers the existing Marina, and Figure 2 shows the eastern coves, located near the planned I-84 interchange and Warm Springs Casino.

### **Alternatives and Analysis**

The second TAC meeting was conducted as an alternatives workshop. The TAC broke into four focus or work groups; each discussing and recording ideas about site alternatives with project team members. At the conclusion, each group had their team leader present findings. Areas of focus for each group were:

- ❖ Access and Parking
- ❖ Boat launch (type of ramp)
- ❖ Type of Structures (Indoor office, restrooms, outdoor covered area, etc.)
- ❖ Storage (Pier or storage building)
- ❖ General Observations

Significant background work on opportunities and constraints, sailing venue observation at the Cascade Locks Marina and elsewhere, together with water and land site visits went into the four-site workshop focus. The TAC workshop, together with a follow-up meeting with CGRA and Port staff, produced several new alternatives, including:

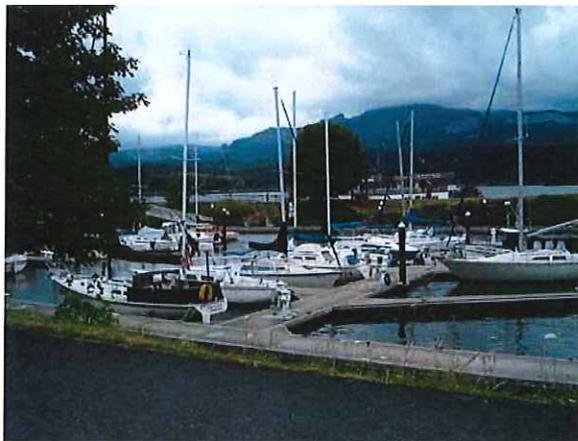
- ❖ Thunder Island
- ❖ Herman Cove North
- ❖ Government Rock

### **Sail Park Site Alternatives**

The following descriptions accompany site alternatives shown in Figures 3 and 4. Each site and proposed improvements are generally described, and key concerns are listed per site.

#### Option 0. Existing Marina

The existing Marina would be left in tact, with an extension of a breakwater and beach to the northeast. This would allow for circulation, launching, parking and facilities in addition to both east and west



wind beaches. The site offers a great location close to downtown, and is the site of existing CGRA racing.

Concerns: Environmental Permits. The team visited the sites with permitting agencies; however they discussed a more modest beach expansion. The extent of fill proposed is needed to host the full program, but is not likely to be approved. User conflicts must be managed and avoided.

#### Option 00. Thunder Island

This option was developed after the TAC workshop, during a follow-up meeting with CGRA members and Port staff. The concept widens the existing bridge deck, and provides parking on the west side of the locks. Development is kept to a minimum on the island, with a majority of the program elements (west of the turnaround) located on fill placed over the shoal, adjacent west of the island.

Concerns: There were several Port Commissioners present at the Final TAC meeting. Their concern is a possible lack of political acceptance to the entire Commission. Like the Marina, this national historic site is highly sensitive and is valued.



#### Option 1. Herman Cover South

Again, this alternative has been studied by CGRA in the past. It offers good access, but requires a breakwater breach for access to the Columbia River channel.

Concerns: Impacts to fisheries, given that cooler water could be warmed by a breakwater breach. Requires renegotiation of the existing SDS Lumber lease area.

#### Option 2. Herman Cove North

This site would require a steep access cut to reach the existing breakwater. Limited space pushes key elements above the bluff.

Concerns: The Herman Cove is a sensitive fish habitat, but this option avoids a breach in the breakwater. SDS lumber lease area is impacted above the bluff.

#### Option 3. Hole No. 2

Considered in the past, Hole No. 2 has potential, but is largely a sensitive shoreline.

Concerns: Natural area impacts, including access to the peninsula and sensitive wetlands.

#### Option 4. Government Cove

This cove offers a beautiful setting, but requires dredging.

Concerns: Access approval to this natural peninsula is unlikely.



*Photos: Richard Calnon*

Option 5. Government Island

Access to Government Island exists from the Herman Creek exit from I-84. This quarry site offers deep water access.

Concerns: The Island is owned by the Warm Springs Tribe; and partnering options have not been explored.

**Alternatives Evaluation**

The project team provided preliminary site ratings based on predetermined criteria. TAC members then reviewed and refined the draft ratings. Ratings are not weighted, and are intended as a guide, not as a final decision-making tool in evaluating each site. Site Evaluations are shown below. See Figures 3 and 4 for Conceptual Site Plans.

Table 3. Site Alternatives Evaluation Matrix							
Potential Sites	Name (Site No.)	Rating Scale: 1=poor; 5=best					
Existing Marina (0)	Thunder Island (00)	Herman Cove S. (1)	Herman Cove N. (2)	Hole No. 2 (3)	Gov't Cove (4)	Gov't Island (5)	Evaluation Criteria
2	3	3	3	3	2	5	Access by land and to water
3	2	1	3	3	1	5	Environmental/Fisheries concerns
							Existing River Conditions:
4	3	3	5	2	2	1	<input type="checkbox"/> Wind (consistency is best)
4	3	4	4	2	1	1	<input type="checkbox"/> Waves (smaller is best)
4	4	3	4	2	1	1	<input type="checkbox"/> Weeds (less is best)
4	4	4	4	2	1	4	<input type="checkbox"/> Water depth (more is best)
4	3	5	3	5	5	5	<input type="checkbox"/> Current (less is best)
5	5	3	3	2	2	1	Nearby Amenities
4	4	3	4	4	4	2	Beach space
2	1	4	2	4	1	1	Costs (less scores higher)
3	3	2	2	3	1	5	Permitting Schedule
5	5	2	3	2	2	1	Other users needs/synergy
4	3	3	3	3	4	3	Joint use with motor boats
3	2	2	2	4	3	2	Other recreational opportunity
1	1	3	3	2	1	3*	Potential synergy w/ Warm Springs
<b>51</b>	<b>46</b>	<b>45</b>	<b>48</b>	<b>43</b>	<b>31</b>	<b>40</b>	<b>TOTAL SCORE</b>

\*The Government Island site is owned by the Warm Springs Tribe, and thus would require a partnership. The rating of "3" is intended as a neutral score, and reflects no current discussion or buy-in by the Tribe.

**Selecting the Preferred Alternative(s)**

At the final TAC meeting, CGRA expressed a desire to keep their sail boat races near downtown, but also wanted to seek a long-term solution in the Herman Cove area. After significant follow-up discussion between the Port staff and CGRA, the team determined that the preferred solution should include an improved Marina site as the preferred near term alternative (i.e. 1 to 5 years) and the modified Herman Cove site as



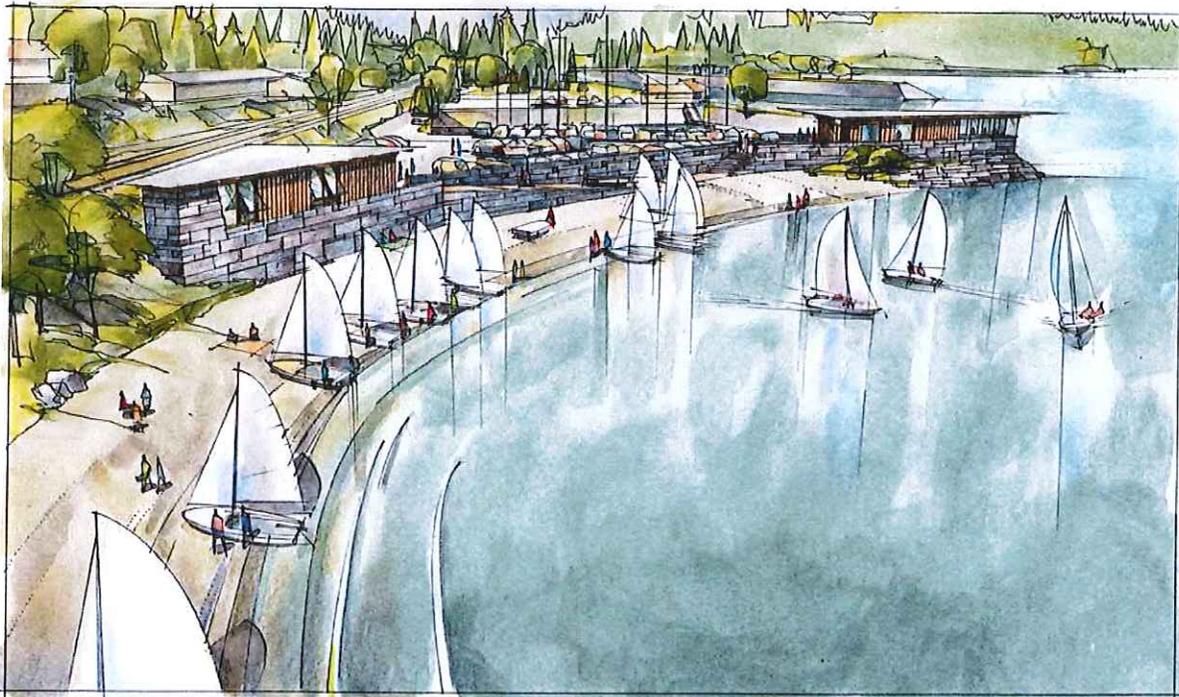
the preferred long term alternative (i.e. 5 to 10 years). Both sites can be pursued for design and funding at this time. However, the two-tiered solution allows for present expansion of the Marina at a level below the base case. This will allow racing to continue and to expand, while providing an expanded facility for future community use when the ultimate improvements at Herman Creek Cove are developed. A longer term horizon for the Herman Cove site is needed based its location, and its unique fish habitat. Descriptions and planning-level cost estimates for these alternatives follow.

### **Marina Expansion – Preferred Near Term Alternative**

The preferred Marina improvement plan is shown in Figure 5, and includes:

- ❖ Parking Improvements – the 64 space parking area is achieved by providing a perimeter retaining wall/revetment. This extends parking south to the UP railroad right-of-way; north 15' for ramp access to the beach and added parking; and west 5' to 15' toward the existing marina.
- ❖ A 2,700 square foot sailing center on the western point. This facility includes restrooms, showers, offices, meeting room and communications/I.T. room.
- ❖ A 1,700 square foot storage building at the northeast point. This building includes storage racks for 10 boats, and storage and equipment space.
- ❖ A 400-foot beach extension northeast along the shoreline. Care would be required to retain existing shoreline trees to the greatest extent possible in order to mitigate any impacts to fish habitat.

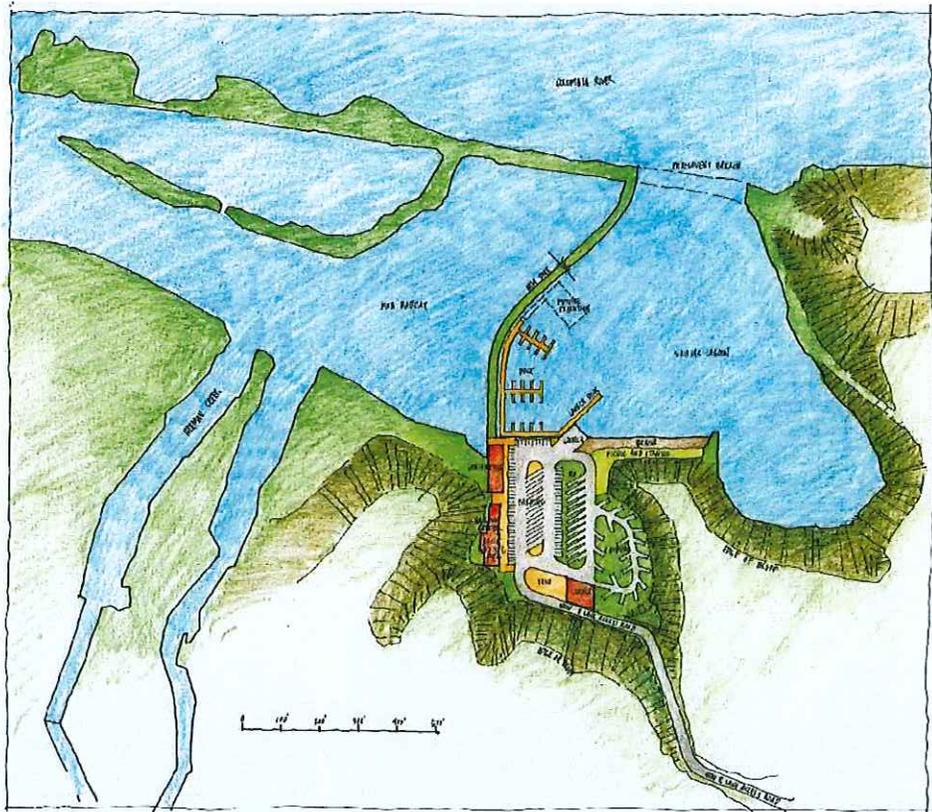
While the expanded Marina is the preferred short term solution, additional facilities are needed to serve world class sailing needs in Cascade Locks. While plans are being developed at the Marina, a parallel effort is required in order to pursue the ultimate sailing center at Herman Creek Cove.



## Herman Creek Cove – Preferred Long Term Alternative

The Herman Cove option, further detailed in Figure 6, includes:

- ❖ A new dike to separate the fish habitat of the western Herman Creek Cove.
- ❖ A breach in the existing dike to allow the eastern cove to access the Columbia River channel.
- ❖ A 4,500 square foot building remodel to house the Sailing Center, including:
  - Reception and registration
  - I.T./Security room
  - First Aid room
  - Storage for racing equipment
  - Five offices
  - Communications center
  - Restrooms and showers
  - A small gym
- ❖ A new 1,200 square foot Conference Center, including:
  - Conference room
  - Banquet Hall/large meeting room
  - Snack bar and kitchen
  - Guest services (I.T. café)
- ❖ Parking for 85 cars, and
  - 12 RV spaces, and 21 camping spaces
- ❖ 30 boat slips
- ❖ Beach and staging area



It should be noted that the preferred near term Marina Plan does not reach the base case described in Table 1. However, the long term Herman Cove plan can provide a sailboat racing facility that includes many of the additional items that enhance economic opportunities in the community and region. Note also that the original improvement cost estimates in Table 2 were revisited to reflect additional, site specific infrastructure needs discussed below.

### **Cost Estimates**

The project team used the preferred plans to give planning-level cost estimates for the Marina and Herman Cove plans. Table 4 shows that the Marina is estimated to cost about \$2M to improve in the near term. Because the Herman Creek Cove long-range plan has significant roadway and dike construction, together with new marina slips, launch and larger buildings, it is estimated to cost approximately \$4M.

### **Summary**

The market and economic opportunity exists to support a world class sailboat racing center in Cascade Locks. There is considerable momentum established through existing national and international racing events at the existing Marina. The conditions are ideal, due to consistent winds, fresh water, a long sailing season and the natural beauty of the Columbia River Gorge.

This project calls for the identification and evaluation of alternative sailing center sites, as directed by a Technical Advisory Committee and recommended by the consultant team to the Port of Cascade Locks. The TAC and team have been very active in the evaluation of the original four sites, which expanded to include seven sites total. The team had a variety of interests to consider in drawing its final recommendation.

### **Recommendation**

The final recommended sailing center improvement includes two sites. Near term (1 to 5 year) improvements at the existing Marina, estimated at \$2M should be pursued to address current sailboat racing needs and continued community use. This site presently hosts Columbia Gorge Racing Association events, which are reaching capacity. The Marina is near downtown amenities and is currently identified as the Columbia Gorge destination for sailboat racing.

The preferred, ultimate world class sail park is proposed at Herman Cove. This exciting long term (5 to 10 year) plan carries an estimated improvement cost of \$4M.

The project team has provided an implementation strategy as Appendix C to provide next steps as the Port of Cascade Locks seeks to develop its world class Sail Park.

**Table 4. Planning Level Cost Estimates**

Item	Existing Marina Expansion	Unit	Quantity	Unit Price	Total
1	Mobilization	LS	1	\$60,000.00	\$60,000.00
2	Buildings	SF	2700	\$80.00	\$216,000.00
3	Clearing and Grubbing	LS	1	\$50,000.00	\$50,000.00
4	Excavation	CY	900	\$8.00	\$7,200.00
5	Aggregate Base 1-1/2-0	CY	1200	\$28.00	\$33,600.00
6	Level 3 Asphalt Paving	TN	800	\$55.00	\$44,000.00
7	Standard Concrete Curb	LF	700	\$12.00	\$8,400.00
8	Concrete Sidewalk (includes ramps)	SY	200	\$35.00	\$7,000.00
9	Permanent Signing and Striping	LS	1	\$1,000.00	\$1,000.00
10	Lighting	LS	1	\$35,000.00	\$35,000.00
11	Jetty Extension	CY	1300	\$80.00	\$104,000.00
12	Beach Construction	CY	4000	\$60.00	\$240,000.00
13	Erosion Control	LS	1	\$15,000.00	\$15,000.00
14	Landscaping	LS	1	\$15,000.00	\$15,000.00
15	Drainage (Storm Sewer)	LS	1	\$15,000.00	\$15,000.00
16	Water	LS	1	\$15,000.00	\$15,000.00
17	Foot Bridge over Railroad	LS	1	\$400,000.00	\$400,000.00
18	Boat Dock	SF	3200	\$48.00	\$153,600.00
19	Septic System	LS	1	\$50,000.00	\$50,000.00
20	Design and Permitting Services	EA	1	15%	\$220,470.00
21	Contingency	EA	1	25%	\$422,567.50

**Total Preliminary Estimate**

**\$2,112,837.50**

Item	Herman Cove Sail Park	Unit	Quantity	Unit Price	Total
1	Mobilization	LS	1	\$60,000.00	\$60,000.00
2	New Building	SF	1200	\$80.00	\$96,000.00
3	Building Remodel	SF	4500	\$50.00	\$225,000.00
4	Boat Ramp (Single Lane)	1			\$50,000.00
5	Boat Dock	SF	3200	\$48.00	\$153,600.00
6	Clearing and Grubbing	LS	1	\$50,000.00	\$50,000.00
7	Excavation	CY	4500	\$8.00	\$36,000.00
8	Aggregate Base 1-1/2-0	CY	6250	\$28.00	\$175,000.00
9	Level 3 Asphalt Paving	TN	4200	\$55.00	\$231,000.00
10	Standard Concrete Curb	LF	450	\$12.00	\$5,400.00
11	Concrete Sidewalk	SY	900	\$35.00	\$31,500.00
12	Permanent Signing and Striping	LS	1	\$3,000.00	\$3,000.00
13	Lighting	LS	1	\$50,000.00	\$50,000.00
14	Dike Construction	CY	39000	\$35.00	\$1,365,000.00
15	Beach Construction	CY	4000	\$45.00	\$180,000.00
16	Dike Breach	LS	1	\$75,000.00	\$75,000.00
17	Erosion Control	LS	1	\$15,000.00	\$15,000.00
18	Landscaping	LS	1	\$80,000.00	\$80,000.00
19	Drainage (Storm Sewer)	LS	1	\$25,000.00	\$25,000.00
20	Water	LS	1	\$80,000.00	\$80,000.00
21	Septic System	LS	1	\$80,000.00	\$80,000.00
22	Design and Permitting Services	EA	1	15%	\$459,975.00
23	Contingency	EA	1	15%	\$528,971.25

**Total Preliminary Estimate**

**\$4,055,446.25**

