

Each of these deliverables is include as an appendix to this memo. An advisory committee composed of residents of North Bonneville and local business professional provided input into during the site planning and process.

SITE BACKGROUND AND EXISTING CONDITONS

The CBP site consists of one 42-acre parcel owned by the Port. The parcel is located within the City of North Bonneville, Washington within the Columbia River Gorge (Figure 1). The property is currently vacant. From 1976 to 1981, the site was used by contractors for the storage, maintenance, washing, and staging of equipment during construction of the Second Powerhouse. During the same period, the western portion of the site was used as a disposal area for over one million cubic yards of excavated materials from the widening of the northernmost channel of the Columbia River.

Figure 1: Project Location Map



The following summarizes key findings from the existing conditions report and their implications for future development. The full existing conditions report is attached for greater detail.

Infrastructure

- Water and sanitary sewer laterals will need to be extended to the site for development, but existing mainline pipes within the Coyote Ridge roadway should have sufficient capacity to serve future development.
 - Existing site stormwater captures runoff from the roadway. Additional stormwater treatment and conveyance infrastructure will need to be designed and constructed to serve future development.
 - The Coyote Ridge roadway requires street and pathway lighting.
 - The site's primary access point is Cascade Drive to the northwest. Fort Cascades Road to the south is owned and operated by the Army Corps of Engineers. The Port has an easement agreement with the Army Corps that allows for access during the day, with some limitations.
 - According to the local transportation plan, all roadway and utility infrastructure would need to be deeded to the City of North Bonneville, or be part of a developer agreement, before development of the site could occur.
 - Underground electrical, natural gas, telephone, and fiber optic lines are installed along the southern and western edges of Coyote Ridge Road and readily available to connect to future development.
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Regulatory

- The site is zoned Industrial/Business Park, which allows for most of the uses considered for the site, including light industrial, office, and other commercial uses. Hotel and overnight lodging are conditional uses that require additional review to permit.
- Slopes between 40 and 100 percent grade located on the site are subject to critical areas development standards for steep slopes. Buffers and setbacks from the top and base of steep slopes and/or other mitigation measures will be required for future development.

Natural and Cultural Resources

- Stunning views of the Columbia River Gorge are a selling point for the property. Proximity to the riverfront present an opportunity for tourism and uses that compliment recreational opportunities in the area.
- Steep slopes limit the developable area of the site. Further geotechnical analysis of the site is recommended to address the stability of slopes and structural properties of dredge fill materials placed at the site.
- The property is adjacent to the Fort George Historical site. Site improvement projects will likely need to incorporate an inadvertent discovery plan.

Environmental

- No off-property recognized environmental conditions were identified to have the potential to impact the site during the Phase I environmental site assessment (ESA).
 - Historical use of the CBP site as a maintenance and cleaning station for the Army Corps of Engineer's activities was identified as a recognized environmental condition during the Phase I ESA.
 - Assessment of dredged fill material placed on the site is needed to determine if sediments taken from the Bradford Island cleanup site contributed to contamination of the site.
 - A Restrictive Covenant was developed for the site following contaminated soil left on site after a Remedial Action in the 1990s. However, updates to applicable Model Toxics Control Act cleanup levels may allow for reconsideration of the covenant.
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MARKET FEASIBILITY STUDY

A market assessment of the CBP site and surrounding region was completed to identify ideal users of the property. The assessment included an analysis of local market trends and focused on industries identified by the Port and community members as priorities, including light industrial, lodging, and food and beverage.

A summary of key findings from the market assessment and implication for the CBP redevelopment are summarized below. The full market feasibility analysis is included in Appendix B.

Key Findings

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- There is generally a positive perception of the CBP site location and characteristics, including its location in the Gorge market area.
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- At approximately 22-developable acres, the CBP is adequately sized to support a range of future uses. Key next steps are developing a binding site plan and documenting the development readiness of the lots.
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- The region is continuing to grow in population, which will have a positive impact on local economic development efforts as new residents contribute to an expanded labor force and customer base.
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- A skilled labor force is important to business growth. The commute patterns show that workers are willing to commute from throughout the region to work in North Bonneville.
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- There has been steady business growth in the region, including in the three target industries for the CBP: manufacturing, beverages, and hospitality/lodging.
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- Given the CBP's location within the region, its configuration, and industrial market fundamentals, industrial development has the strongest market potential of the considered uses.
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- Industrial buildings are flexible spaces that can support a range of businesses including breweries, research, and administrative offices.
-
- Food and beverage businesses can support the success of other uses, such as industrial and lodging, and will help create a destination for workers, residents, and visitors to eat and drink in North Bonneville.
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- There is capacity for additional brewery businesses on the Washington side of the Columbia River. An important advantage that the CBP enjoys is capacity to manage wastewater at a low cost. Future buildings would need to be purpose-built to effectively manage wastewater for specific user types.
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- Hospitality continues to be in demand in the region. While the site has some positive characteristics for lodging, industrial uses may be more favorable, based on the potential for family-wage job creation and related economic outputs.
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	<ul style="list-style-type: none">• The site has capacity for 300,000 to 400,000 square feet of industrial/office development on the upper portion that is served by Coyote Ridge Road. Development will likely occur in phases, and additional investments in the property should consider where development will first occur.
Site Planning Considerations	<ul style="list-style-type: none">• Industrial buildings could range in size from 25,000 to 50,000 square feet; however, these buildings should be demisable to accommodate a range of users.• Integrating hospitality with industrial uses may cause compatibility issues. If hospitality were to be located on the CBP, it could go on the lower southwest portion of the site where the access, land area, and configuration is not optimal for industrial development. This area could also be a good location for a research center or a gathering place with food and beverage service.

CONCEPTUAL SITE PLAN

Three preliminary site plans were created based on the findings from the existing conditions and market assessment. An advisory committee composed of residents of North Bonneville and local business owners participated in the development of conceptual plans by prioritizing uses and amenities for inclusion in the site plan and providing feedback as the plans were developed. Three initial concepts were developed to model different development scenarios at the CBP site.

- **Concept A: Industrial Flex** focused on industrial flex buildings to accommodate the maximum number of family-wage jobs. Industrial flex buildings can accommodate a range of businesses, from light industrial users and food and beverage manufacturing to related office and customer-focused retail and dining spaces. A research and development office building was also included in this concept.
- **Concept B: Destination** focused on created a destination for tourism and desired amenities for residents. It retained the industrial flex buildings on the eastern portion of the site and a hotel and commercial space for retail and dining users on the western portion. The concept also included 12 rental cabins, 8,000 square feet of conference or meeting space in the hotel, and a 120-person-capacity outdoor amphitheater.
- **Concept C: Hybrid** combined elements of concept A and B, balancing industrial flex buildings with a hotel. It also retained the industrial flex buildings on the eastern portion of the CBP. The western portion included two office buildings and a large destination lodging facility.

Based on feedback from the advisory committee and the Port, a preferred concept was created (Figure 2). The preferred concept reduced the footprint of the hotel to 80 rooms and 60,000 square feet to reflect a medium sized hotel chain, such as a Best Western, instead of a larger resort. Currently, the main source of lodging in the area on this Washington side of the Gorge is the Skamania County Lodge. The Lodge is positioned as a higher-end resort and is a major employer in the area. The Port

and committee felt that bringing in a medium sized hotel chain would address the need for additional lodging in the community without competing directly with the Skamania Lodge. The remainder of the building are flex uses totaling 199,000 square feet.

Figure 2: CBP Conceptual Site Plan



During the site planning process, a preliminary estimate for site development was created (Table 1). The total site development cost for the CBP is anticipated to be \$4.6 million, which includes grading and erosion control, extension of utilities from Coyote Ridge Road, sidewalks, parking, and landscaped areas. The costs are broken down into distinct development areas. Site development costs in the area east of Coyote Ridge total \$1.8 million while costs in the area to the west total \$2.7 million. The cost difference between the development areas is primarily a result of the western portion of the CBP requiring more extensive grading because of the sloped terrain. It is anticipated that the eastern CBP development area may occur first because of its lower cost and simple flex building types that could be developed by the Port. The western portion is more costly to build out and would require partnership with a hotel operator, assuming this preferred concept is pursued.

Table 1: Preliminary Site Development Costs

Phase 1—East Location					
Tasks	Description	Cost	Contingency	Total Cost	
1	General Condition	\$ 118,671	\$ 3,250	\$ 121,921	
2	Erosion Control	\$ 28,250	\$ 7,063	\$ 35,313	
3	Grading	\$ 457,924	\$ 114,481	\$ 572,405	
4	Storm Water	\$ 160,300	\$ 40,075	\$ 200,375	
5	Sanitary Sewer	\$ 97,975	\$ 24,494	\$ 122,469	
6	Potable Water	\$ 308,500	\$ 77,125	\$ 385,625	
7	Hard Scape	\$ 277,460	\$ 69,365	\$ 346,825	
8	Soft Scape	\$ 62,613	\$ 15,653	\$ 78,267	
9	Traffic	\$ 2,919	\$ 730	\$ 3,649	
CBP East Preliminary Cost:				\$	1,866,847
Phase 2—West Location					
Tasks	Description	Cost	Contingency	Total Cost	
1	General Condition	\$ 169,297	\$ 3,250	\$ 172,547	
2	Erosion Control	\$ 31,425	\$ 7,856	\$ 39,281	
3	Grading	\$ 1,020,690	\$ 255,173	\$ 1,275,863	
4	Storm Water	\$ 182,540	\$ 45,635	\$ 228,175	
5	Sanitary Sewer	\$ 119,650	\$ 45,635	\$ 149,563	
6	Potable Water	\$ 205,000	\$ 51,250	\$ 256,250	
7	Hard Scape	\$ 445,920	\$ 111,480	\$ 557,400	
8	Soft Scape	\$ 61,059	\$ 15,265	\$ 76,323	
9	Traffic	\$ 2,919	\$ 2,920	\$ 5,839	
CBP West Preliminary Cost:				\$	2,761,240
Cascade Business Park Total Cost:				\$	4,628,087

ECONOMIC IMPACTS

An economic impact analysis was completed to compare the relative outcomes of the three conceptual site plan alternatives and the preferred concept. The following section summarizes the projected economic impacts of the preferred alternative (Figure 3). A detailed account of the impacts of each alternative and the assumptions associated with each are available in Appendix D.

Figure 3: Projected Economic Impacts



Redevelopment of the CBP site is projected to create up to 379 jobs and generate up to \$32 million in private investment as a result of construction activities at the property. These 379 jobs represent 7.1 percent of Skamania County's labor force (5,315 workers) and 90 percent of the county's unemployed workers (422). Of the total jobs, about 21 are associated with the 80-room hotel, and the remaining 358 jobs are a result of the 199,000 square feet of industrial flex development.

The flex space may support a mix of jobs from light industrial, technical, and administrative office, and food and beverage service jobs. The 2020 median wage for the blend of flex jobs that could be provided in the project is \$24.66 per hour while the median wage for the hotel jobs is \$15.49 per hour. Given the anticipated mix of hospitality, industrial and office employment at the CBP site, the overall median wage is projected to be \$24.15 per hour, 17 percent higher than the median wage for jobs in Skamania County of \$20.61.¹

It is difficult to evaluate the benefits likely to be offered to employees given the range of potential users that could occupy the flexible spaces within the development. Although the Port does not have an explicit policy, it does evaluate the wages and benefits offered by potential occupants when

¹ Washington State Employment Security Department, Labor Market and Economic Analysis (LMEA) division, 2019, Median hourly wage, unadjusted, all industries except federal government and NAICS 814 (household employers) and DSHS/COPEs employment (part of NAICS 624120).

eventuating new leases or the sale of property. It is assumed that higher wage industrial and office employers will offer competitive benefits packages, including health and retirement benefits.

ACTION PLAN

The planning and analysis completed during the Market Feasibility Analysis helped to identify several next steps for the project. The Port has secured a \$300,000 Integrated Planning Grant (IPG) through the Washington State Department of Ecology to support additional planning, design, and technical analysis at the CBP. Following these additional planning steps, the Port plans to begin development of site improvements including extending utilities and developing access roads, sidewalks and parking areas. Funding sources for these improvements may include CERB construction grants and loans and/or local, bond measures.

Task	Description	Funding Source
Technical Studies and Analysis		
Geotechnical Report	Analysis of structural quality of the soil and dredged materials placed at the CBP as well as the stability of slopes.	IPG
Phase II ESA	Sampling dredged soils placed on the site for potential PCBs and additional work associated with removing the existing restrictive covenants.	IPG
Traffic Impacts Study	Analysis to better understand vehicle trip and parking demand at the CBP site and evaluate current site access limitations.	IPG
Outreach and marketing to potential tenants		
Outreach to Stevenson Waterfront tenants	The Port is considering relocating tenants from its Stevenson Waterfront properties to allow for new mixed-use development along the river. Engagement with the existing tenants will help to gauge their interest in relocating and quantify space needs at the new facility.	IPG
Outreach to other potential tenants	Outreach to other potential tenants, including those who have already expressed interest in the process, will help to hone the site plan based on the needs of specific tenants or business types.	IPG
Site design, cost estimates & implementation plan		
Revise site design	Update the site design based on findings from technical studies and outreach.	IPG
Estimate costs	Refine estimates of cost for site improvements and building construction.	IPG
Implementation plan	Create a detailed implication plan that includes phasing and identifies funding sources.	IPG

Task	Description	Funding Source
Site infrastructure Development		
Eastern Site Improvements	Extend utilities, develop access roads, sidewalks, and parking area.	TBD: CERB, Bond Measure, etc.
Western Site Improvements	Extend utilities, develop access roads, sidewalks, and parking area.	TBD: CERB, Bond Measure, etc.

APPENDIX A

EXISTING CONDITION REPORT



EXISTING CONDITIONS REPORT

CASCADES BUSINESS PARK



Prepared for
PORT OF SKAMANIA COUNTY

January 27, 2021
Project No. 0350.02.02

Prepared by
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ACRONYMS AND ABBREVIATIONS

CBP	Cascades Business Park
COE	Army Corps of Engineers
CUL	cleanup level
DEQ	Oregon Department of Environmental Quality
Ecology	Washington State Department of Ecology
ESA	environmental site assessment
MFA	Maul Foster & Alongi, Inc.
MTCA	Model Toxics Control Act
NFA	No Further Action
ppm	parts per million
Port	Port of Skamania County
TPH	total petroleum hydrocarbon

EXECUTIVE SUMMARY

In 2000, the Port of Skamania County (Port) acquired a 42-acre vacant property in the City of North Bonneville, Washington in the Columbia River Gorge with the goal of repurposing the site into an industrial business park called the Cascades Business Park (CBP). The Port invested in new infrastructure for the site including the Coyote Ridge access road, as well as extending sidewalks, and utilities to position the site for redevelopment in 2012. In 2020, the Port received a planning grant from the Community Economic Revitalization Board to support the Cascades Business Park Market Feasibility Study. This Existing Conditions Report is the first step in this study. It provides an overview of the physical and regulatory constraints on the property and their impacts on future development. This analysis will serve as a starting point site planning and an action plan to promote development of the CBP site.

The following table summarizes key findings from each section of the existing conditions report and their implications for future development.

SUMMARY OF FINDINGS AND IMPLICATIONS FOR THE PROJECT

Infrastructure

- Water and sanitary sewer laterals will need to be extended to the site for development, but existing mainline pipes within the Coyote Ridge roadway should have sufficient capacity to serve future development.
 - Existing site stormwater captures runoff from the roadway. Additional stormwater treatment and conveyance infrastructure will need to be designed and constructed to serve future development.
 - The Coyote Ridge roadway requires street and pathway lighting.
 - The site's primary access point is Cascade Drive to the northwest. Fort Cascades Road to the south is owned and operated by the Army Corps of Engineers. The Port has an easement agreement with the Army Corps that allows for access during the day, with some limitations.
 - According to the local transportation plan, all roadway and utility infrastructure would need to be deeded to the City of North Bonneville, or be part of developer's agreement, before development of the site could occur.
 - Underground electrical, natural gas, telephone, and fiber optic lines are installed along the southern and western edges of Coyote Ridge Road and readily available to connect to future development.
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Regulatory	<ul style="list-style-type: none"> • The site is zoned Industrial/Business Park which allows for most of the uses being considered for the site including light industrial, office, and other commercial uses. Hotel and overnight lodging are conditional uses that require additional review to permit. • Slopes between 40 and 100 percent grade located on the site are subject to critical areas development standards for steep slopes. Buffers and setbacks from the top and base of steep slopes and/or other mitigation measures will be required for future development.
Natural and Cultural Resources	<ul style="list-style-type: none"> • Stunning views of the Columbia River Gorge are a selling point for the property. Proximity to the riverfront present an opportunity for tourism and uses that compliment recreational opportunities in the area. • Steep slopes limit the developable area of the site. • The property is adjacent to the Fort George Historical site. Site improvement projects will likely need to incorporate an inadvertent discovery plan.
Environmental	<ul style="list-style-type: none"> • No off-property recognized environmental conditions were identified to have the potential to impact the site during the Phase I environmental site analysis. • Historical use of the CBP site as a maintenance and cleaning station for the Army Corps of Engineer’s activities was identified as a recognized environmental condition during the Phase I environmental site analysis. • Assessment of dredged fill material placed on the site is needed to determine if sediments taken from the Bradford Island cleanup site contributed to contamination of the site. • A Restrictive Covenant was developed for the site following contaminated soil left on site after a Remedial Action in the 1990s. However, updates to applicable Model Toxics Control Act cleanup levels may allow for reconsideration of the covenant.

1 INTRODUCTION

In 2000, the Port of Skamania County (Port) acquired a 42-acre vacant property in the City of North Bonneville, Washington in the Columbia River Gorge with the goal of repurposing the site into an industrial business park called the Cascades Business Park (CBP). The CBP site represents a unique opportunity because there is limited land available for redevelopment in Skamania County. Opportunities for industrial development are scarce because of the steep topography within the Columbia River Gorge National Scenic Area, and federal and state government ownership of nearly 88 percent of the land. Government ownership contributes to only 1.8 percent of the land being taxable at full market value.¹

In 2012, the Port invested in new infrastructure including creating a new access road, called Coyote Ridge, that bisects the site, as well as new sidewalks, and utilities to position the site for redevelopment. In 2020, the Port received a planning grant from the Community Economic Revitalization Board to support the Cascades Business Park Market Feasibility Study (Study).

This Existing Conditions Report is the first step in the Study. It provides an overview of the physical and regulatory constraints on the property and their impacts on future development. This analysis will serve as a starting point site planning and an action plan to promote development of the CBP.

The site consists of one 42-acre parcel (parcel number 2072000020500) owned by the Port. The parcel is located within the City of North Bonneville, Washington within the Columbia River Gorge (figure 1-1). The Port currently leases about 3,600 square feet on the eastern corner of the site to AT&T for the construction of a 150-foot tall cell tower. Two environmental restrictive covenants place limits on redevelopment activity within two small areas of the site. Allowable cleanup levels have increased since the covenants were implemented, and they may be reconsidered without the need for additional cleanup. These covenants are discussed in greater detail in Section 5 Environmental Considerations.

Site History

The CBP site first became part of the George W. Johnson Donation Land Claim in 1850 and was located in the historic town of Cascades (also known as Lower Cascades, built around the historical United States Army fort, Fort Cascades) from 1850 until 1894.² Some residences may have previously existed on the site at that time. However, the great flood of 1894 destroyed the town of Cascades, and it was never rebuilt. The flood reportedly washed away the town as well as several feet of soil and exposed numerous large boulders throughout the area. The town of North Bonneville was later built in its place, originating as a construction town during the development of the Bonneville Lock and Dam in the 1930s. During this time, the CBP site continued to be privately owned, as it was prior to the flood. After the 1894 flood, there was no known commercial or residential uses of the Property, as it was predominantly utilized as grazing land and covered with short grasses and patches of trees

¹ Skamania County, WA, Skamania County Acreage Breakdown, 2012. <https://www.skamaniacounty.org/departments-offices/assessment-and-gis/skamania-county-acreage-breakdown>

² Interview with Tom Jermann, City of North Bonneville Planning Advisor, Conducted on May 8, 2020.

until it was purchased by the Army Corps of Engineers (COE) in the mid-1970s and cleared of vegetation. By 1973, a road was developed across the eastern end of the site, extending from the original location of North Bonneville (north and northeast of the CBP site) south toward Fort Cascades (southeast of the CBP site); the roadway on the site was no longer visible by 1981. The historical location of the town of North Bonneville (including the CBP site) was selected as the location for the construction staging for the Bonneville Lock and Dam Second Powerhouse, and most of the private and public properties within the town were acquired through eminent domain by the federal government. The original town of North Bonneville was demolished, and as compensation to the town, the City of North Bonneville was constructed by the COE from 1975 to 1977 in its current location, adjacent to the west of the Property.

The site (under ownership of the COE) was used during construction of the Second Powerhouse from approximately 1976 to 1981 by contractors for the storage, maintenance, washing, and staging of construction equipment and was subsequently used from 1981 to 1982 as a disposal area for over a million cubic yards of excavated materials (i.e., dredge spoils excavated from the widening of the northernmost channel of the Columbia River and concrete rubble from the temporary cofferdams).³ Former features at the CBP site during this time included fuel farms, equipment maintenance facilities, a wash rack, drum storage, form and draft tube liner construction, and debris disposal. Equipment maintenance and storage occurred throughout the site, though these uses would have occurred on the original grade (the western two thirds of the Property have since been covered with up to 60 feet of dredged fill material). The potential environmental impacts as a result of the site's use during construction of the second powerhouse are discussed in greater detail in section 5 Environmental Concerns.

In November 2000, the City of North Bonneville conveyed the CBP site to the Port. The Port and the City of North Bonneville intend to develop the property into an industrial business park. Since 2000, the Port has worked to position the site for redevelopment by conducting a geotechnical investigation; preparing an Inadvertent Discovery and Archaeological Monitoring Plan; and permitting and constructing approximately 2,000 linear feet of new, improved roadway. The new roadway, called Coyote Ridge, was completed in 2013 and connects Cascade Drive with Fort Cascades Drive. As a part of the 2013 project the Port also installed sidewalks, stormwater treatment systems, and utilities to serve future development on the site.

³ Ibid.

2 INFRASTRUCTURE ASSESSMENT

There are several utilities, including potable water, sanitary sewer, and stormwater infrastructure, located in the Coyote Ridge roadway that bisects the property. Both the roadway and the utility infrastructure have been installed within the past decade and are assumed to be in good condition to serve the site.

Municipal Water

The City of North Bonneville owns and operates the Group A Community water system that supplies potable water to residents, businesses, and public institutions within the city limits. The overall water system consists of a production well, a disinfection and treatment system, two reservoirs, a distribution system, and no interties. According to the Water System Plan produced by Gray & Osborne, Inc. in January 2013, the distribution system leakage was relatively high, at approximately 37 percent, but the system would still be capable of treating and distributing sufficient water quantities to serve the projected 2032 population demand, provided that additional water rights are acquired by 2022.

In 2010, a 10-inch ductile iron pipe water main was installed in the Coyote Ridge roadway, as well as three fire hydrants. The water main connected to the existing system at the intersection of Coyote Ridge and Cascade Drive, was extended along the Coyote Ridge roadway, and was looped down Fort Cascades Drive before connecting back into the water distribution system east of Sun Tillikum (figure 2-1). Water laterals and meters will need to be installed and connected to the 10-inch main, but according to the 2013 Water System Plan, there should be sufficient capacity to serve the future development's potable water and fire flow demands.

Wastewater

The City of North Bonneville owns and operates a wastewater treatment and disposal system that serves properties within the city limits. The wastewater system includes approximately 4 miles of gravity sewer pipe, four pump stations, approximately 0.5 miles of pressure sewer pipe, and a secondary wastewater treatment plant that discharges to the Columbia River. The wastewater system was installed in 1976 and since has undergone several upgrades and improvements including increasing capacity of the pump stations and eliminating excessive inflow and infiltration. According to the "General Sewer Plan" updated by Ronald A. Bush in 2009, the sanitary sewer system generally has sufficient treatment and conveyance capacity for existing and future development, including the project site.

In 2010, an 8-inch sanitary sewer main was installed in the western/southern section of the Coyote Ridge roadway and continued along Fort Cascades Drive before being connected to an existing sanitary sewer manhole near Sun Tillikum and the Columbia Trail (figure 2-2). A sanitary lateral will need to be extended to the future development, but the existing sanitary sewer main should have sufficient capacity to serve the site.

Stormwater

It appears that the only stormwater infrastructure on the site are biofiltration swales, a detention pond, conveyance ditches, and culverts along Coyote Ridge. These stormwater features were all constructed to support stormwater treatment and conveyance of runoff from the roadway only. After stormwater runoff from the roadway is treated, it is conveyed to existing ditches in the vicinity. It is unclear from the documents reviewed where the existing conveyance ditches ultimately discharge (figure 2-3).

Stormwater infrastructure will need to be designed and installed per City of North Bonneville requirements to accommodate stormwater runoff from future development. Due to the proximity of the Columbia River and some limited geotechnical information, groundwater will likely be high in the area and could make infiltration infeasible. If the existing conveyance ditches outfall to the Columbia River, this could be used for disposal of stormwater runoff for future development, however further analysis of the existing system capacity would be required.

Transportation

Coyote Ridge was constructed from 2012 to 2013 and bisects the site from Cascade Drive to Fort Cascades Drive. The roadway consists of two 16-foot drive aisles with curb and gutter. An 8-foot wide pedestrian path that is part of the Columbia Trail system parallels the road on the southern and western sides. The site has limited access points. From the site, State Route 14 may be accessed by traveling west on Cascade Drive. State Route 14 could also be accessed by traveling east on Fort Cascades Drive; however, access to Fort Cascades Drive is restricted by the COE who own and maintain the street. The Port has an easement with the COE that allows Fort Cascades Drive to be used to access the CBP site. Because of the size of the road the agreement limits delivery vehicles to box trucks and small single tractor trailers vehicles. In addition, the Port is required to place a locking gate at the intersection of Coyote Ridge Road and Fort Cascades Drive to prohibit use of the road at night, typically between 10 p.m. and 4 a.m.

It was noted in the City of North Bonneville Six-Year Transportation Plan 2017-2022 that the Coyote Ridge roadway and project site is property of the Port of Skamania County and would need street and pathway lighting and a public secondary access road before the roadway could become a public road owned and operated by the City of North Bonneville. According to the Six-Year Transportation Plan, development of the site may only occur after infrastructure (water, sanitary sewer, road, pathway, and lighting) is deeded to the City of North Bonneville or included as part of a development agreement.

Other Utilities

Underground electrical, natural gas, telephone, and fiber optic lines are installed along the southern and western edges of Coyote Ridge (figure 2-4). Skamania County Public Utility District is the electrical purveyor in the area, CenturyLink provides telephone service, and Northwest Natural Gas is the natural gas purveyor. It is unclear which utility owns the fiber optic line. Although no specific data on size or capacity of these utilities was available for review, it is assumed that the utilities will be sufficient to serve future development on the site. Laterals will need to be installed and connected to the main lines running along Coyote Ridge.

3 REGULATORY ANALYSIS

The CBP site is located within the city limits of North Bonneville. This section provides an overview of the relevant long-range plans and regulations that will impact the reuse of the site. Two key plans are relevant to the site: the North Bonneville, WA Urban Area Comprehensive Land Use Plan and the Bonneville Discovery Trails Plan.

North Bonneville, WA Urban Area Comprehensive Land Use Plan

The North Bonneville, WA Urban Area Comprehensive Land Use Plan was adopted in 2018. The plan shares many commonalities with the original Optimum Town Plan created in 1975 when the city was relocated. Both plans focus on key elements, including “an adequate land base for current and future needs, a diversified and stable economic base, a commercial center, adequate transportation facilities, protection of public safety by avoidance of natural or man-made hazards, the provision of basic utilities for current and future needs, environmental protection, and usable and attractive community recreational amenities.”⁴

The plan’s goals and policies related to economic development and preservation of natural resources and open space are particularly relevant to the CBP site given its potential to bring new jobs and commercial amenities to the community and proximity to the Columbia River natural areas and trails. Goal 15 of the comprehensive plan focuses on employment opportunities and seeks to diversify and improve the local economy. The policies associated with this goal encourage commercial and industrial uses and collaboration with the Port to ensure economic vitality and create long-term family-wage jobs. The natural resources and open space elements of the plan seek to balance economic vitality with environmental conservation and enhance connection to parks, trails, and recreation opportunities within the National Scenic Area.

Bonneville Discovery Trails Plan

The 2019 Bonneville Discovery Trails Plan envisions a system of interpretive trails within North Bonneville that connect to regional trails. The proposed Columbia Trail would route through the CBP site and would connect existing Discovery Loop trail to the west to the Fort Cascades Historic site to the east. These strategic connections strengthen North Bonneville as a recreational hub and promote increased visitation to the central business district area.

Zoning Code

The CBP site is zoned Industrial Business Park (I/BP, figure 3-1). The I/BP zone is intended to encourage planned developments that incorporate open space, landscaping, unified ownership, and management. The zone provides for light manufacturing; product assembly; wholesale trade; business

⁴ City of North Bonneville, North Bonneville, WA Urban Area Comprehensive Land Use Plan 2018, p. 2

and professional services; research, business, and corporate offices; and other similar or supporting enterprises (Table 1).⁵

Table 1: Permitted, Prohibited and Conditional Use In I/BP Zones

Permitted Uses	
<p>Manufacturing or assembly of product including:</p> <ul style="list-style-type: none"> • food products • textile products • furniture and fixtures • hand-crafted stone, clay, glass products • signs, advertising display • small electrical equipment and appliances • fabricated products • light fabricated building components • toys, jewelry, musical instruments • chemical products 	<p>Services including:</p> <ul style="list-style-type: none"> • small appliance and/or engine repair • office machine and equipment manufacturing and repairing • printing, publishing; business services such as duplicating, fax, etc. • professional services, such as but not limited to: legal, engineering, architectural, planning, consulting; scientific services • research facilities, testing and experimental laboratories • corporate headquarters and regional offices • utility and communications offices • government offices and services • self-service storage facilities
Prohibited Uses	
<ul style="list-style-type: none"> • Residential use other than on site living quarters • Adult family homes, residential care facilities, day care, nursing homes • Livestock 	
Conditional Uses	
<ul style="list-style-type: none"> • Wholesale and retail sales of goods and service not manufactured on site; lodging; restaurant, deli, including carry-out and delivery; card lock fuel; warehouse storage; on-site living quarters complying with the requirements of the International Building Code for a resident caretaker or manager; vehicle and equipment storage. • Uses that are not specifically permitted or prohibited shall be a conditional use. 	

Development standards are outlined in section 20.36.050 of the municipal code. They include standards for design and finishes, setbacks, parking, and dimensional standards. Dimensional standards are summarized in Table 2. The code allows for a potential waiver of setback and landscaping strip requirements if approved by the Planning Commission. Off-street parking is required to accommodate all employees and potential guest. No on-street parking is allowed within the industrial site. The owner is required to maintain any proposed landscaping and tree planning for one year. A formal contract or commitment must be in place for the maintenance of landscaping prior to the issuance of the certificate of occupancy.

⁵ North Bonneville Municipal Code (NBMC) Chapter 20.36 (I/BP) Industrial/Business Park

Table 2: Development Standards in Industrial/Business Park Zones

Development Standards	Measure
Minimum Yard Setbacks	
Front	25'
Side	8'
Rear	10'
Any yard adjacent to different zone or public road	50'
Landscaping	
Landscaped strip adjacent to different zone or public road	25'
Maximum Building Height	40'
Developed Area	
Max developed area	80% of lot
Minimum open space	20% of lot

Critical Areas

While the CBP site is not designated as a critical area on the City of North Bonneville’s critical area map, steep slopes exist on the site that may trigger compliance with the City’s critical areas ordinance development standards . The critical areas ordinance includes additional buffer and setback requirements for activities at the base of ascending slopes and at the top of descending slopes that are greater than or equal to 40 percent grade (Table 3).⁶

For slopes that are between 40 and 100 percent grade, a buffer is required at the base of ascending slopes equal to the vertical height of the slope divided by two and not to exceed fifteen feet. At the top of ascending slopes that meet the same thresholds, a buffer equal to the height of the slope divided by three, but not to exceed 40 feet is required. At both the base and top of slopes, activities must be setback an additional 8 feet beyond this buffer. The critical areas code allows the Planning Advisor to approve setbacks and buffers that differ from these requirements, provided that the applicant technically demonstrates that an alternative buffer provides protection which is greater than or equal to that provided by the required buffer.⁷ This provision could allow for smaller buffers if used in combination with mitigation measures to stabilize steep slopes such as plantings or structures.

⁶ NBMC section 21.10.070.II.D Geologically hazardous areas

⁷ Ibid

Table 3: Steep Slope Development Standards

Steep Slope Standard	Measure (feet)
Base of ascending slopes of 40-100 percent grade	
Maximum buffer	15
Setback beyond buffer	8
Combined maximum setback (buffer + setback)	23
Tops of descending slopes 40-100 percent grade	
Maximum buffer	40
Setback beyond buffer	8
Combined maximum setback (buffer + setback)	48

No other known critical areas exist on the CBP site. A wetland classification was completed in 2000 found that the existing water detention areas were considered man-made and, therefore, not subject to wetlands regulations.

4 NATURAL AND CULTURAL RESOURCES

The CBP site is located in the Columbia River Gorge and less than .25 mile from the banks of the Columbia River. The property has stunning views of the Gorge that add to the desirability of the site. The Gorge draws visitors from across the country and has a wealth of opportunities for tourism, outdoor recreation, and other complimentary uses.

Topography and Soils

The CBP site is currently vacant and undeveloped, though large piles of concrete rubble from cofferdams, former building foundations and derelict construction debris are stored throughout the site. The site is primarily scrubland/grassland with some sparsely dispersed trees. The western half of the site is a large hill and topography slopes down in all directions from this hill. In general, the site slopes south/southeast towards the Columbia River (Figure 4-1). These steep changes in the topography will limit where development can occur at the CBP site.

The site is located on an alluvial terrace approximately 550 to 1,000 feet northwest of the Columbia River (proximity to the river varies along the southern site boundary). According to a 2012 Geotechnical site Investigation report prepared by Columbia West Engineering, Inc., the site is located along the intersection of the Cascade Range uplift region and the Columbia River Gorge; a region characterized by deeply dissected mountains that have been incised by the Columbia River and associated tributaries. According to the U.S. Department of Agriculture's Web Soil Survey Tool,⁸ the surface soils at the site consist of primarily Pilchuck very fine sandy loam, Bonneville stoney sandy loam, and Arents. However, based upon historic documentation, much of the site was covered by fill material derived from the excavation of the Second Powerhouse. Therefore, surface soil properties may be highly variable.

According to the 1994 E.P. Johnson Site Characterization Report, the original elevation at the site was 30 feet above river elevation, and the western portion of the site was covered with up to 60 feet of fill material, which was placed on the site between 1979 and 1981 as part of the construction of the Second Powerhouse. According to Columbia West Engineering, Inc.'s geotechnical report, the current elevation at the site varies from approximately 45 feet above mean sea level near the northwest corner (near Cascade Drive) up to approximately 103 feet above mean sea level near the central western portion of the site. Columbia West estimated that the total depth of fill material at the site may range from 25 to 60 feet or more.

A drainage channel is located near the western and northwestern perimeter of the site and collects water (i.e., perched groundwater) that seeps out of the ridge on the northwest and western sides of the site. According to Columbia West Engineering, Inc., groundwater levels at the site are expected to be variable and subject to influence from the Columbia River and seasonal variance. Seeps and springs drain from the ridge into natural or manmade drainage features at the site. Groundwater is expected

⁸ <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

to be encountered below original ground surface, which varies due to the topography and fill placement at the site.

Wildlife Habitat

According to the Washington Department of Fish and Wildlife, the area surrounding the CBP site is home to two endangered species the Western Pond Turtle and the Northern Spotted Owl. The North Bonneville critical areas map does not identify any fish and wildlife conservation areas on the CBP site. In addition to the Northern Spotted Owl, the Yellow-billed Cuckoo is known to be in the area, and both are listed as threatened species by the U.S. Fish & Wildlife Services. However, no critical habitat areas have been identified on the CBP site.

Archaeological Significance

The CBP site is located north of the Fort Cascades Historic site. This archeological site was originally recorded in 1974 because it was the historical location of Fort Cascades and the town of Cascades. The location is also thought to have been the site of the Indian village visited by Lewis and Clark in the early 1800s, but no archeological evidence of the village has been identified to date. As a part of the permitting process for road and utility improvements on the CBP site in 2012, the Port was required to prepare an Inadvertent Discovery and Archaeological Monitoring Plan to establish procedures in the event that archeological object are discovered during construction and notify local Tribal Cultural Resources contacts of the project. Similar plans and tribal notices will likely need to be in place for future development activities on the site.

5 ENVIRONMENTAL CONSIDERATIONS

A Phase I environmental site assessment (ESA) of the CBP site was conducted in July 2020. The following section summarizes key findings from the Phase I ESA.

Maul Foster & Alongi, Inc. (MFA) contracted Environmental Data Resources, Inc. to search Washington State Department of Ecology (Ecology) and federal agency record sources for information regarding the Cascades Business Park project and nearby sites. Based on MFA's review, the following site was identified for further review of its potential to impact the Cascades Business Park project: COE Hamilton Island Parcel 2 (Ecology Cleanup site ID 736).

The remaining sites identified by Environmental Data Resources, Inc. have no reported releases, have reported that cleanup is complete, have received No Further Action (NFA) determinations from Ecology, and/or have little potential to impact the Cascades Business Park area based on their proximity or elevation.

Areas of Concern

Areas of concern are places where historical operations and documentation indicate that there is suspected or confirmed contamination. The following area of concern has been identified for the site (see figure 5-1): COE Hamilton Island Parcel 2 (Ecology Cleanup site ID 736). No off-property areas of concern were identified.

HISTORICAL PROPERTY USE

From approximately 1976 to 1982, the site was used during the construction of the Second Powerhouse by the COE contractors for the storage, washing, maintenance, and staging of construction equipment. Features at the site during this time included fuel farms, equipment maintenance facilities, a wash rack, drum storage, oil change areas, form and draft tube liner construction, and debris disposal areas. These historical uses occurred throughout the site, but these operations occurred on the original site grade from 1976 to 1981. Between 1981 and 1982, the western two thirds of the site were covered with up to 60 feet of fill material dredged from the Columbia River. The eastern third of the site was not covered in fill material and remains at the original site grade on which the contractors operated. Previous environmental investigations conducted at the site have confirmed that subsurface soils were impacted by total petroleum hydrocarbon (TPH) contamination and some areas required remediation and/or use restrictions. These previous investigations primarily focused on the characterization of TPH and petroleum-related contaminants and concluded that TPH contamination (at or below acceptable cleanup levels [CULs] at the time of the work) still exist at the site. However, other hazardous substances typically associated with the maintenance and washing of construction equipment (such as detergents, solvents, lubricants, and coolants) were also likely used at the site. The eastern third of the site and some areas of the central portion of the site, which are at or near original site grade, may still be impacted by these substances in the shallow subsurface. The historical uses of the site by the COE's contractors for the storage, maintenance, and staging of

construction equipment were identified as a Recognized Environmental Condition during the Phase I ESA.

Between 1992 and 1994, the COE investigated potential contamination at the site caused by leaks and spills during its prior use as a contractor staging and equipment maintenance area during the construction of the Second Powerhouse. In 1994, E.P. Johnson Construction & Environmental, Inc. was contracted by the COE to dispose of petroleum-contaminated soils discovered at the site. The objective of the cleanup was to restore the site to a condition consistent with Ecology's requirements and the prepare the site for real estate transfer. In 1997, Ecology reviewed the remedial investigations and actions conducted by the COE at the site and determined that no further action was necessary for the site conditions caused by past COE activities at the site, with the exception of two localized areas requiring a deed restriction and monitoring (i.e., the Former Wash Rack area and Former Maintenance Building #1). In January 1998, a Restrictive Covenant was prepared for the two localized areas specified in Ecology's NFA determination.

The Restrictive Covenant applies exclusively to site 1 (the Former Wash Rack area) and site 2 (near the Former Maintenance Building #1). Site 1 was previously used to wash equipment and is located in the far eastern portion of the site, just east of the existing concrete slab. A CUL of 800 parts per million (ppm) TPH was achieved and approved for this location. Site 2 is a 10-foot diameter radius located near the former maintenance building #1. Cleanup was accomplished to 600 ppm TPH in this area. Any activity that may result in the release or exposure of contaminated soil that remains under 4 feet of clean soil at site 1 or under 9 feet of clean soil at site 2, or creates a new exposure is prohibited (e.g., drilling, digging, bulldozing, earthwork, or grading deeper than the clean soil layer). Any activities that may interfere with the integrity of the clean soil containment or the protection of human health and the environment are prohibited.

At the time of the investigation and remedial action in the 1990s, Ecology's Model Toxics Control Act (MTCA) Method A CUL for total petroleum hydrocarbons diesel and oil was 200 ppm. Modifications were made to MTCA in 2001 and the CUL for total petroleum hydrocarbons diesel and oil was increased to 2,000 ppm.⁹ As such, the concentrations of total petroleum hydrocarbons in soil that were left in place at site 1 and site 2 (800 ppm and 600 ppm, respectively) no longer exceed the current MTCA Method A CUL.

POTENTIALLY CONTAMINATED IMPORTED FILL MATERIAL

The site was used as a disposal area for over a 1 million cubic yards of excavated materials (i.e., dredge spoils from the widening of the northernmost channel in the Columbia River, concrete rubble from the temporary cofferdams, and various construction debris from the construction of the Second Powerhouse) from approximately 1981 to 1982. During an environmental baseline survey conducted at the site by Woodward-Clyde Inc. in 1993, a shallow debris disposal area located near the southern-central portion of the site was trenched ("trench 2") and Woodward-Clyde Inc. reported that a 2- to 4-foot-thick debris layer (containing scrap wood, pipes, collapsed 1- to 5-gallon containers, treated beams, scrap metal, rags, and other miscellaneous rubbish) was covered by approximately 6 inches of soil cover and that "seepage" was observed at the end of the trench. According to a 2001 test pitting exploration at the site, Squier Associates reported that concrete or asphalt debris may also be present

⁹ Chapter 173-340 Washington Administrative Code.

in fill material at the site. A review of Oregon Department of Environmental Quality (DEQ) files on the Bradford Island cleanup site (the middle of the three islands in the Bonneville Lock and Dam, located between the spillway and the first powerhouse) and an interview with Mr. Robert Schwarz, the DEQ Project Manager for the Bradford Island cleanup site, revealed that river sediments near the island were contaminated with polychlorinated biphenyls caused by leaching from the Bradford Island landfill (which operated from the 1940s through the early 1980s) and the COE's dumping of polychlorinated biphenyls-containing electrical components in the river around Bradford Island. MFA's file review and interview with Mr. Schwarz confirmed that there is potential that these same impacted sediments were later dredged and placed onto the western two thirds of the site. The placement of potentially contaminated river sediments onto the site and the known or suspected presence of buried debris disposal (i.e., buried asphalt, treated wood, scrap metal, containers) at the site is considered a Recognized Environmental Condition .

Cleanup Process

No cleanup actions are currently underway on the site, as no impacts to soil or groundwater on the site are confirmed to exceed current applicable Ecology MTCA CULs. Further assessment of site conditions may confirm whether or not contamination exists at or above CULs.

Applicable CULs for TPH have increased since the issuance of the NFA and Restrictive Covenant following the remedial action conducted on the site in 1998. Therefore, a reconsideration of the Restrictive Covenant under the new applicable CULs may aid the process of future site development.

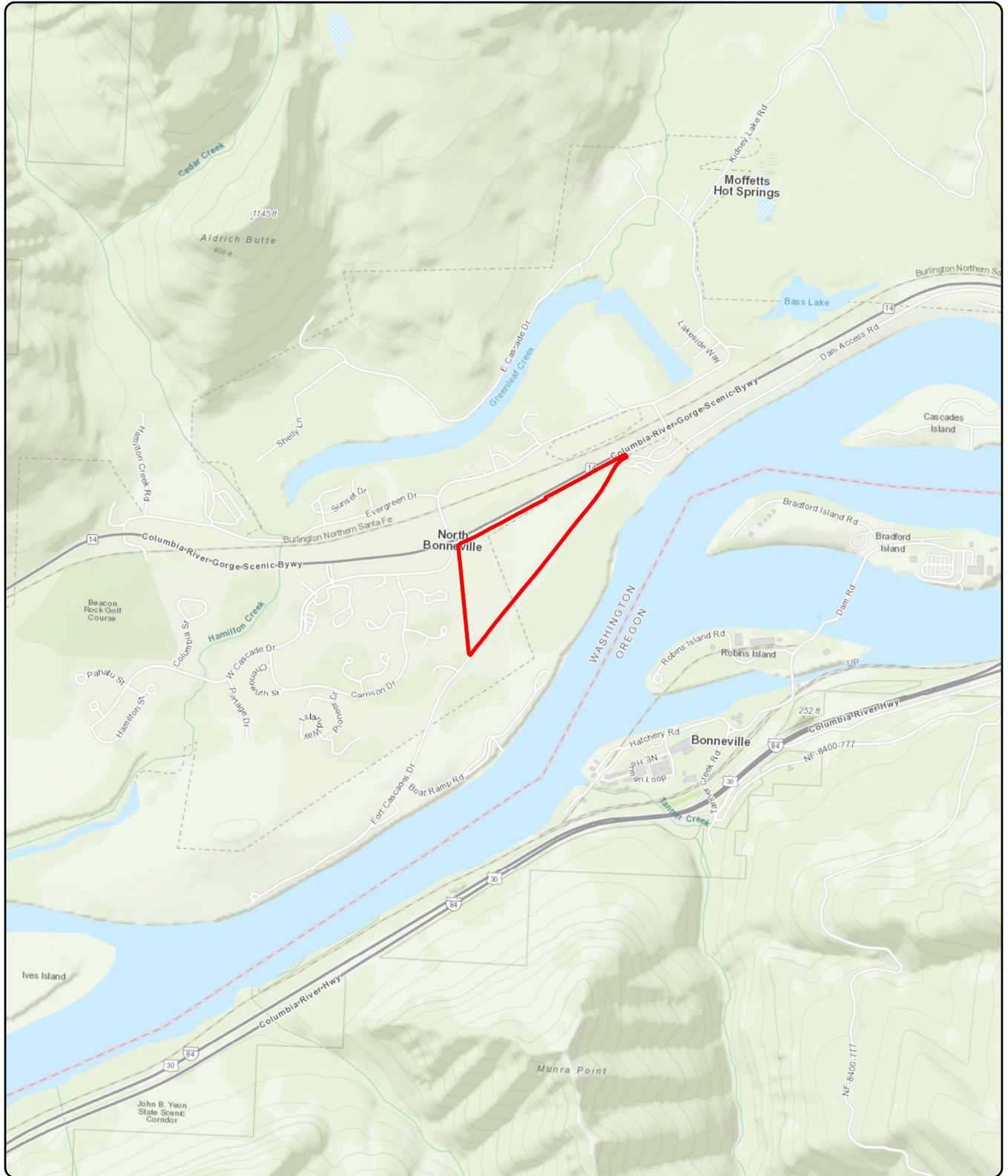
LIMITATIONS

The services undertaken in completing this report were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

Opinions and recommendations contained in this report apply to conditions existing when services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this report.

FIGURES





Address: Cascades Business Park
 North Bonneville, WA 98639
 Source: USGS 7.5-minute
 topographic quadrangle:
 Bonneville Dam (2020)
 Section 20, Township 2 North, Range 7 East


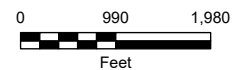
Legend
 Taxlot

Figure 1-1
Site Location
Cascade Business Park
North Bonneville, WA 98639

DRAFT



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Source:
 Zoning and parcel data obtained from Skamania County.
 Aerial imagery obtained from ArcGIS Online.

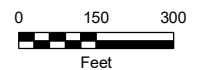
Legend

- Municipal Water
- Property Boundary
- Parcel Boundaries

Figure 2-1
Municipal Water
Cascades Business Park
North Bonneville
WA 98639

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Source:
 Zoning and parcel data obtained from Skamania County.
 Aerial imagery obtained from ArcGIS Online.

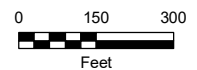
Legend

- Municipal sewer
- Property Boundary
- Parcel Boundaries

Figure 2-2
Wastewater
Cascades Business Park
North Bonneville
WA 98639

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Source:
 Zoning and parcel data obtained from Skamania County.
 Stormwater infrastructure data obtained from HDJ Design Group (2013). Aerial imagery obtained from ArcGIS Online.

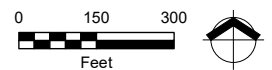
Legend

- Storm Catch Basins/Manholes
- Storm Pipe
- Detention Pond and Biofilter Swale
- Property Boundary
- Parcel Boundaries

Figure 2-3
Stormwater
Cascades Business Park
North Bonneville
WA 98639

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Source:
 Zoning and parcel data obtained from Skamania County.
 Aerial imagery obtained from ArcGIS Online.

Legend





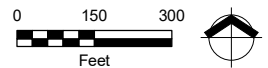
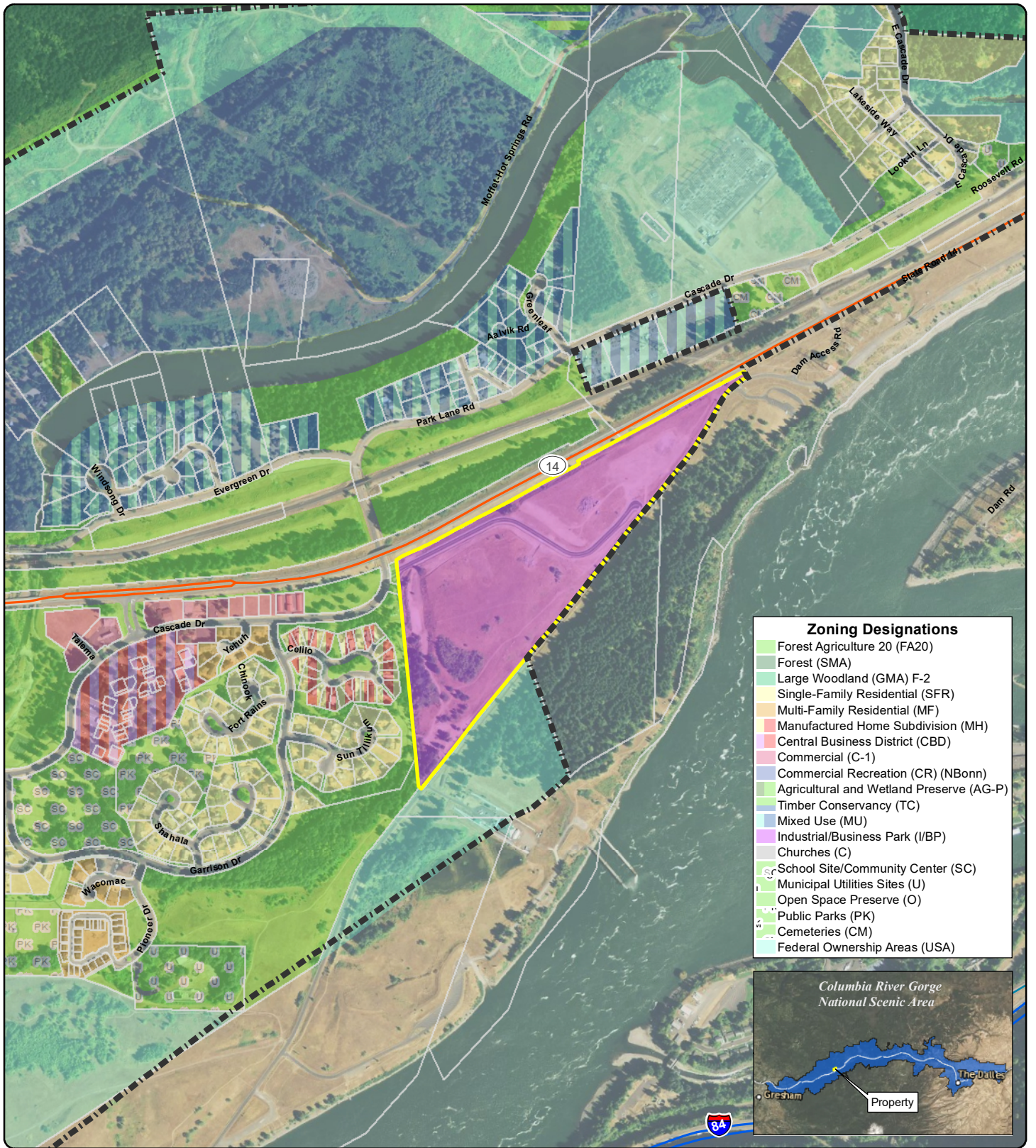
-  Underground Power lines
-  Underground Fiber
-  Property Boundary
-  Parcel Boundaries

Figure 2-4
Power and Telecommunications
Cascades Business Park
North Bonneville
WA 98639

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Zoning Designations

- Forest Agriculture 20 (FA20)
- Forest (SMA)
- Large Woodland (GMA) F-2
- Single-Family Residential (SFR)
- Multi-Family Residential (MF)
- Manufactured Home Subdivision (MH)
- Central Business District (CBD)
- Commercial (C-1)
- Commercial Recreation (CR) (NBonn)
- Agricultural and Wetland Preserve (AG-P)
- Timber Conservancy (TC)
- Mixed Use (MU)
- Industrial/Business Park (I/BP)
- Churches (C)
- School Site/Community Center (SC)
- Municipal Utilities Sites (U)
- Open Space Preserve (O)
- Public Parks (PK)
- Cemeteries (CM)
- Federal Ownership Areas (USA)



Source:
 Zoning and parcel data obtained from Skamania County.
 Aerial imagery obtained from Mapbox.
 Transportation data obtained from ArcGIS Online.

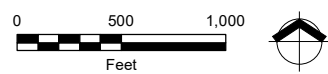
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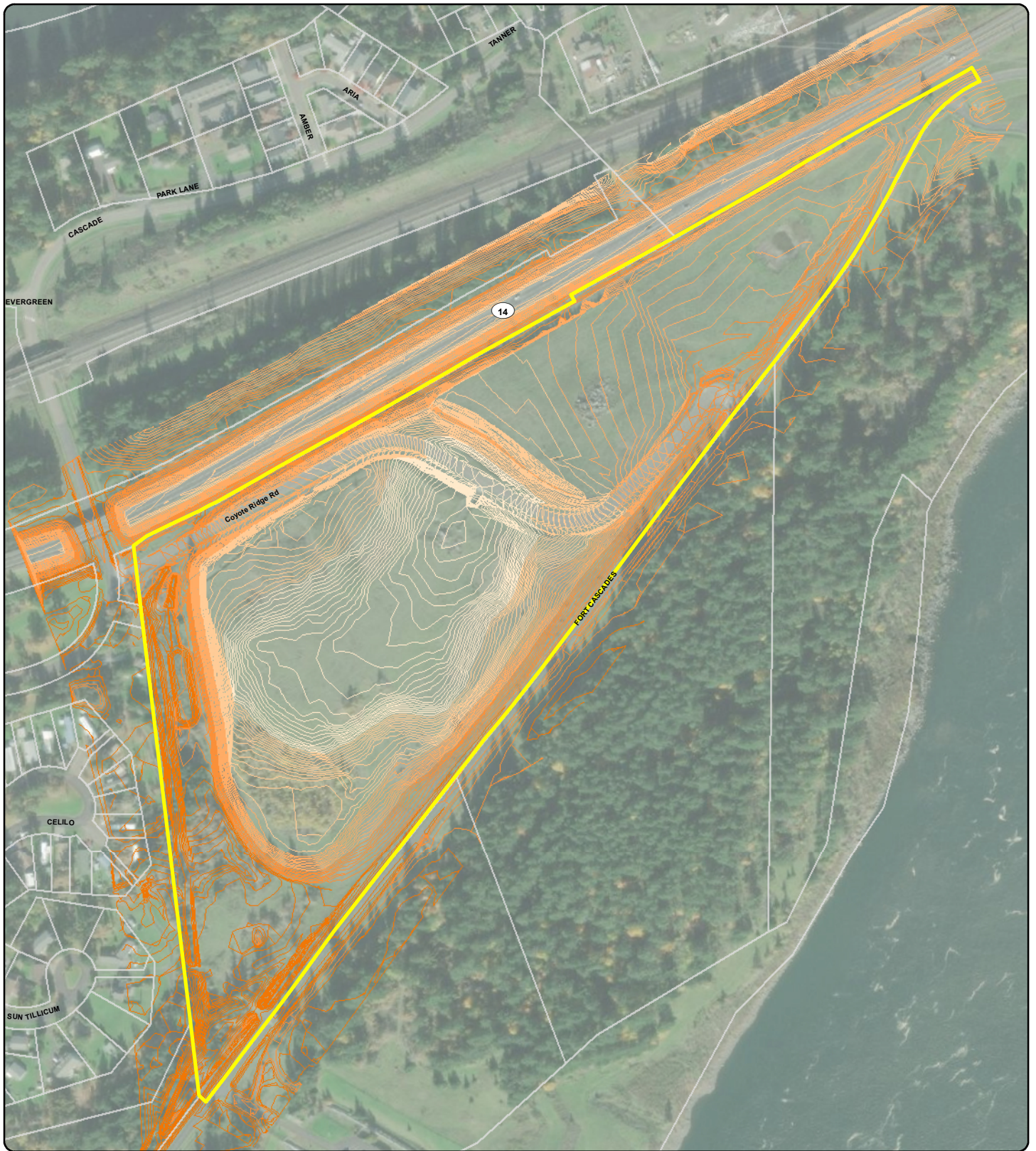
- City Limits
- Property Boundary
- Parcel Boundaries

Figure 3-1
Zoning Map
Cascades Business Park
North Bonneville
WA 98639

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
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Source:
 Zoning and parcel data obtained from Skamania County.
 Aerial imagery obtained from ArcGIS Online.

Legend

-  Property Boundary
-  Parcel Boundaries






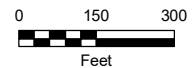
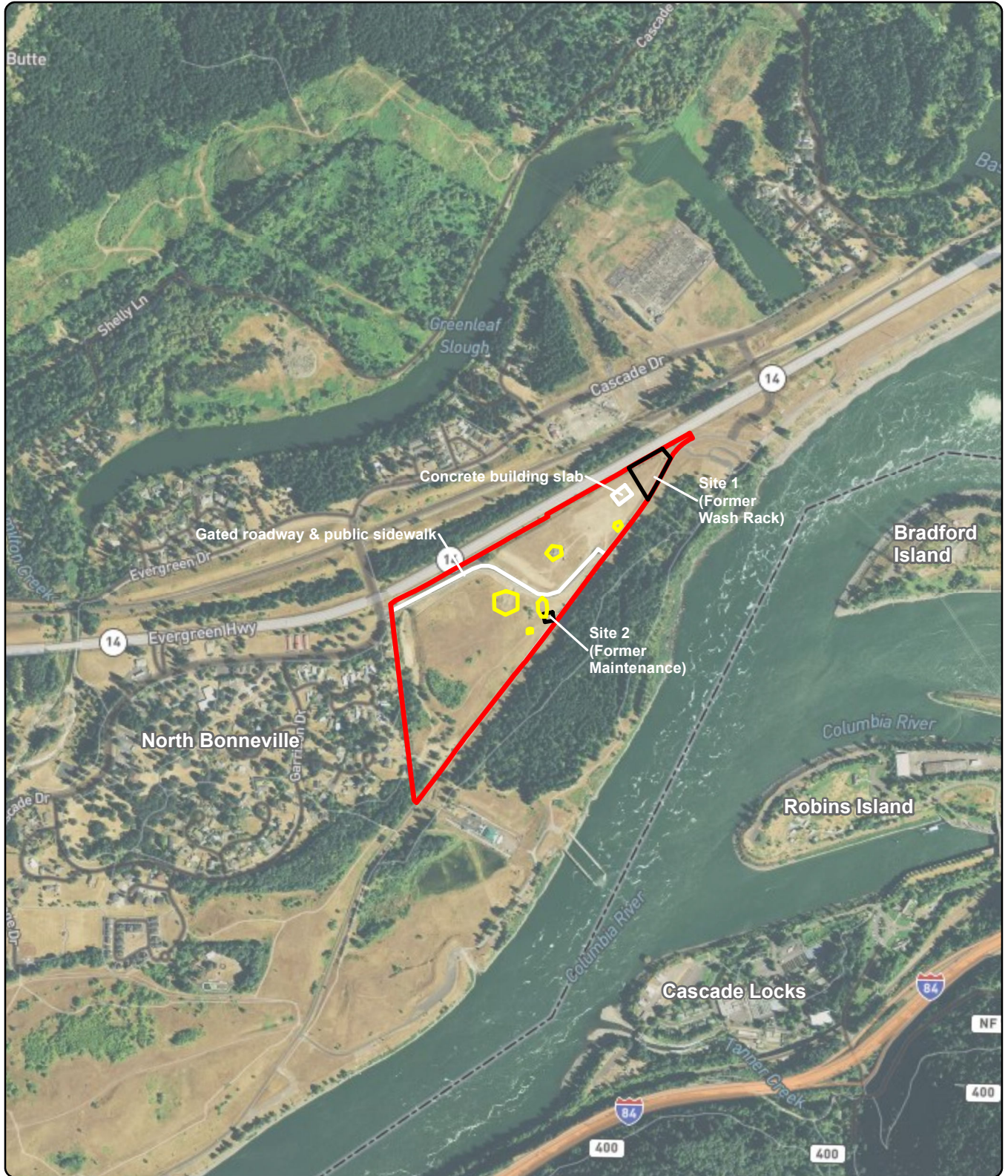
- Elevation Contours (Fft)**
-  36 - 47 ft
 -  48 - 56 ft
 -  57 - 67 ft
 -  68 - 82 ft
 -  83 - 103 ft

Figure 2-3
Stormwater
Cascades Business Park
North Bonneville
WA 98639

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Source: Aerial imagery obtained from MapBox.
 Address: Cascades Business Park
 North Bonneville, WA 98639
 Section 20, Township 2 North, Range 7 East

Legend




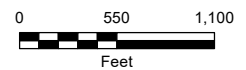
-  Piles of concrete rubble and debris
-  Restricted Areas
-  Taxlot

Figure 5-1
Site Features
Cascades Business Park
North Bonneville, WA 98639



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APPENDIX B

MARKET ASSESSMENT



MARKET ASSESSMENT

CASCADES BUSINESS PARK, NORTH BONNEVILLE, WA



Prepared for
PORT OF SKAMANIA
February 22, 2021
Project No. 0350.01.01

Prepared by
Maul Foster & Alongi, Inc.
109 East 13th Street, Vancouver, WA 98660

MARKET ASSESSMENT
CASCADES BUSINESS PARK, NORTH BONNEVILLE, WA

*The material and data in this report were prepared
under the supervision and direction of the undersigned.*

MAUL FOSTER & ALONGI, INC.



*Matt Hoffman
Senior Planner*

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3 DEMOGRAPHICS AND EMPLOYMENT TRENDS	4
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3.2 EMPLOYMENT	10
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EXECUTIVE SUMMARY

This summary is not intended as a stand-alone document and must be evaluated in context with the entire document.

In 2020, the Port of Skamania County (Port) received a planning grant from the Community Economic Revitalization Board to support a market feasibility study on its Cascades Business Park (CBP) property. The CBP is a 42-acre vacant property in the City of North Bonneville, Washington in the Columbia River Gorge. This report has been prepared to evaluate the redevelopment potential and strategic direction for the Port to realize the development of the CBP.

This report details existing economic conditions in and around the Columbia River Gorge market area with a focus on the market opportunity for light industrial, industrial related office, food and beverage, and hospitality uses. The assessment comprises a site assessment, and analysis of demographic and employment trends, and a market overview for each potential use. The next step in the CBP project process is to develop conceptual site plans to test feasibility and potential economic impacts.

SUMMARY OF FINDINGS AND IMPLICATIONS FOR THE PROJECT

Key Findings

- There is generally a positive perception of the CBP site location and characteristics including its location in the Gorge market area.
- In its current condition, the CBP is adequately sized at approximately 22-developable acres to support a range of future uses. Key next steps are developing a binding site plan and documenting the development readiness of the lots.
- The region is continuing to grow in population which will have positive impact on local economic development efforts as new residents contribute to an expanded labor force and customer base.
- A skilled labor force is important to business growth. The commute patterns show that workers are willing to commute from throughout the region to work in North Bonneville.
- There has been steady business growth in the region, including in the three target industries for the CBP: manufacturing, beverages, and hospitality/lodging.
- Given the CBP's location within the region, its configuration, and industrial market fundamentals, industrial development has the strongest market potential of the considered uses.
- Industrial buildings are flexible spaces that can support a range of businesses including breweries, research, and administrative offices.
- Food and beverage businesses can support the success of other uses such as industrial and lodging, and will help create a destination for workers, residents, and visitors to eat and drink in North Bonneville.

Key Findings, Continued	<ul style="list-style-type: none"> • There is capacity for additional brewery businesses on the Washington side of the Columbia River. An important advantage that the CBP enjoys is capacity to manage wastewater at a low cost. Future buildings would need to be purpose-built to effectively manage wastewater for specific user types. • Hospitality continues to be in demand in the region. While the site has some positive characteristics for lodging, industrial uses may be more favorable based on the potential for family-wage job creation and related economic outputs.
Site Planning Considerations	<ul style="list-style-type: none"> • The site has capacity for 300,000 to 400,000 square feet of industrial/office development on the upper portion that is served by Coyote Ridge Road. Development will likely occur in phases and additional investments in the property should consider where development will first occur. • Industrial Buildings could range in size from 25,000 to 50,000 square feet; however, these buildings should be demisable to accommodate a range of users. • Integrating hospitality with industrial uses may cause compatibility issues. If hospitality were to be located on the CBP, it could go on the lower southwest portion of the site where the access, land area and configuration is not optimal for industrial development. This area could also be a good location for a research center or a gathering place with food and beverage service.

1 INTRODUCTION

In 2000, the Port of Skamania County (Port) acquired a 42-acre vacant property in the City of North Bonneville, Washington in the Columbia River Gorge (Gorge) with the goal of repurposing the site into an industrial business park called the Cascades Business Park (CBP). In 2012 the Port invested in new infrastructure, including an access road, sidewalks, and utilities to position the site for redevelopment. In 2020, the Port received a planning grant from the Community Economic Revitalization Board (CERB) to support the Cascades Business Park Market Feasibility Study. The Port and local community stakeholder defined a successful project as one that creates family-wage jobs and supports new local amenities like restaurants or a brewery. There has been interest in exploring light industrial, research facilities, brewing and distilling, and hospitality uses as possible avenues to accomplish this goal.

This report details existing demographic and economic conditions in and around the Gorge market area with a focus on understanding the market opportunity for light industrial, industrial-related office, food and beverage, and hospitality uses. This assessment will provide the following:

- Overview of regional demographic economic conditions.
- Description of industrial/business park use demand within the region, including summary of recent industrial development activity and related market fundamentals in the region.
- Identify targeted industries for market growth.

The information contained in this market assessment report will be used, along with the Existing Conditions report, to inform the Market Feasibility Study and Implementation Strategy report that will feature conceptual site plans; related feasibility analysis; a summary of economic and fiscal impacts from industrial/business park development on the CBP, including tax revenues and employment generation; and an action plan.

2 CBP SITE OVERVIEW

The CBP is an approximately 42-acre vacant property owned by the Port. It is in the City of North Bonneville, Washington in the Gorge. The CBP represents a unique opportunity for Skamania County (County) because here is limited land available for redevelopment in the area because of steep topography within the Gorge and much of the land being owned by the federal government. The National Scenic Area designation along the Columbia River further constrains development in the County. In 2012, the Port invested in new infrastructure, including creating a new access road, called Coyote Ridge Road, that bisects the site, as well as new sidewalks, and utilities to position the site for redevelopment.

2.1 Site Location

2.1.1 Regional Context

The CBP is in the City of North Bonneville, Washington. The city is in Skamania County and is within the U.S. Census designated Portland-Vancouver-Hillsboro, Oregon-Washington Metro Area, which includes the cities of Portland, Oregon and Vancouver, Washington. The CBP is also within the Columbia River Gorge National Scenic Area, which stretches west from roughly Washougal, Washington/Troutdale, Oregon to just past Dallesport, Washington/The Dalles, Oregon.

North Bonneville is a rural town of 1,030 people¹ and 31 places of business employing nearly 300 people.² It is within 30 to 50 minutes from regional employment and population centers, as show in Table 1. The Portland International Airport is also a 45-minute drive to and from the CBP. This proximity to an international airport brings both business trips and visitors to the region.

Table 1: Distance and Drive Time To/From North Bonneville

To/From CBP	Distance	Travel Time
Camas, WA	25 miles	33 minutes
Vancouver, WA	39 miles	44 minutes
Portland, OR	50 miles	51 minutes
Hood River, OR	24 miles	29 minutes
The Dalles, OR	47 miles	51 minutes

Source: Google Maps

The map in Figure 1 depicts the regional context of the CBP location.

Figure 1: Regional Context Map



¹ April 1, 2020 Population of Cities, Towns and Counties. Office of Financial Management, Forecasting and Research Division.

² Esri Business Location data. Vintage October 2020.

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2.1.2 CBP Site Characteristics

The CBP has excellent visibility from Evergreen Highway/State Route 14 in both directions; however, access to the site is challenging. There are two ways to access the CBP from the highway. The most direct way is to turn on to Fort Cascades Drive and travel 0.3 miles to the CBP interior road Coyote Ridge Road. There are currently restrictions that limit access into Coyote Ridge Road to the hours between 5 a.m. and 10 p.m. A gate at Coyote Ridge Road and Fort Cascades Drive will be closed during the off hours. Additionally, the largest trucks permitted onto Fort Cascade Drive are small single tractor trailer trucks or box trucks. These restrictions could be changed in the future depending on the development on the CBP site and associated traffic patterns.

The other approach to the CBP does not have any restrictions but is less direct. This truck route is accessed via Evergreen Drive, which is roughly 1 mile west of the CBP. Visitors turn north onto Evergreen Drive from the state route and travel east to Cascade Drive south. Once on Cascade Drive, they will pass under the railroad and Evergreen Highway before turning east onto Coyote Ridge.

Based on preliminary analysis of the site, the 42-acre CBP site has three developable areas, due to its topography, totaling approximately 22-acres. The triangle-shaped area east of Coyote Ridge is approximately 8 acres. The area west of Coyote Ridge is roughly 12-acres and is on an upper bench that enjoys excellent views of the Gorge and surrounding mountains. The westernmost portion of the CBP site is at the base of the 12-acre area; this 2.5-acre area is currently only accessed via Fort Cascades Drive. The developable area may be increased should a developer build retaining walls to stabilize the steep slopes on the CBP site.

The CBP site is zoned Industrial Business Park (I/BP). The I/BP zone is intended to encourage planned developments that incorporate open space, landscaping, unified ownership, and management. The zone provides for light manufacturing; product assembly; wholesale trade; business and professional services; research, business, and corporate offices; and other similar or supporting enterprises. Conditional uses include wholesale and retail sales of goods not manufactured on site; lodging; restaurants and delis, including carry-out and delivery; card lock fuel; warehouse storage; on-site living quarters; and vehicle and equipment storage.

2.1.3 Surrounding Uses

The only active surrounding use is a residential neighborhood of North Bonneville, which is located west of the CBP site. The Hamilton Island Boat Ramp is just west of the site via Fort Cascades Drive. Directly south of the site beyond Fort Cascades Drive is a wooded area with the Fort Cascades trail featuring the Fort Cascades historic site and an Indian petroglyph replica.

The 2019 Bonneville Discovery Trails Plan envisions a system of interpretive trails within North Bonneville that connect to regional trails. The proposed Columbia Trail would route through the CBP site and would connect the existing Discovery Loop trail to the west to the Fort Cascades Historic

site to the east. These strategic connections strengthen North Bonneville as a recreational hub and promote increased visitation to the central business district area.

3 DEMOGRAPHICS AND EMPLOYMENT TRENDS

Two geographies are analyzed to evaluate the demographic and employment trends influencing the CBP site: the primary market area (PMA) and the competitive market area (CMA). The PMA is defined by three counties on the Washington side of the Columbia River and three counties on the Oregon side of the Columbia River. The PMA counties are listed in the call-out box and shown in Figure 2. The PMA is characterized as the area where businesses may seek to locate before narrowing its search, where employees travel to and from work to, and where visitors travel to.

Primary Market Area:
Washington Counties

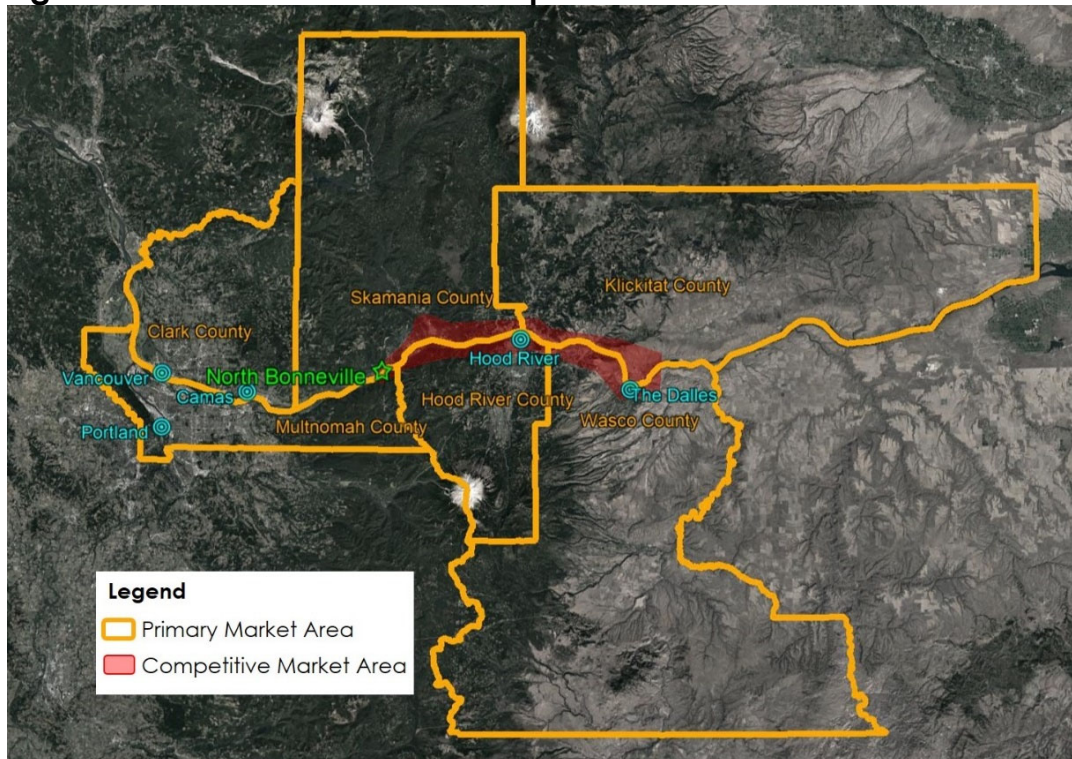
- Clark
- Skamania
- Klickitat

Washington Counties

- Multnomah
- Hood River
- Wasco

The CMA comprises the Gorge communities of North Bonneville, Stevenson, Cascade Locks, Hood River, White Salmon, Bingen, and The Dalles. Information collected specific to this area provide potential businesses considering locating in the Gorge area data underwrite the feasibility of a project based. The map in Figure 2 depicts the PMA and CMA.

Figure 2: Market Area Context Map

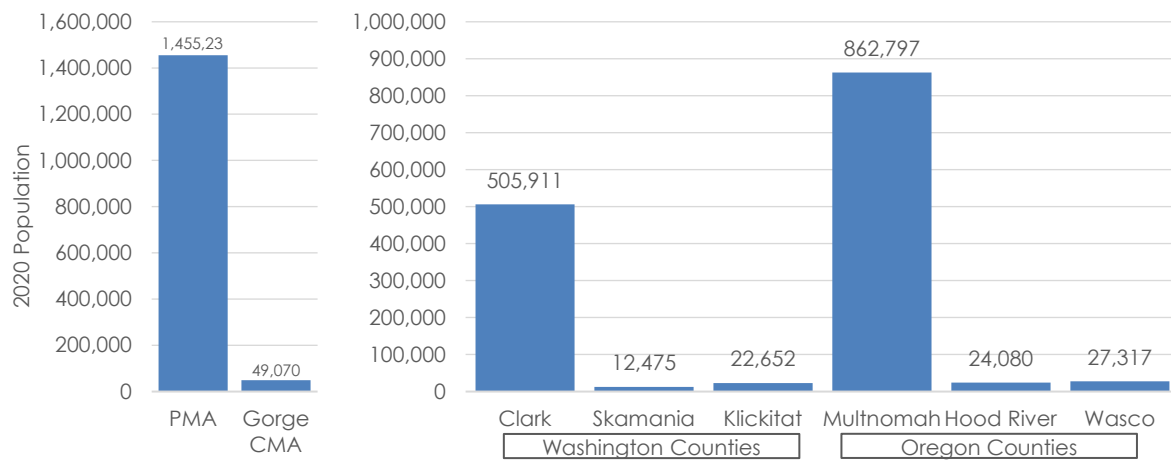


3.1 Demographics

3.1.1 Population

As of 2020, the six counties that comprise the PMA total 1.46 million people. At 12,475 people, Skamania County represents only 0.9 percent of the PMA population. The CMA totals just over 49,000 people or 3.5 percent of the total population in the PMA. The charts in Figure 3 show the 2020 population at the PMA/CMA level and across the six counties that comprise the PMA. These charts illustrate the disparity in population between the urban Multnomah and Clark Counties relative to the four Gorge area counties of Skamania, Klickitat, Hood River, and Wasco.

Figure 3: 2020 Population



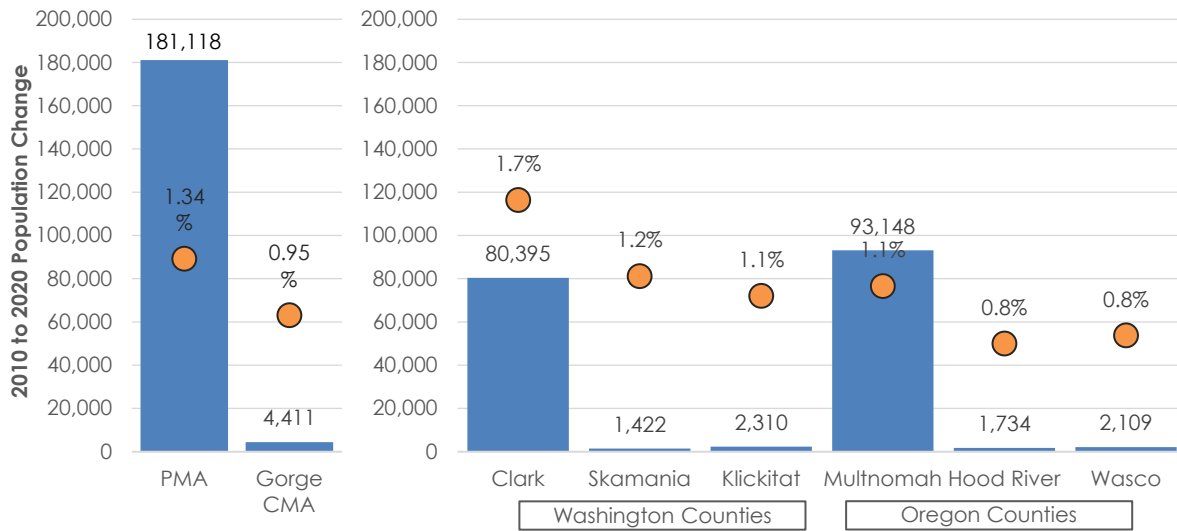
Source: Esri

Between 2010 and 2020 the population of the PMA increased by 181,125, with an annual growth rate of 1.3 percent. During the same period, the CMA population increased by 4,400, with an annual growth rate of 0.9 percent. Skamania County grew by 1,425 residents. Although this was the smallest numerical growth of all the counties, because of its smaller overall population it represented significant annual growth of 1.2 percent.

Looking ahead between 2020 and 2025, the PMA is expected to grow by 96,150 residents representing 1.3 percent in annual growth. During the same period, the CMA is expected to grow by 2,125 people with an annual growth rate of 0.9 percent. Once again, Skamania County had the smallest number of anticipated new residents but grew by a substantial 1.1 percent annually. The charts in Figure 4 on the following page illustrate the projected population growth through 2025.

Strong projected regional and local growth could have a positive impact on local economic development efforts as new residents contribute to an expanded labor force and customer base.

Figure 4: 2010 to 2020 Population Change



Note: Bars represent the total population change by area between 2010 and 2020. Circles represent the annual population growth rate during this period. Source: Esri

Figure 5 on the following page illustrates a more detailed analysis of population growth by looking at growth by generation. The generations that most represent the workforce are Generation X, Millennials, and Generation Z.

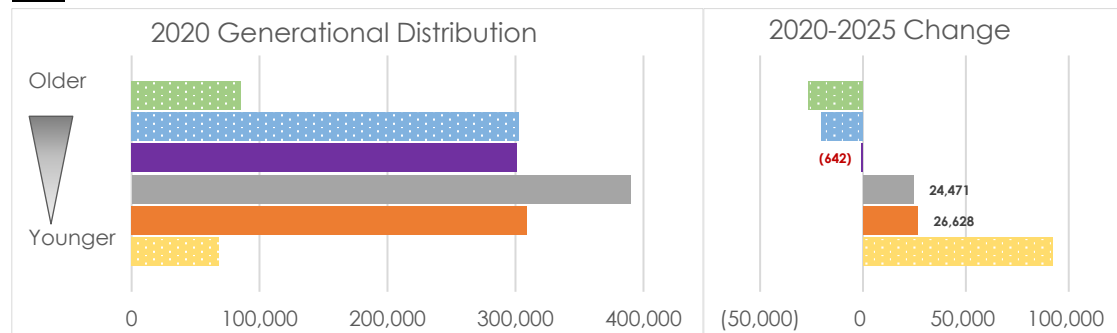
- Generation X represents people between the ages of 40 and 55 as of 2020. By 2025 the upper range of this generation will be nearing the later stages of their working life.
- Millennials represents people between the ages of 22 and 39 as of 2020. This generation will be in the prime of their working life by the time the CBP may be developed. By 2025 the upper range of this generation will be 44 years old.
- Generation Z represents people between the ages of 4 and 21 as of 2020. This upper range of this generation will be just entering the work force by the time the CBP may be developed. By 2025 the upper range of this generation will be 26 years old.

As the figure below shows, the Gorge CMA is projected to see its entry level workforce decline by almost 100 people from 10,391 to 10,297 between 2020 and 2025; however, both the Millennials and Generation X are anticipated to see increase by 482 and 339 people, respectively. This bodes well for a stable, but relatively slow growing (0.5 percent annual growth) labor force in the foreseeable future in the CMA.

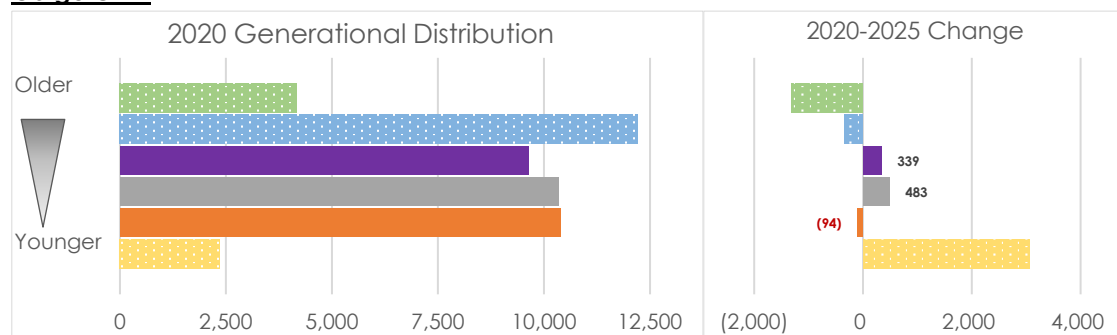
Population growth in the three key generational age cohorts, Generation X, Millennials, and Generation Z indicates a stable labor force in the CMA and growing you labor force in the broader PMA.

On the other hand, the PMA is expected to see the younger Generation Z and Millennial generations grow while Generation X is expected to decline. The PMA’s population growth in these three key generational age cohorts is estimated to increase at a rate of 1.0 percent per year over the next five years.

Figure 5: Population by Age Cohort
PMA



Gorge CMA



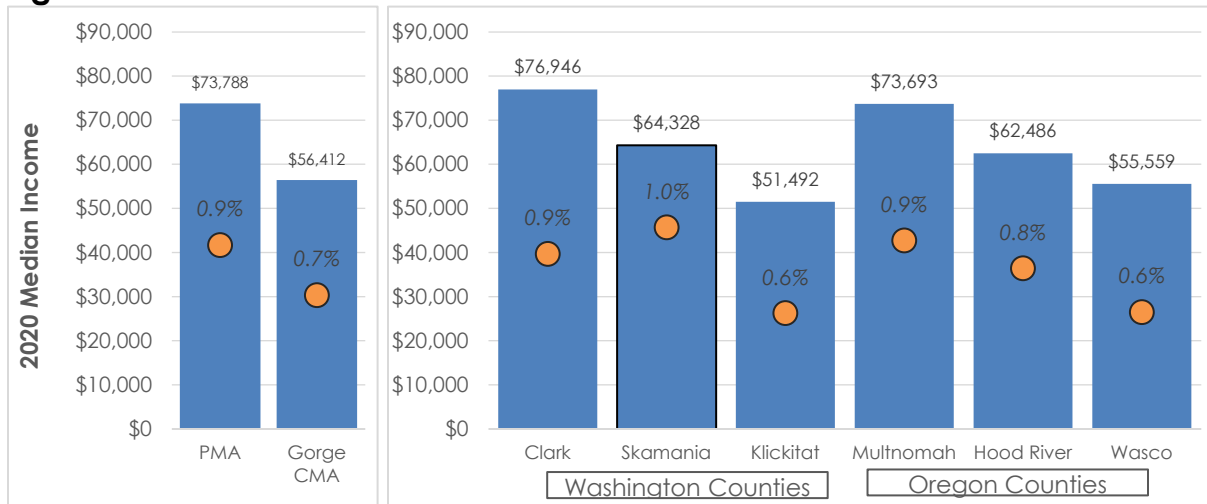
Color Key	Age Range	
	In 2020	In 2025
Green	Silent and Greatest Generations (Born 1945 or Earlier)	75 or older / 80 or older
Blue	Baby Boomers (Born 1946 to 1964)	56 to 74 / 61 to 79
Purple	Generation X (Born 1965 to 1980)	40 to 55 / 45 to 60
Grey	Millennials (Born 1981 to 1998)	22 to 39 / 27 to 44
Orange	Generation Z (Born 1999 to 2016)	4 to 21 / 9 to 26
Yellow	Generation Alpha (Born 2017 or later)	3 or younger / 8 or younger

Source: Esri

3.1.2 Median household income

Skamania County has a median household income of \$64,325. This is higher than both the median income of the Gorge CMA (\$56,400) and the other counties in the PMA, except for Clark and Multnomah County. Figure 6 illustrates the current median household income by market area and county. This figure also shows the projected annual median income growth rate between 2020 and 2025. Note that at one percent per year, Skamania County’s projected annual growth rate is the highest among the geographies analyzed.

Figure 6: 2020 Median Income



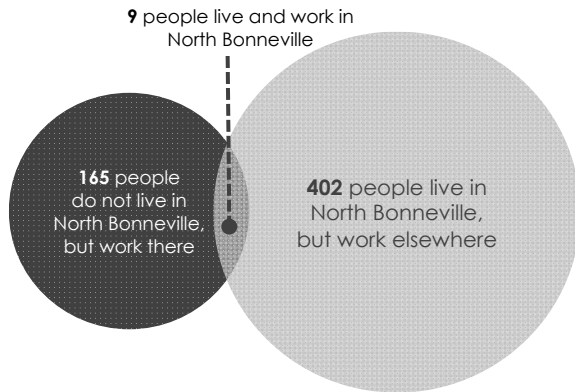
Note: Bars represent the median household income estimate in 2020. Circles represent estimated annual income growth between 2020 and 2025
Source: Esri

Median income is a data point that helps inform a household’s capacity to spend on items such as food and beverage or trip lodging. People from all over the PMA, or beyond, may choose to stop and visit potential future uses at the CBP. The PMA’s average 2020 estimated disposable income is just over \$700 per year for lodging accommodations and \$635 per year for food and drink. Disposable income for local food and drink is in addition to this figure.

3.1.3 Commute Patterns

The U.S. Census Bureau’s On the Map tool provides insight into commute patterns for both residents of North Bonneville and people who travel to the city for work. Residents of North Bonneville primarily travel outside of the community for work. In 2018, there were 411 people living in North Bonneville and 174 people employed in North Bonneville. Only nine residents of North Bonneville both lived and worked in the city (Figure 7).

Figure 7: North Bonneville Inflow/Outflow Analysis

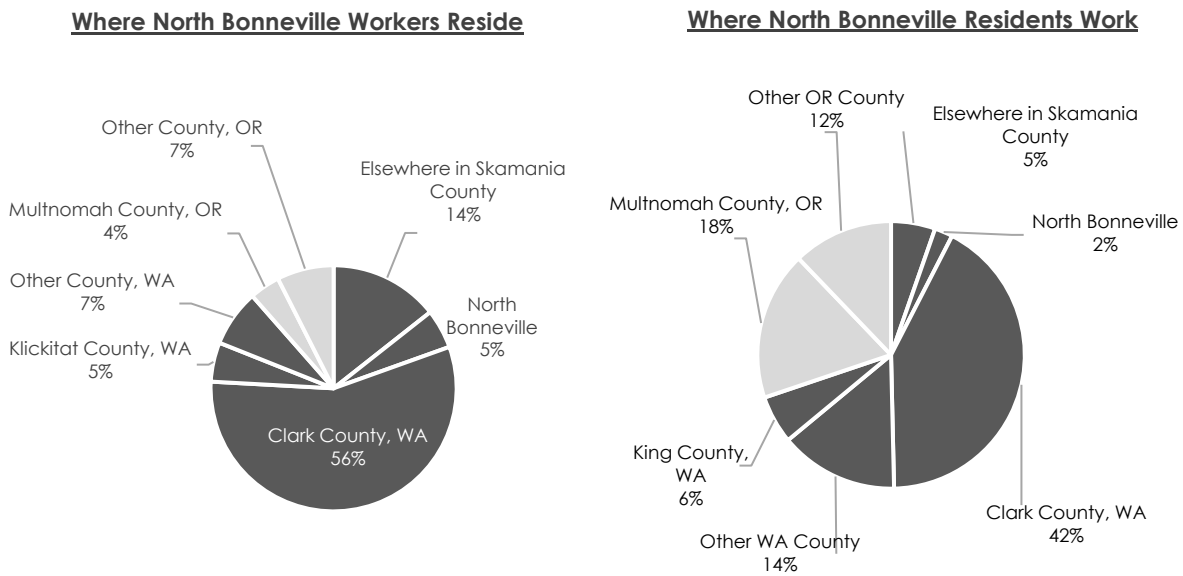


Source: Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

Workers that commute to North Bonneville for employment primarily travel from Clark County (56 percent, Figure 8). Another 19 percent live either in North Bonneville or are elsewhere in Skamania County.

Residents of North Bonneville that commute outside of the city primarily travel to Clark County (42 percent) and Multnomah County (18 percent, Figure 8). Providing more employment opportunities locally would be beneficial and could help to shorten daily commutes. Only seven percent of North Bonneville workers commute to a job elsewhere in Skamania County.

Figure 8: North Bonneville Inflow/Outflow Analysis



Source: Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

3.2 Employment

In November 2020, the overall unemployment rate for the PMA was 6.6 percent. The unemployment rate in Skamania county was higher at 7.8 percent. Table 2 compares the November 2020 unemployment rate to the 24-month average unemployment. Figures highlighted in red show areas where the November rate is higher than the 24-month average indicating that the area is undergoing economic recovery and seeing decreased unemployment. In Skamania County the 24-month average unemployment is 0.6 percent less than the November 2020 rate, however the unemployment rate is still 1.1 percent higher than that of the PMA.

Potential employers locating in Skamania County may see the county's recovering economy as an opportunity because it signals that there are workers available to fill new positions so long as they are trained.

Table 2: Labor Force and Unemployment

County	State	Civilian labor force	Unemployment	Unemployment rate (November 2020/ 24-Month Average)*
PMA Overall		738,433	48,465	6.6% / 6.1%
Gorge Area Counties		41,500	2,318	5.6% / 5.9%
Skamania	WA	5,364	417	7.8% / 7.2%
Klickitat	WA	9,766	635	6.5% / 6.9%
Hood River	OR	13,572	623	4.6% / 4.8%
Wasco	OR	12,798	643	5.0% / 5.8%
Urban Counties		696,933	46,147	6.6% / 6.1%
Clark	WA	235,316	16,362	7.0% / 6.5%
Multnomah	OR	461,617	29,785	6.5% / 5.9%
United States		160,467,692	10,264,206	6.4% / 5.6%
	WA	3,834,552	225,136	5.9% / 6.1%
	OR	2,111,864	115,365	5.5% / 5.6%

Source: Stats America. Current 24-Month LAUS Averages for All Counties

* Green bold font indicates the November 2020 unemployment is lower than the 24-month average. Red font indicates the November 2020 unemployment rate is greater than the 24-month average.

Figure 9 shows employment by industry with Skamania County, the Gorge Area Counties and Clark and Multnomah Counties for the second quarter of 2020. In Skamania County the largest employment sector is leisure and hospitality (38 percent). This category includes both lodging and food and beverage positions. Other key sectors are manufacturing (20 percent of total employment) and trade, transportation, and utilities (16 percent).

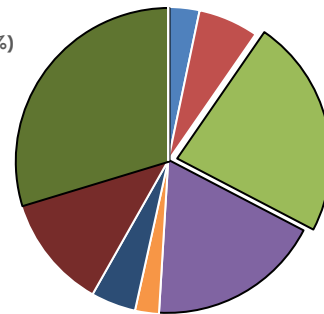
Between the second quarter of 2019 and the second quarter of 2020, Skamania county experienced a net decrease in private employment of 8.8 percent or 127 jobs. Job losses were in leisure and hospitality (164 jobs lost) and natural resources and mining (12 jobs lost). The leisure and hospitality job losses were a direct result of the pandemic and related health restrictions. During the same period, manufacturing added 21 jobs in the county increasing from 228 to 240 jobs.

Gorge Area Counties, and Multnomah and Clark counties have more diversity in industries with no one sector comprising more than 23 percent of the total jobs. Between the second quarter of 2019 and the second quarter of 2020, Gorge Area Counties lost 6.3 percent of their private employment or 1,816 jobs. Multnomah and Clark counties lost 6.5 percent or 37,651 jobs during this time.

Figure 9: Employment by Industry (2020, 2nd Quarter)

Skamania County (Private Jobs)

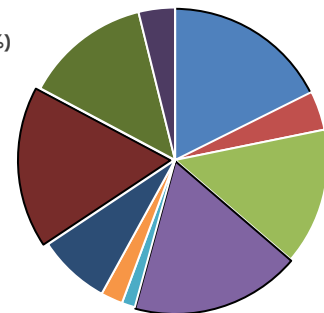
- Natural resources and mining (3.3%)
- **Manufacturing (19.7%)**
- Information (0.0%)
- Professional and business services (3.7%)
- **Leisure and hospitality (38.0%)**
- Public administration (0.0%)
- Construction (5.6%)
- **Trade, transportation, and utilities (16.1%)**
- Financial activities (2.2%)
- Education and health services (10.7%)
- Other services (0.0%)
- Unclassified (0.0%)



Private/Public Job Mix
 Private Jobs: 1,480
 Public Jobs: 309
 Total Jobs: 1,789

Gorge Area Counties (Private Jobs)

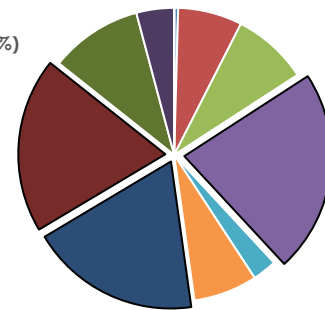
- Natural resources and mining (17.6%)
- Manufacturing (14.5%)
- Information (1.4%)
- Professional and business services (7.7%)
- Leisure and hospitality (13.4%)
- Public administration (0.0%)
- Construction (4.2%)
- **Trade, transportation, and utilities (18.0%)**
- Financial activities (2.3%)
- **Education and health services (17.1%)**
- Other services (3.9%)
- Unclassified (0.0%)



Private/Public Job Mix
 Private Jobs: 30,162
 Public Jobs: 4,124
 Total Jobs: 34,286

Clark and Multnomah Counties (Private Jobs)

- Natural resources and mining (0.4%)
- Manufacturing (8.4%)
- Information (2.7%)
- **Professional and business services (18.7%)**
- Leisure and hospitality (10.2%)
- Public administration (0.0%)
- Construction (7.1%)
- **Trade, transportation, and utilities (22.3%)**
- Financial activities (7.0%)
- **Education and health services (19.2%)**
- Other services (4.1%)
- Unclassified (0.0%)



Private/Public Job Mix
 Private Jobs: 584,306
 Public Jobs: 89,166
 Total Jobs: 673,472

Source: U.S. Bureau of Labor Statistics, State and County Employment and Wages

Public sector jobs are also important to a regions employment mix. At 17.3 percent, Skamania County’s share public jobs is higher than the Gorge Area Counties (12.0 percent) and the Multnomah and Clark (13.2 percent).

3.2.1 Gorge CMA Employer Dynamics

An analysis of employer-level data collected for the CMA is used to understand business growth by industry, identify typical sales volumes to inform economic impacts, and provide the Port with a usable

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dataset. The analysis in the Tables 3 and 4, below, show business trends in the CMA overall as well as by state and target industry.

The CBP can support a range of businesses. The main target industries are broadly categorized as manufacturing, libations, and lodging.³ Table 3 shows the number of businesses, employees, and average employees per business in the CMA showing both the overall total for all sectors and the total for the target industries. It also shows the share of new businesses that were established before and after 2010.

Table 3: CMA Businesses by Year Established

	Overall			Target Industry: Manufacturing			Target Industry: Libations			Target Industry: Lodging		
	CMA	WA	OR	CMA	WA	OR	CMA	WA	OR	CMA	WA	OR
Businesses												
Total Businesses	3,464	708	2,756	118	31	87	57	17	40	49	14	35
Annual Average*	180.2	38.7	141.5	4.8	1.1	3.7	3.3	0.8	2.5	1.5	0.2	1.3
2011 or After	1,561	352	1,209	43	10	33	30	7	23	14	2	12
2010 or Before	1,903	356	1,547	75	21	54	27	10	17	35	12	23
% after 2010	45%	50%	44%	36%	32%	38%	53%	41%	58%	29%	14%	34%
Employees												
Total Employees	21,632	6,009	15,623	2,911	1,970	941	316	95	221	756	480	276
Annual Average*	596.1	132.0	464.1	32.6	4.5	28.1	16.0	3.5	12.5	10.6	0.6	10.0
2011 or After	4,965	1,015	3,950	285	30	255	152	33	119	104	6	98
2010 or Before	16,667	4,994	11,673	2,626	1,940	686	164	62	102	652	474	178
% after 2010	23%	17%	25%	10%	2%	27%	48%	35%	54%	14%	1%	36%
Average Employees/Business												
Overall Average	6.2	8.5	5.7	24.7	63.5	10.8	5.5	5.6	5.5	15.4	34.3	7.9
Annual Average*	3.3	3.4	3.3	6.8	4.1	7.6	4.8	4.4	5.0	7.1	3.0	7.7
2011 or After	3.2	2.9	3.3	6.6	3.0	7.7	5.1	4.7	5.2	7.4	3.0	8.2
2010 or Before	8.8	14.0	7.5	35.0	92.4	12.7	6.1	6.2	6.0	18.6	39.5	7.7

Source: DemographicsNow

* Annual average of new businesses established between 2010 and 2019 and related employees and average employees per business.

³ Using the North American Industry Classification System (NAICS) manufacturing includes businesses classified with NAICS code 31-33 which includes the food, textiles, and wood, paper and chemicals, and fabrication and equipment industries. Lodging includes businesses classified by NAICS codes 7211, 7212, and 7213 or traveler accommodation, and RV parks and recreational camps businesses. The Libations category includes businesses classified by NAICS codes 3121, 4248, and 7224 or beverage manufacturing, beer, wine, and distilled alcoholic beverage merchant wholesalers, and drinking places.

The table on the previous page shows that business creation activity is more robust on the Oregon side of the CMA. In Washington, an average of 1.1 manufacturing businesses is created each year employing an average of 4.5 people. Businesses supporting the creation of libations average 0.8 new business per year employing an average of 5.6 people. Lodging is at the low end of this trend with 0.6 new businesses per over the ten-year period but with a higher average of 34.3 people employed.

The relatively slow pace of new business establishment on the Washington side of the CMA is likely due to limited building space to grow businesses.

Table 4 provides more detailed look at the number of businesses, employees, and sales for each target sector. This data will be used to estimate economic impacts and the raw data may be used to help with targeted marketing efforts for space developed on the CBP.

Table 4: Detail of CMA Businesses and Average Annual Sales per Employee

	Businesses			Employees			Sales/Employee (thousands \$s)		
	CMA	WA	OR	CMA	WA	OR	CMA	WA	OR
Manufacturing (31-33)									
Total	117	30	87	1,711	770	941	\$203	\$216	\$193
31: Food, textiles, and wood	24	3	21	339	15	324	\$306	\$44	\$318
32: Paper and chemicals	35	10	25	838	489	349	\$189	\$233	\$127
33: Fabrication and equipment	58	17	41	534	266	268	\$161	\$196	\$126
Manufacturing Examples									
31: Bakeries and Tortilla	6	1	5	17	2	15	\$53	\$28	\$56
32: Other Wood Product	6	4	2	71	15	56	\$112	\$124	\$109
32: Pharmaceutical and Medicine	4	1	3	114	6	108	\$85	\$67	\$86
32: Plastics Product	2	1	1	72	70	2	\$193	\$196	\$85
33: Semiconductor and Other Electronic Component	2	1	1	76	46	30	\$230	\$242	\$212
33: Office Furniture	1	1	0	100	100	0	\$150	\$150	\$0
33: Other Miscellaneous	19	4	15	84	21	63	\$95	\$129	\$84
Libations									
31: Beverage	34	10	24	173	42	131	\$122	\$98	\$130
42: Beer, Wine, and Distilled Alcoholic Beverage Wholesalers	9	2	7	44	12	32	\$110	\$60	\$129
72: Drinking Places (Alcoholic Beverages)	14	5	9	99	41	58	\$27	\$36	\$21
Lodging									
Traveler Accommodation	40	8	32	736	470	266	\$49	\$56	\$37
RV Parks and Recreational Camps	9	6	3	20	10	10	\$45	\$45	\$45

Source: DemographicsNow

4 MARKET OVERVIEW

Our understanding is that the Port is interested in supporting development on the Property that will result in taxable uses, create family-wage jobs, and take advantage of the natural amenity value of Columbia River and Columbia Gorge access. Section 3 provides demographic and business trends in the PMA and CMA. The information in the previous section did not indicate significant issues with introducing new construction on the CBP to support any of the three target industries: manufacturing, libations, or lodging. This section will summarize market data and information gained from interviews for these target industries. The Port has also indicated office-space as a potential use for the CBP. This section does not focus on offices. The CBP is suitable to support this use, and flex industrial buildings can support a range of businesses, including those that require office space.

4.1 Light Industrial

Light industrial uses are broadly defined. For the CBP, the most likely users for light industrial space would be manufacturers of goods. Heavy industrial users such as smelters, forges, and foundries would not likely be suitable for this site given its proximity to the residential neighborhood to the west. Other users for light industrial space could be engineering firms or organizations needing research and lab space. Light industrial buildings provide flexibility for these users while also providing space for supporting office workers, if needed. These buildings can also support the production and distribution of libations (beer, wine, and spirits) while at the same time providing area for a tasting room, food service, and/or administrative office.

4.1.1 Background and Market Fundamentals

The Port owns seven commercial buildings in Skamania County. Five of these buildings can be described as light industrial: the Skye Building, the Teitzel Building, Discovery, the Evergreen Building, and River Point. The Tichenor building can be described as a flex building that serves office users but also has space for light industrial users fitted with high ceiling, clear heights and high bay doors. This portfolio of Port buildings is currently fully occupied.

Overall, there is limited light industrial space in Skamania County. According to CoStar data, there are only five industrial properties totaling 96,000 square feet. There is no vacancy in these buildings, and the estimated asking rent is \$0.80 per square foot per month. Except for the River Point building, the Port's buildings are not included in this data set. The Skamania County market fundamentals are strong compared to the PMA and CMA. This is due to the limited supply of industrial space in the county, suggesting additional industrial inventory could be supported.

The information presented in Table 5 shows the volume of industrial space and market fundamentals in the PMA and the CMA. Most of the industrial space in the PMA is in the urban counties of Clark and Multnomah. The CMA industrial market is considered a tertiary market that generally supports smaller scale businesses. There are exceptions to this observation. Insitu employs over 1,000 people in Bingen and occupies nearly 125,000 square feet. The CMA also does not attract warehousing and

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distribution buildings, which require proximity to U.S. highways or rail and have large building footprints. This is evidenced by the small average building size in the CMA compared to the PMA.

The PMA urban counties have also attracted more development over the past ten years with 15 million new square feet compared to nearly 130,000 in the CMA. The average rental rate for industrial square feet in the overall CMA is currently \$0.62 per square foot per month compared to the PMA average rate of \$0.73 per square feet. The vacancy rate in the PMA is also strong at 4.7 percent. Clark County’s rate is a very low 2.3 percent. The vacancy rate for the 9.5 million square feet of space that makes up southeast Clark County is also very low at 3.2 percent. This area also has an average asking rate of \$0.74 per square foot per month. These indicators bode well for new industrial development in Skamania County which can be considered a spillover market for some industrial users looking to locate or expand in Clark County.

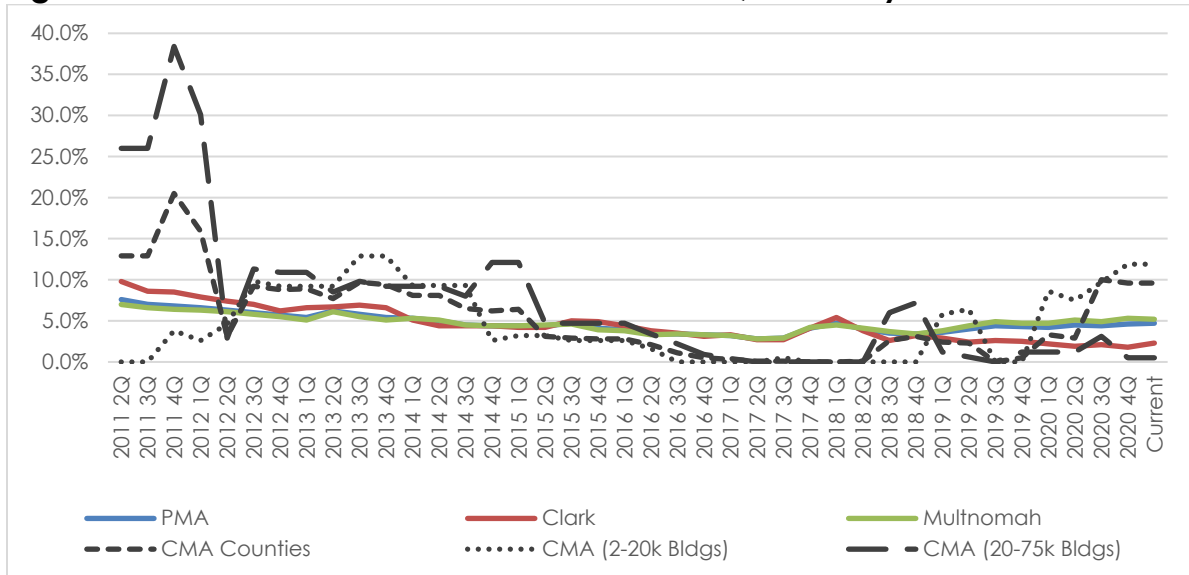
Table 5: Current Industrial Market Fundamentals

	Buildings	Square Feet	Average Building Size	Total Square Feet (Delivered 2011-20)	NNN Rate	Vacancy Rate
PMA	3,939	131,717,491	33,439	15,128,324	\$0.73	4.7%
Clark County	790	25,573,140	32,371	4,133,112	\$0.66	2.3%
Multnomah County	3,095	105,234,548	34,001	10,865,673	\$0.75	5.2%
CMA Counties	55	939,178	17,076	129,539	\$0.62	9.6%
CMA (2-20k Sq Ft Buildings)	37	301,224	8,141	5,000	\$0.66	11.9%
CMA (20-75k Sq Ft Buildings)	9	402,306	44,701	0	\$0.59	0.5%

Source: CoStar

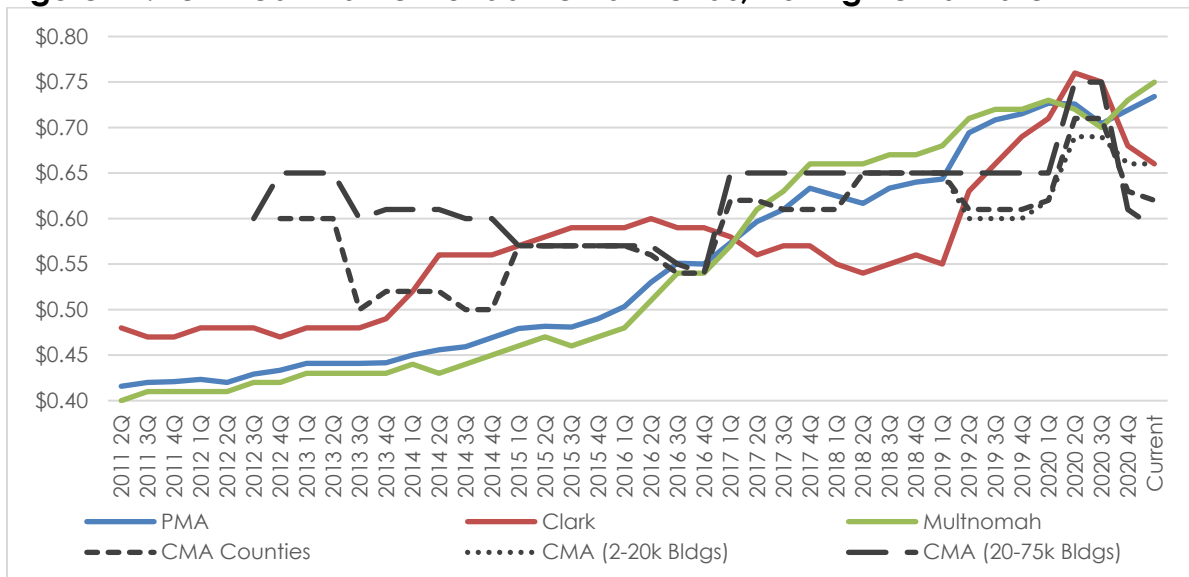
The high CMA vacancy rate and relatively low asking rental rate may be of concern. There are a few reasons for this. First, when the economy turns down, secondary and tertiary markets are typically the first to see businesses close or relocate to new locations as better space becomes available. Also, the CMA’s smaller inventory makes it more susceptible to swings in average asking rental rates and the vacancy rate. The ten-year vacancy and asking rental rate trends are shown in Figure 10 and Figure 11. The dashed CMA lines show how volatile these indicators can be relative to the larger urban counties.

Figure 10: Ten-Year Market Fundamental Trends, Vacancy Rate



Source: CoStar

Figure 11: Ten-Year Market Fundamental Trends, Asking Rental Rate



Source: CoStar

4.1.2 Opportunities

The market indicators provide strong evidence that phased new light industrial buildings could be supported on the CBP. This was also supported by interviews conducted for this report. Two other ports in the CMA are each planning new buildings.

The Port of Camas-Washougal is starting on a 50,000-square-foot building. Space in this building may be leased to tenants needing as little as 3,000 square feet. The flexible building supports a range of users and space types, including administrative office and research space. For example, the port has a

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user in a similar building that manufactures coffee pods but also has 6,000 square feet of administrative office. Upon completion, the port will have 20 industrial buildings totaling nearly 400,000 square feet. These buildings have been at full occupancy for the past six years.

The Port of Cascades Locks also has fully occupied industrial space and have been turning away interested businesses seeking between 2,000 and 5,000 square feet. The port is in the process of planning a 40,000 square foot building for an expanding local business.

The CBP is a challenging site from the perspective of a private developer. The return requirements are higher for the private sector than for a port, and in tertiary markets such as Skamania County, it is more difficult to secure lower-risk financing for speculative buildings given the volatility in market dynamics. Private development would be incentivized with a reduced land price, risk adjusted ground lease terms, or a successful securing an early phase tenants that help “prove the market” in North Bonneville..

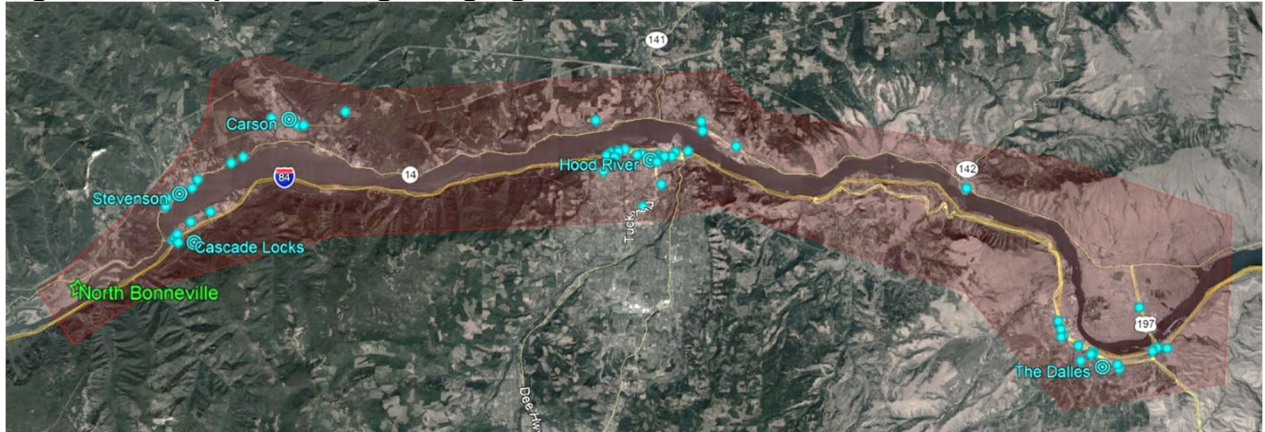
4.2 Lodging

The Columbia River Gorge National Scenic Area is a regional, national, and an international destination. The Gorge area’s natural beauty; access to outdoor recreation, including wind and water sports, fishing, and hiking; and proximity to two major metropolitan areas (Portland and Seattle) with international airports help with this tourism gravity. This is evidenced by the number of locations for visitors to stay. The business total number of lodging facilities was presented in section three. These will be analyzed more closely in this section.

4.2.1 Industry Context

There are approximately 56 places to stay in the Gorge CMA. Of this total, 30 are hotels or motels, 18 are inns, cabins, or bed and breakfasts, and eight are RV facilities. Of the 48 locations that are not RV facilities, 39 are in Oregon (75 percent) and the remaining nine are in Washington. More rooms are in Oregon: 1,548 rooms (81 percent) on the Oregon side and 369 on the Washington side. Since 2010, there have been 14 new lodging facilities established in Oregon and none in Washington. There are two proposed small scale lodging facilities in Stevenson (a 48-room project on the former Hegewald Lumber Mill Site) and Carson (a five to ten cabin development). The map in Figure 12 shows where the existing lodging facilities are in the Gorge CMA.

Figure 12: Map of Existing Lodging



In addition to these existing facilities, there has been one notable closure and two proposed new lodging facilities in the CMA. The 78-room Bonneville Hot Spring resort in North Bonneville recently closed. This resort was built in 2002 and was located approximately 1-mile north of the CBP. The resort was reportedly a viable hospitality business, but an offer to sell was accepted. The property has been remodeled to be an inpatient treatment center. The inpatient facility has not opened yet and the parent company has been sold. If the plans for an inpatient facility fall through and the property goes on the market, this would be a turnkey opportunity in a location similar to the CBP. The two proposed hotel developments are a 74-room Comfort Inn & Suites in Hood River and a 110-room Hilton Garden Inn in The Dalles. These hotels are both expected to be completed in 2022.

4.2.2 Opportunity

A recent study conducted for a project in Stevenson found there to be capacity for additional rooms in the Gorge CMA. This was corroborated during interviews conducted for this report. The CBP is in an area of the CMA where there is a dearth of lodging on the Washington side. The first lodging facilities visitors traveling from the west encounter on the Washington side of Columbia River are in Stevenson where the 254-room Skamania Lodge is located. The Stevenson and Carson areas are also dotted with smaller, successful cabin lodging facilities.

The CBP is large enough to accommodate a chain hotel or a smaller facility with cabins or a small lodge. However, local zoning allows lodging only as a conditional use. There are also few nearby amenities that chain hotels seek, as evidenced by the two projects planned for Hood River and The Dalles. These locations not only have the recreation attraction, but also are employment centers with vibrant commercial areas.

If hospitality were to be located on the CBP, it would likely be on the smaller scale and support areas visitors seeking the unique surroundings and recreational opportunities of the Columbia River Gorge. Mixing industrial uses and lodging in can be challenging. A compelling spot for a small facility could be on the 2.5-acres located on the lower southwest portion of the CBP where it would be separated from the industrial development on the upper portion of the site and located along the Discovery Loop trail.

4.3 Food & Beverage

Food and beverage could be an important component to a vibrant CBP. Such uses would include those that produce libations including beer, wine, and spirits. These facilities could also include tasting rooms and kitchens giving both workers, residents, and visitors a place to stop and eat.

4.3.1 Industry Context

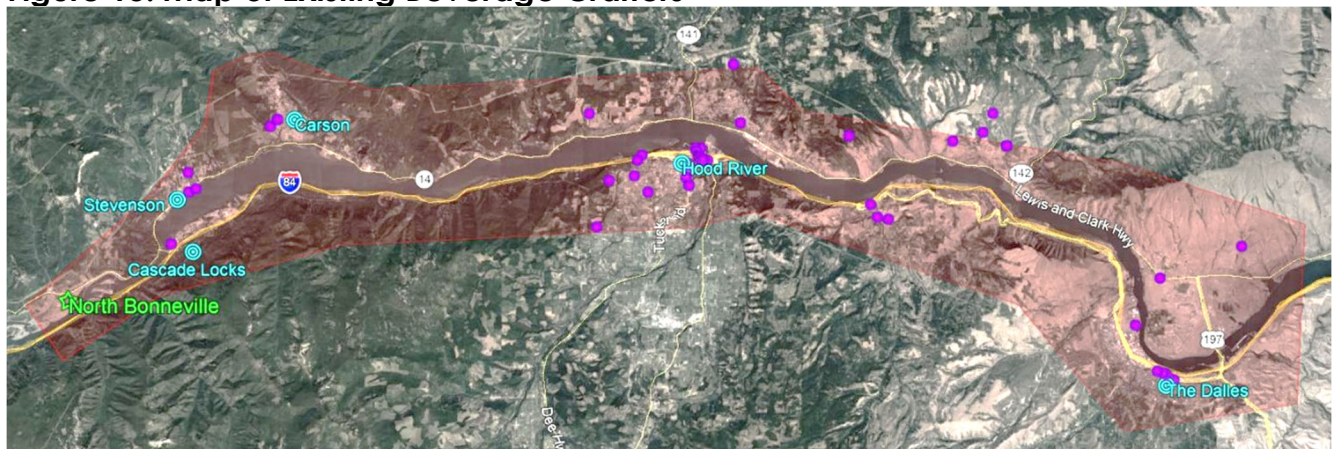
As Table 6 and Figure 13 show, there are 49 establishments in the CMA that create beer, wine, sprits, or cider beverages. Most of these businesses are in Oregon, with 35 establishments (or 71 percent) on that side of the Columbia River. The map in Figure 13 shows no businesses are currently in North Bonneville, but a concentration of businesses in the Stevenson, Carson, and Cascade Locks area near North Bonneville. These six businesses are all breweries with some providing food service.

Table 6: CMA Based Beverage Crafting Businesses

	Total	WA	OR
Distillery	5	1	4
Brewery	16	5	11
Winery	25	8	17
Cider	3	0	3
Total	49	14	35

Source: DemographicsNow

Figure 13: Map of Existing Beverage Crafters



Source: DemographicsNow

4.3.2 Opportunities

A business that produces beer or cider or distils spirits and provides a destination with food service could be an important anchor to the CBP. It is common for these types of businesses to locate in a business park setting. While over saturation can be a risk to success, there have been successful businesses in the food and beverage industry throughout the CMA for years, and the sentiment from interviews is that there is little risk to over saturation on the Washington side of the Columbia River.

The CBP has several advantages that could compel business to grow and expand here or a new business to start its journey. First is location. As noted early in the report, North Bonneville is centrally located in the region. The site is visible from State Route 14 and access is sufficient with adequate signage. Distribution from this site would not be a problem. From a visitor's perspective, an outdoor seating area could capture views that capture the Gorge as a special place, including the surrounding mountains, the Bonneville Dam, and the Columbia River. It is also near regional trails and the boat ramp.

Finally, and most importantly from a business operations standpoint, the CBP has sufficient water service and can handle wastewater with no additional charges. A common issue for some brewers is the cost to discharge wastewater. This cost would not be a factor at the CBP. It would be important to consider in the site plan where on the CBP a cluster of these business could locate and to purpose build the space to include pre-treatment infrastructure.

APPENDIX C

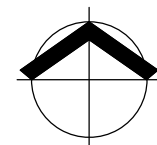
CONCEPTUAL SITE PLANS & COST ESTIMATES





PROPOSED LAND USES

USE	TOTAL (SF)
FLEX	260K
RESEARCH	18K



NOTE: BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALE ACCORDINGLY.


**CASCADE BUSINESS PARK
CONCEPTUAL SITE PLANNING**
PORT OF SKAMANIA
NORTH BONNEVILLE, WA

INDUSTRIAL
FLEX

SITE PLAN

A

MFA JOB #: 0350.02
 ISSUE DATE: 03/25/21
 CHECKED: K. BOON
 DRAWN: C. RILEY

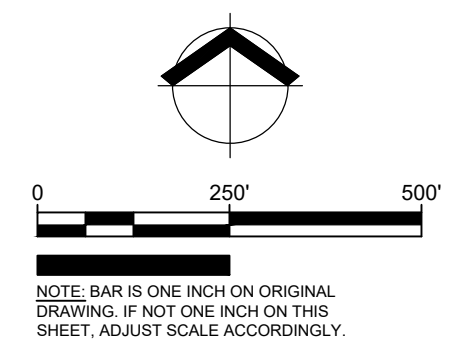


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PROPOSED LAND USES

USE	TOTAL
HOTEL & CONFERENCE CENTER	80K SF 103 ROOMS
CABINS	14,400 SF
RETAIL / EATERY	29K SF
RECREATIONAL RENTAL SHOP	6K SF
AMPHITHEATER	120 PERSON CAPACITY
FLEX	112K SF



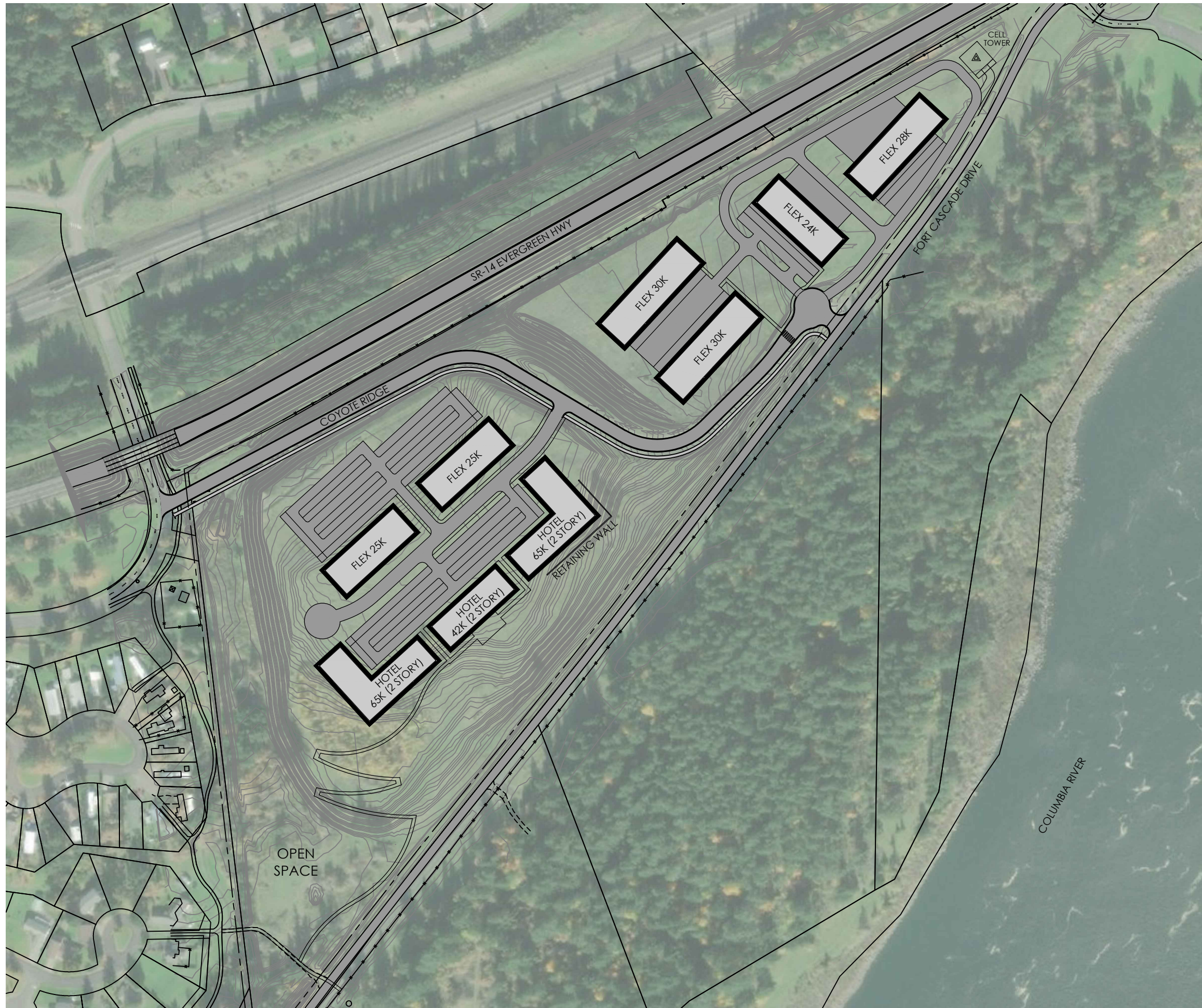
CASCADE BUSINESS PARK
CONCEPTUAL SITE PLANNING
 PORT OF SKAMANIA
 NORTH BONNEVILLE, WA

RESORT / DESTINATION & INDUSTRIAL FLEX

SITE PLAN
B

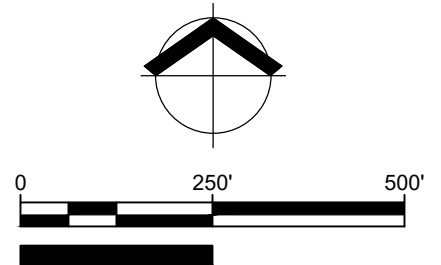
MFA JOB #: 0350.02
 ISSUE DATE: 03/25/21
 CHECKED: K. BOON
 DRAWN: C. RILEY

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PROPOSED LAND USES

USE	TOTAL (SF)
HOTEL	172K 246 ROOMS
FLEX	212K



NOTE: BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALE ACCORDINGLY.

**CASCADE BUSINESS PARK
CONCEPTUAL SITE PLANNING**
PORT OF SKAMANIA
NORTH BONNEVILLE, WA

HOSPITALITY /
& INDUSTRIAL
FLEX

SITE PLAN
C

MFA JOB #: 0350.02
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PROPOSED LAND USES

USE	TOTAL (SF)
FLEX	199K
HOTEL	60K 80 ROOMS



Rough Order of Magnitude Summary - Feasibility Level

Cascade Business Park Rough Order Of Magnitude Cost Estimate		
Project:	Cascade Business Park	
Client:	Port of Skamania	
Project #/Task:	0350.02	Initial
Prepared By:	D. Sorensen	DS
Checked By:		
Date:	March 25 2021	
Revision #.:	0	



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Rough Order of Magnitude Summary - Feasibility Level		
Description		Cost
Cascade Business Park - East Location Cost	\$	1,866,847
Cascade Business Park - West Location Cost	\$	2,761,240
Cascade Business Park Total Cost	\$	4,628,087

Cascade Business Park

Phase 1 - East Location

Tasks	Decription	Measurement	Cost	Contingency	Total Cost
1	General Condition	Combined	\$ 118,671	\$ 3,250	\$ 121,921
2	Erosion Control	Combined	\$ 28,250	\$ 7,063	\$ 35,313
3	Grading	Combined	\$ 457,924	\$ 114,481	\$ 572,405
4	Storm Water	Combined	\$ 160,300	\$ 40,075	\$ 200,375
5	Sanitary Sewer	Combined	\$ 97,975	\$ 24,494	\$ 122,469
6	Potable Water	Combined	\$ 308,500	\$ 77,125	\$ 385,625
7	Hard Scape	Combined	\$ 277,460	\$ 69,365	\$ 346,825
8	Soft Scape	Combined	\$ 62,613	\$ 15,653	\$ 78,267
9	Traffic	Combined	\$ 2,919	\$ 730	\$ 3,649
Cascade East Business Park ROM Cost:					\$ 1,866,847

Phase 2 - West Location

Tasks	Decription	Measurement	Cost	Contingency	Total Cost
1	General Condition	Combined	\$ 169,297	\$ 3,250	\$ 172,547
2	Erosion Control	Combined	\$ 31,425	\$ 7,856	\$ 39,281
3	Grading	Combined	\$ 1,020,690	\$ 255,173	\$ 1,275,863
4	Storm Water	Combined	\$ 182,540	\$ 45,635	\$ 228,175
5	Sanitary Sewer	Combined	\$ 119,650	\$ 45,635	\$ 149,563
6	Potable Water	Combined	\$ 205,000	\$ 51,250	\$ 256,250
7	Hard Scape	Combined	\$ 445,920	\$ 111,480	\$ 557,400
8	Soft Scape	Combined	\$ 61,059	\$ 15,265	\$ 76,323
9	Traffic	Combined	\$ 2,919	\$ 2,920	\$ 5,839
Cascade West Business Park ROM Cost:					\$ 2,761,240
Cascade Business Park Total ROM Cost:					\$ 4,628,087

Section 1 - General Conditions									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
1	Mobilization & General Conditions	1	LS	\$ 105,670.60	\$ 105,671	0%	\$ -	\$ 105,671	6% of total contract(50% paid once 5% of contract is complete 100% paid when 10% of contract is complete)
2	Construction Staking	1	LS	\$ 7,000.00	\$ 10,000	25%	\$ 2,500	\$ 12,500	Water, Sewer, Storm, Road, Pavement, Curb
3	Traffic Control	1	LS	\$ 3,000.00	\$ 3,000	25%	\$ 750	\$ 3,750	Misc. traffic control for road work and equipment mobilization
Subtotal Section 1:					\$ 118,671		\$ 3,250	\$ 121,921	
Section 2 - Erosion Control									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
3	Construction Entrance	1	LS	\$ 3,000.00	\$ 3,000	25%	\$ 750	\$ 3,750	Quarry Spalls 100'L x 50'W x 12"D
4	Silt Fence	2,800	LF	\$ 2.00	\$ 5,600	25%	\$ 1,400	\$ 7,000	Black Silt Fence
5	Inlet Protection	22	EA	\$ 75.00	\$ 1,650	25%	\$ 413	\$ 2,063	Silt bag with frame
6	Additional Erosion & Dust Control Measures	1	LS	\$ 18,000.00	\$ 18,000	25%	\$ 4,500	\$ 22,500	Water Truck When Needed & Plastic to Cover Stock Piles, Street Sweeping(Dependant on Season)
Subtotal Section 2:					\$ 28,250		\$ 7,063	\$ 35,313	
Section 3 - Grading									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
7	Clearing and Grubbing	-	SF	\$ 0.85	\$ -	25%	\$ -	\$ -	None needed on this phase
8	Stripping Incl. Haul	5,000	CY	\$ 30.00	\$ 150,000	25%	\$ 37,500	\$ 187,500	Removal of saude and existing ground 4" in depth
9	Removal of Obstructions	1	LS	\$ 1,000.00	\$ 1,000	25%	\$ 250	\$ 1,250	Removal of boulders and misc. debris.
10	Roadway Excavation Incl. Haul	2,900	CY	\$ 30.00	\$ 87,000	25%	\$ 21,750	\$ 108,750	Assumption: onsite materials are reusable for backfill - Excavation 10" in depth
11	Subgrade Prep	19,120	SY	\$ 1.20	\$ 22,944	25%	\$ 5,736	\$ 28,680	Grading and compaction
12	Asphalt Concrete Pavement	940	TN	\$ 105.00	\$ 98,700	25%	\$ 24,675	\$ 123,375	Assumption: Price may increase due to volite oil market
13	Crushed Surfacing Base Course for AC Pavement, Sidewalk, Driveway, and Curbs	3,510	TN	\$ 28.00	\$ 98,280	25%	\$ 24,570	\$ 122,850	1 1/4" Hauled, Placed and compacted
Subtotal Section 3:					\$ 457,924		\$ 114,481	\$ 572,405	
Section 4 - Stormwater									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
14	8" Storm Drain Pipe	2,960	LF	\$ 20.00	\$ 59,200	25%	\$ 14,800	\$ 74,000	
15	12" Storm Drain Pipe	750	LF	\$ 30.00	\$ 22,500	25%	\$ 5,625	\$ 28,125	
16	6" Storm Perf Pipe	1,100	LF	\$ 18.00	\$ 19,800	25%	\$ 4,950	\$ 24,750	
17	Catch Basin Type I	22	EA	\$ 1,800.00	\$ 39,600	25%	\$ 9,900	\$ 49,500	
18	Storm Sewer 48" Manhole, Type II	6	EA	\$ 3,000.00	\$ 18,000	25%	\$ 4,500	\$ 22,500	
19	Connect to Extg Storm Drain System	1	EA	\$ 1,200.00	\$ 1,200	25%	\$ 300	\$ 1,500	
Subtotal Section 4:					\$ 160,300		\$ 40,075	\$ 200,375	
Section 5 - Sanitary Sewer									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
23	8" PVC Pipe	1,345	LF	\$ 55.00	\$ 73,975	25%	\$ 18,494	\$ 92,469	
24	8" Cleanout	2	LF	\$ 1,500.00	\$ 3,000	25%	\$ 750	\$ 3,750	
25	Sanitary Sewer 48" Manhole, Type II	7	EA	\$ 3,000.00	\$ 21,000	25%	\$ 5,250	\$ 26,250	
Subtotal Section 5:					\$ 97,975		\$ 24,494	\$ 122,469	
Section 6 - Water									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
26	Ductile Iron Pipe for Water Main 6 In Diam	2,820	LF	\$ 100.00	\$ 282,000	25%	\$ 70,500	\$ 352,500	
27	Fire Hydrant	2	EA	\$ 6,500.00	\$ 13,000	25%	\$ 3,250	\$ 16,250	
28	6" Gate Valve	5	EA	\$ 1,500.00	\$ 7,500	25%	\$ 1,875	\$ 9,375	
29	Service Connection 1 In. Diam	4	EA	\$ 1,500.00	\$ 6,000	25%	\$ 1,500	\$ 7,500	
Subtotal Section 6:					\$ 308,500		\$ 77,125	\$ 385,625	
Section 7 - Hardscape									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
30	Cement Concrete Barrier Curb	8,900	LF	\$ 14.00	\$ 124,600	25%	\$ 31,150	\$ 155,750	
27	Curb Ramps	10	EA	\$ 1,500.00	\$ 15,000	25%	\$ 3,750	\$ 18,750	
28	Detectable Warning System	160	SF	\$ 21.00	\$ 3,360	25%	\$ 840	\$ 4,200	
29	Cem Conc Sidewalk	2,300	SY	\$ 55.00	\$ 126,500	25%	\$ 31,625	\$ 158,125	
30	Cement Concrete Driveway Entrance	100	SY	\$ 80.00	\$ 8,000	25%	\$ 2,000	\$ 10,000	
Subtotal Section 7:					\$ 277,460		\$ 69,365	\$ 346,825	
Section 8 - Softscape									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
31	Top Soil	1,565	CY	\$ 40.00	\$ 62,613	25%	\$ 15,653	\$ 78,267	Price is higher than usual due to the nearest top soil location being in Washougal
Subtotal Section 8:					\$ 62,613		\$ 15,653	\$ 78,267	
Section 9 - Traffic									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total	Notes
33	Parking Stall Paint Line	3,260	LF	\$ 0.20	\$ 652	25%	\$ 163	\$ 815	
34	Plastic Stop Line	16	LF	\$ 12.00	\$ 192	25%	\$ 48	\$ 240	
35	Plastic Crosswalk Line	150	SF	\$ 4.50	\$ 675	25%	\$ 169	\$ 844	
36	Permanent Signing	2	EA	\$ 700.00	\$ 1,400	25%	\$ 350	\$ 1,750	
Subtotal Section 9:					\$ 2,919		\$ 730	\$ 3,649	
Total Cost					\$ 1,514,612		\$ 352,235	\$ 1,866,847	

Section 1 - General Conditions									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency Cost	Total Cost	Notes
1	Mobilization & General Conditions	1	LS	\$ 156,296.62	\$ 156,297	0%	\$ -	\$ 156,296.62	6% of total contract(50% paid once 5% of contract is complete 100% paid when 10% of contract is complete)
2	Construction Staking	1	LS	\$ 10,000.00	\$ 10,000	25%	\$ 2,500.00	\$ 12,500.00	Water, Sewer, Storm, Road, Pavement, Curb
3	Traffic Control	1	LS	\$ 3,000.00	\$ 3,000	25%	\$ 750.00	\$ 3,750.00	Misc. traffic control for road work and equipment mobilization
Subtotal Section 1:					\$ 169,297		\$ 3,250.00	\$ 172,546.62	
Section 2 - Erosion Control									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
4	Construction Entrance	1	LS	\$ 3,000.00	\$ 3,000	25%	\$ 750	\$ 3,750	Quarry Spalls 100'L x 50'W x 12"D
5	Silt Fence	2,500	LF	\$ 2.00	\$ 5,000	25%	\$ 1,250	\$ 6,250	Black Silt Fence
6	Inlet Protection	19	EA	\$ 75.00	\$ 1,425	25%	\$ 356	\$ 1,781	Silt bag with frame
7	Additional Erosion & Dust Control Measures	1	LS	\$ 22,000.00	\$ 22,000	25%	\$ 5,500	\$ 27,500	Water Truck When Needed & Plastic to Cover Stock Piles, Street Sweeping(Dependant on Season)
Subtotal Section 2:					\$ 31,425		\$ 7,856	\$ 39,281	
Section 3 - Grading									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
7	Clearing and Grubbing	65,000	SF	\$ 0.85	\$ 55,250	25%	\$ 13,813	\$ 69,063	Clearing of trees, bushes and misc. other plant life
8	Stripping Incl. Haul	6,200	CY	\$ 30.00	\$ 186,000	25%	\$ 46,500	\$ 232,500	Removal of top soil and existing ground 4" in depth
9	Removal of Obstructions	1	LS	\$ 3,000.00	\$ 3,000	25%	\$ 750	\$ 3,750	Removal of boulders and misc. debris.
8	Roadway Excavation Incl. Haul	16,400	CY	\$ 30.00	\$ 492,000	25%	\$ 123,000	\$ 615,000	Assumption: onsite materials are reusable for backfill - Excavation 10" in depth
9	Subgrade Prep	25,400	SY	\$ 1.20	\$ 30,480	25%	\$ 7,620	\$ 38,100	Grading and compaction
10	Asphalt Concrete Pavement	1,200	TN	\$ 105.00	\$ 126,000	25%	\$ 31,500	\$ 157,500	Assumption: Price may increase due to volite oil market
11	Crushed Surfacing Base Course for AC Pavement, Sidewalk, Driveway, and Curbs	4,570	TN	\$ 28.00	\$ 127,960	25%	\$ 31,990	\$ 159,950	1 1/4" Hauled, Placed and compacted
Subtotal Section 3:					\$ 1,020,690		\$ 255,173	\$ 1,275,863	
Section 4 - Stormwater									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
12	8" Storm Drain Pipe	2,710	LF	\$ 20.00	\$ 54,200	25%	\$ 13,550	\$ 67,750	
13	12" Storm Drain Pipe	940	LF	\$ 30.00	\$ 28,200	25%	\$ 7,050	\$ 35,250	
14	6" Storm Perf Pipe	1,830	LF	\$ 18.00	\$ 32,940	25%	\$ 8,235	\$ 41,175	
15	Catch Basin Type I	20	EA	\$ 1,800.00	\$ 36,000	25%	\$ 9,000	\$ 45,000	
16	Storm Sewer 48" Manhole, Type II	10	EA	\$ 3,000.00	\$ 30,000	25%	\$ 7,500	\$ 37,500	
17	Connect to Extg Storm Drain System	1	EA	\$ 1,200.00	\$ 1,200	25%	\$ 300	\$ 1,500	
Subtotal Section 4:					\$ 182,540		\$ 45,635	\$ 228,175	
Section 5 - Sanitary Sewer									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
18	8" PVC Pipe	1,630	LF	\$ 55.00	\$ 89,650	25%	\$ 22,413	\$ 112,063	
19	8" Cleanout	2	LF	\$ 1,500.00	\$ 3,000	25%	\$ 750	\$ 3,750	
20	Sanitary Sewer 48" Manhole, Type II	9	EA	\$ 3,000.00	\$ 27,000	25%	\$ 6,750	\$ 33,750	
Subtotal Section 5:					\$ 119,650		\$ 29,913	\$ 149,563	
Section 6 - Water									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
21	Ductile Iron Pipe for Water Main 6 In Diam	1,800	LF	\$ 100.00	\$ 180,000	25%	\$ 45,000	\$ 225,000	
22	Fire Hydrant	2	EA	\$ 6,500.00	\$ 13,000	25%	\$ 3,250	\$ 16,250	
23	6" Gate Valve	3	EA	\$ 1,500.00	\$ 4,500	25%	\$ 1,125	\$ 5,625	
24	Service Connection 1 In. Diam	5	EA	\$ 1,500.00	\$ 7,500	25%	\$ 1,875	\$ 9,375	
Subtotal Section 6:					\$ 205,000		\$ 51,250	\$ 256,250	
Section 7 - Hardscape									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
25	Cement Concrete Barrier Curb	8,500	LF	\$ 14.00	\$ 119,000	25%	\$ 29,750	\$ 148,750	
26	6' UltraBlock Wall	3,380	SF	\$ 26.00	\$ 87,880	25%	\$ 21,970	\$ 109,850	
27	Curb Ramps	15	EA	\$ 1,500.00	\$ 22,500	25%	\$ 5,625	\$ 28,125	
28	Detectable Warning System	240	SF	\$ 21.00	\$ 5,040	25%	\$ 1,260	\$ 6,300	
29	Cem Conc Sidewalk	3,700	SY	\$ 55.00	\$ 203,500	25%	\$ 50,875	\$ 254,375	
30	Cement Concrete Driveway Entrance	100	SY	\$ 80.00	\$ 8,000	25%	\$ 2,000	\$ 10,000	
Subtotal Section 7:					\$ 445,920		\$ 111,480	\$ 557,400	
Section 8 - Softscape									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
31	Top Soil	1,526	CY	\$ 40.00	\$ 61,059	25%	\$ 15,265	\$ 76,323	Price is higher than usual due to the nearest top soil location being in Washougal
Subtotal Section 8:					\$ 61,059		\$ 15,265	\$ 76,323	
Section 9 - Traffic									
BI #	Description	Quantity	Unit	Unit Cost	Subtotal Cost	Contingency %	Contingency	Total Cost	Notes
32	Parking Stall Paint Line	3,260	LF	\$ 0.20	\$ 652	25%	\$ 652	\$ 1,304	
33	Plastic Stop Line	16	LF	\$ 12.00	\$ 192	25%	\$ 192	\$ 384	
34	Plastic Crosswalk Line	150	SF	\$ 4.50	\$ 675	25%	\$ 675	\$ 1,350	
35	Permanent Signing	2	EA	\$ 700.00	\$ 1,400	25%	\$ 1,400	\$ 2,800	
Subtotal Section 9:					\$ 2,919		\$ 2,920	\$ 5,839	
Total Cost					\$ 2,238,499		\$ 522,741	\$ 2,761,240	

APPENDIX D

ECONOMIC IMPACT ANALYSIS



- **Concept B** retains the industrial flex buildings on the eastern portion of the site and hospitality and commercial space for retail and dining users on the western portion. Also included in this concept are 12 rental cabins, 8,000 square feet of conference or meeting space associated with the hotel, and a 120-person-capacity outdoor amphitheater.
- **Concept C** also retains the industrial flex buildings on the eastern portion of the CBP. The western portion includes two office buildings and a large destination lodging facility.

From these three concepts, a Preferred Concept was developed. This fourth concept provides for 199,000 square feet of flex industrial buildings that can support uses from light industrial to commercial space for supportive office or retail. The Preferred Concept also includes an 80-room, 60,000-square-foot hotel on the western portion of the CBP.

CONSTRUCTION COST

Hard construction cost estimates for the industrial flex buildings are informed by escalated development incurred by the Port of Camus-Washougal for some of its recently constructed industrial flex buildings. This cost estimate was compared to estimates generated by RSMeans. Estimates for the hospitality, office, commercial space, and cabins is per the RSMeans square-foot estimate report (RSMeans, 2021) that was estimated for the Portland metro region as of first quarter 2021. Cost estimates include hard construction costs, including fees. Soft costs and sales taxes are excluded. Site prep and parking costs are anticipated to be similar across the initial three concepts and are not included in the economic impact analysis.

LAND VALUATION

The CBP site is owned by the Port and is currently tax exempt. The future land value is anticipated to be similar for all four concepts considered.

For the Preferred Concept, MFA estimated a scenario where the Port would ground lease roughly 3.2 acres to a hotel developer and operator. Since leasehold excise taxes on the ground lease could be collected, an approximation of value for unimproved land of between two and five acres was conducted using Skamania County Assessor data.

The base land value increased at an average annual compound rate of approximately five percent between 2013 and 2019. Applying that rate to the 2019 observed land value and scaling it up based on changes over the ensuing two years, the 2021 estimate's value per acre is \$51,400 resulting in an approximate value of \$164,480 for the 3.2 acres of land to be used for the hotel. The table on the following page summarizes this analysis.

Table 1: Bare Land Sales, 2013–2019

Year	Count	Average Acres	Average Sale Price	Average Price per Acre
2013	27	2.8	\$97,900	\$35,000
2014	17	3.0	\$76,300	\$25,700
2015	23	3.1	\$104,600	\$33,700
2016	22	2.8	\$103,000	\$37,300
2017	26	2.8	\$121,400	\$43,100
2018	19	2.6	\$123,100	\$46,600
2019	12	2.8	\$130,400	\$46,700
2021 Est	CBP	3.2	\$164,480	\$51,400

Source: Skagit County Assessor (excludes timber sales)

ANNUAL TAXABLE REVENUES

As detailed by the charts at the end of this memorandum, potential business sales volumes are estimated for each of the three uses considered:

- Lodging revenues reflect an assumed \$150 average daily room rate at 67 percent year-round occupancy. The room rate is based on a 20 percent discount from the quoted peak- and shoulder-season rates for Skamania Lodge (Skamania Lodge, 2021). These rates are also in line with pre-pandemic trends for upscale and upper midscale lodging in the Gorge area, based on data from Smith Travel Research/CoStar (CoStar, 2021).
- Cabin revenues reflect an assumed \$230 average daily rental rate at 70 percent year-round occupancy. The room rate is based on a 30 percent discount from the quoted peak- and shoulder-season rates for the Carson Ridge Cabins in Carson, Washington (Carson Ridge Cabins, 2020).
- Annual sales volume for industrial flex, office, and retail/commercial space is based on business-level data on the Washington side of the Gorge area. The total sales from businesses that are in similar building types were divided by the number of employees in those businesses to arrive at a sales volume per employee metric. Industrial flex is estimated to be \$158,000 sales per employee, office is \$29,000 sales volume per employee, and retail/commercial space is \$42,000 sales volume per employee (DemographicsNow, 2020).

EMPLOYMENT AND PAYROLL

On-site employment is estimated based on typical ratios of employees per unit or square feet of space. Employment potential is highest for destination retail use at up to three jobs per 1,000 square feet of building, 300 square feet per employee in an office setting, and 500 square feet for industrial flex. Employment at the lodging facilities is based on average employee counts per room observed from the lodging facilities in the Gorge area (DemographicsNow, 2020).

Payroll estimates are based on current average annual wages for each use as reported by the Washington State Employment Security Department for the Vancouver, Washington, and Portland-Hillsboro, Oregon, Metropolitan Statistical Area. The estimated average per-job annual wage is \$33,000 for retail/food service workers and \$29,000 for hospitality workers. Industrial flex and office jobs have the potential to earn considerably more, with average wage estimates of \$57,000 and \$72,000, respectively (Washington State Employment Security Division, 2021).

ANNUAL TAX REVENUES

For concepts A, B, and C it was assumed that the Port would sell the land and a private developer would construct and operate the buildings, resulting in the generation of property taxes. For the Preferred Concept, the assumption is that the Port will retain ownership of the land and will construct and operate the flex buildings. This would result in the generation of the leasehold excise tax on the rental income generated from the flex buildings in lieu of property taxes. The portion of the property with the hotel would be treated differently because it is assumed the Port would lease the land to an operator. The ground lease payments the Port receives would be subject to the leasehold excise tax, and the privately owned building would be subject to Skamania County property taxes.

Annual tax revenues are estimated for North Bonneville (in Skamania County) and for the state of Washington and cover the following sources of potential ongoing revenue:

- Property tax—This is based on the Skamania County levy rate for property in North Bonneville (Skamania County Assessor, 2021). The analysis depicts potential property tax revenues to the city and the Port, with the remainder going to the state, county, and local services. The portion of the levy that is allocated to North Bonneville is \$1.98 per \$1,000, and the Port's allocation is \$0.32 per \$1,000 of assessed property value. The remaining \$8.02 per \$1,000 assessed property value is allocated to county services—fire and emergency services, schools, and other Skamania County-funded services. At build-out, when estimated on a per-building, square-foot basis, the greatest property tax generators are lodging uses.
- Sales tax—The state share of sales tax is currently 6.5 percent and the local share for North Bonneville is 1.2 percent (Washington Department of Revenue, 2021b).
- Lodging tax—This two percent tax on revenues from lodging is applicable to the city (Washington Department of Revenue, 2021c).
- Leasehold excise tax—This is a tax on the use of public property by a private party and is in lieu of the property tax. The leasehold excise tax rate is 0.1284 of the rent paid for the property. Approximately 53 percent of the tax goes into the State General Fund and 47 percent of the tax is returned to the county and city in which the leased property is located (Washington Department of Revenue, 2021a).

SUMMARY COMPARISON

To summarize: there are a range of factors that influence decisions regarding which concept and use(s) to develop or to pursue developers for at a property such as the CBP. Economic impact considerations are very important, especially for a community like North Bonneville, where opportunities to grow its tax base are limited by the lack of commercial land in the city. In addition to economic impacts, the Port will need to consider market factors and financial feasibility should it choose to build and manage some of the uses such as industrial flex buildings. The Port will need to weigh receiving a risk-adjusted return on its investment while also creating public benefits such as job creation and increased commercial activity. For uses such as lodging or office, which the Port likely would not develop and manage, it will need to position the property in a way that helps market the opportunity.

In terms of economic and fiscal impact, the preferred uses may depend on the metrics considered:

- Industrial flex uses generate the most taxes on a per-building, square-foot basis. Taxes are nearly three times those of office uses and two times those of lodging uses.
- Office uses create the most opportunity for higher-wage jobs; however, there is greater market risk for office buildings at the scale in Concept A (two buildings totaling 50,000 square feet), given North Bonneville’s tertiary location.
- Given the draw of the Columbia River Gorge, destination lodging has demonstrated demand. The jobs created and annual taxes generated from a lodging facility on the CBP could replace those lost from the closure of the Bonneville Hot Springs Resort and Spa. The challenge will be identifying a developer and operator that can create a lodging facility that matches the community’s vision.

Table 2: Comparative Economic and Fiscal Impacts of CBP Development

Description	Preferred Concept	Concept A	Concept B	Concept C
Development Program				
Industrial Flex Space (SF)	199,000	260,000	112,000	112,000
Office Space (SF)	0	18,000	0	50,000
Retail Space (SF)	0	0	29,000	0
Hospitality (Rooms)	80	0	103	246
Total Building Costs	\$32,249,105	\$32,280,000	\$27,652,105	\$34,592,105
Jobs				
Industrial Flex Space (SF)	358	468	202	202
Office Space (SF)	0	51	0	142
Retail Space (SF)	0	0	74	0
Hospitality (Rooms)	21	0	27	64
Total Jobs	379	519	303	408
Average Annual Wage	\$56,003	\$58,474	\$49,441	\$59,397

Description	Preferred Concept	Concept A	Concept B	Concept C
Annual Tax Revenues				
Property Tax	\$105,000	\$333,000	\$286,000	\$332,000
Leasehold Excise Tax	\$228,000	\$0	\$0	\$0
Sales Tax	\$4,592,000	\$5,807,000	\$3,042,000	\$3,397,000
Lodging Tax	\$61,000	\$0	\$90,000	\$162,000
Total Taxes	\$4,986,000	\$6,140,000	\$3,418,000	\$3,891,000
Local Taxes (city, county, port)	\$907,000	\$979,000	\$618,000	\$755,000
NOTE: SF = square feet.				

CONCEPT A: ECONOMIC AND FISCAL IMPACTS OF CASCADES BUSINESS PARK

Description	Concept Total	Office	Industrial Flex	Comments
Development Program				
Acres	42	2.1	39.9	Estimated distribution of gross site acreage by use
On-Site Buildings	11	1	10	Number of buildings on the site
Average Building Area (SF)	25,273	18,000	26,000	Average building square footage
Building Area Total (SF)	278,000	18,000	260,000	Total building square footage
% of Site Use (FAR)	0.15	0.20	0.15	FAR = building SF divided by land SF
Construction Cost				
Building Cost (per building SF)		\$190	\$111	See assumptions commentary
Building Cost	\$32,280,000	\$3,420,000	\$28,860,000	Total building SF times building cost per SF
Annual Taxable Revenues (at Build-Out)				
Sales Volume Metrics (per employee)		\$29,000	\$158,000	See assumptions commentary
Occupancy Rate		85%	90%	Based on market observations
Annual Taxable Revenues	\$75,423,000	\$1,479,000	\$73,944,000	Sales volume per employee times number of employees
Employment Benefit (at Build-Out)				
Job Metric (SF per job)		300	500	See assumptions commentary
On-Site Employment	519	51	468	Rounded to nearest job
Average Annual Wage	\$58,474	<u>\$72,000</u>	<u>\$57,000</u>	<u>Blended average wage based on SOC codes</u>
Total Annual Payroll	\$30,348,000	\$3,672,000	\$26,676,000	On-site employment times average annual wage

Description	Concept Total	Office	Industrial Flex	Comments
Annual Tax Revenues				
<i>Property Tax:</i>				
North Bonneville	\$64,000	\$7,000	\$57,000	See assumptions commentary
Port of Skamania County	\$10,000	\$1,000	\$9,000	See assumptions commentary
<u>Remainder</u>	<u>\$259,000</u>	<u>\$27,000</u>	<u>\$232,000</u>	See assumptions commentary
Subtotal Property Tax	\$333,000	\$35,000	\$298,000	Sum of property tax
<i>Sales Tax:</i>				
North Bonneville	\$905,000	\$18,000	\$887,000	Taxable revenues times sales tax, see assumptions commentary
<u>State of Washington</u>	<u>\$4,902,000</u>	<u>\$96,000</u>	<u>\$4,806,000</u>	Taxable revenues times sales tax, see assumptions commentary
Subtotal Sales Tax	\$5,807,000	\$114,000	\$5,693,000	Sum of sales tax
<i>Lodging Tax:</i>				
North Bonneville	\$0	\$0	\$0	N/A
<u>State of Washington</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	N/A
Subtotal Lodging Tax	\$0	\$0	\$0	
Combined Tax Totals:				
North Bonneville	\$979,000	\$26,000	\$953,000	
Port of Skamania County	\$10,000	\$1,000	\$9,000	
<u>State of Washington</u>	<u>\$5,161,000</u>	<u>\$123,000</u>	<u>\$5,038,000</u>	
Total Above Tax Sources	\$6,140,000	\$149,000	\$5,991,000	
NOTES: FAR = floor area ratio. SF = square foot. SOC = Standard Occupational Classification System.				

CONCEPT B: ECONOMIC AND FISCAL IMPACTS OF CASCADES BUSINESS PARK

Description	Concept Total	Hospitality	Cabins	Industrial Flex	Retail /Commercial	Comments
Development Program						
Acres	42	8.4	6.3	12.6	8.4	Estimated distribution of gross site acreage by use
On-Site Rooms/Buildings	20	103 rooms	12 buildings	4 buildings	3 buildings	Number of rooms or buildings on the site
Average Building Area (SF)	11,770	700 SF/room	1,200	28,000	9,667	Average building square footage. The number shown for hospitality uses is the number of hotel rooms
Building Area Total (SF)	235,400	80,000	14,400	112,000	29,000	Total building square footages
% of Site Use (FAR)	0.13	0.22	0.05	0.20	0.08	FAR = building SF/land SF
Construction Cost						
Building Cost (per SF building)		\$137	\$150	\$111	\$100	See assumptions commentary
Building Cost	\$27,652,105	\$10,160,105	\$2,160,000	\$12,432,000	\$2,900,000	Total building SF times building cost per SF
Annual Taxable Revenues (at Build-Out)						
Sales Volume Metrics		\$150 per room per night	\$230 per room per night	\$158,000 per employee per year	\$42,000 per employee per year	See assumptions commentary
Occupancy Rate		67%	70%	90%	85%	Based on market observations
Annual Taxable Revenues	\$39,507,000	\$3,778,000	\$705,000	\$31,916,000	\$3,108,000	Sales volume per employee times number of employees
Employment Benefit (at Build-Out)						
Job Metric		0.26 jobs per room	0.29 jobs per room	500 SF/job	3 SF/job	See assumptions commentary
On-Site Employment	306	27	3	202	74	Rounded to nearest job
Average Annual Wage	\$49,441	\$39,000	\$40,000	\$57,000	\$33,000	<u>Blended average wage based on SOC codes</u>
Total Annual Payroll	\$15,129,000	\$1,053,000	\$120,000	\$11,514,000	\$2,442,000	On-site employment times average annual wage

Description	Concept Total	Hospitality	Cabins	Industrial Flex	Retail /Commercial	Comments
Annual Tax Revenues						
<i>Property Tax:</i>						
North Bonneville	\$55,000	\$20,000	\$4,000	\$25,000	\$6,000	See assumptions commentary
Port of Skamania County	\$9,000	\$3,000	\$1,000	\$4,000	\$1,000	See assumptions commentary
<u>Remainder</u>	<u>\$222,000</u>	<u>\$82,000</u>	<u>\$17,000</u>	<u>\$100,000</u>	<u>\$23,000</u>	See assumptions commentary
Subtotal Property Tax	\$286,000	\$105,000	\$22,000	\$129,000	\$30,000	Sum of property tax
<i>Sales Tax:</i>						
North Bonneville	\$473,000	\$45,000	\$8,000	\$383,000	\$37,000	Taxable revenues times sales tax, see assumptions commentary
<u>State of Washington</u>	<u>\$2,569,000</u>	<u>\$246,000</u>	<u>\$46,000</u>	<u>\$2,075,000</u>	<u>\$202,000</u>	Taxable revenues times sales tax, see assumptions commentary
Subtotal Sales Tax	\$3,042,000	\$291,000	\$54,000	\$2,458,000	\$239,000	Sum of sales tax
<i>Lodging Tax:</i>						
North Bonneville	\$90,000	\$76,000	\$14,000	\$0	\$0	Taxable revenues times lodging tax, see assumptions commentary
<u>State of Washington</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	N/A
Subtotal Lodging Tax	\$90,000	\$76,000	\$14,000	\$0	\$0	
Combined Tax Totals:						
North Bonneville	\$618,000	\$141,000	\$26,000	\$408,000	\$43,000	
Port of Skamania County	\$9,000	\$3,000	\$1,000	\$4,000	\$1,000	
<u>State of Washington</u>	<u>\$2,791,000</u>	<u>\$328,000</u>	<u>\$63,000</u>	<u>\$2,175,000</u>	<u>\$225,000</u>	
Total Above Tax Sources	\$3,418,000	\$472,000	\$90,000	\$2,587,000	\$269,000	
NOTES:						
FAR = floor area ratio.						
SF = square foot.						
SOC = Standard Occupational Classification System.						

CONCEPT C: ECONOMIC AND FISCAL IMPACTS OF CASCADES BUSINESS PARK

Description	Concept Total	Hospitality	Office	Industrial Flex	Comments
Development Program					
Acres	42	16.8	8.4	16.8	Estimated distribution of gross site acreage by use
On-Site Rooms/Buildings	9 buildings	246 rooms	2 buildings	4 buildings	Number of buildings or rooms on the site
Average Building Area (SF)	37,111	700 SF/room	25,000	28,000	Average building square footage. The number shown for hospitality uses is the number of hotel rooms
Building Area Total (SF)	334,000	172,000	50,000	112,000	Total building square footages
% of Site Use (FAR)	0.18	0.24	0.14	0.15	FAR = building SF/land SF
Construction Cost					
Building Cost (per SF building)		\$137	\$190	\$111	See assumptions commentary
Building Cost	\$32,092,105	\$10,160,105	\$9,500,000	\$12,432,000	Total building SF times building cost per SF
Annual Taxable Revenues (at Build-Out)					
Sales Volume Metrics		\$150 per room per night	\$29,000 per employee	\$158,000 per employee	See assumptions commentary
Occupancy Rate		60%	85%	90%	Based on market observations
Annual Taxable Revenues	\$44,115,000	\$8,081,000	\$4,118,000	\$31,916,000	Sales volume per employee times number of employees
Employment Benefit (at Build-Out)					
Job Metric		0.26 jobs/room	300 SF/job	500 SF/job	See assumptions commentary
On-Site Employment	408	64	283	202	Rounded to nearest job
Average Annual Wage	\$59,397	\$39,000	\$72,000	\$57,000	<u>Blended average wage based on SOC codes</u>
Total Annual Payroll	\$24,234,000	\$2,496,000	\$10,224,000	\$11,514,000	On-site employment times average annual wage

Description	Concept Total	Hospitality	Office	Industrial Flex	Comments
Annual Tax Revenues					
<i>Property Tax:</i>					
North Bonneville	\$64,000	\$20,000	\$19,000	\$25,000	See assumptions commentary
Port of Skamania County	\$10,000	\$3,000	\$3,000	\$4,000	See assumptions commentary
<u>Remainder</u>	<u>\$258,000</u>	<u>\$82,000</u>	<u>\$76,000</u>	<u>\$100,000</u>	See assumptions commentary
Subtotal Property Tax	\$332,000	\$105,000	\$98,000	\$129,000	Sum of property tax
<i>Sales Tax:</i>					
North Bonneville	\$529,000	\$97,000	\$49,000	\$383,000	Taxable revenues times sales tax, see assumptions commentary
<u>State of Washington</u>	<u>\$2,868,000</u>	<u>\$525,000</u>	<u>\$268,000</u>	<u>\$2,075,000</u>	Taxable revenues times sales tax, see assumptions commentary
Subtotal Sales Tax	\$3,397,000	\$622,000	\$317,000	\$2,458,000	Sum of sales tax
<i>Lodging Tax:</i>					
North Bonneville	\$162,000	\$162,000	\$0	\$0	Taxable revenues times lodging tax, see assumptions commentary
<u>State of Washington</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	See assumptions commentary
Subtotal Lodging Tax	\$162,000	\$162,000	\$0	\$0	
Combined Tax Totals:					
North Bonneville	\$755,000	\$279,000	\$68,000	\$408,000	
Port of Skamania County	\$10,000	\$3,000	\$3,000	\$4,000	
<u>State of Washington</u>	<u>\$3,126,000</u>	<u>\$607,000</u>	<u>\$344,000</u>	<u>\$2,175,000</u>	
Total Above Tax Sources	\$3,891,000	\$889,000	\$415,000	\$2,587,000	
NOTES:					
%= percent.					
FAR = floor area ratio.					
SF = square foot.					
SOC = Standard Occupational Classification System.					

PREFERRED CONCEPT: ECONOMIC AND FISCAL IMPACTS OF CASCADES BUSINESS PARK

Description	Concept Total	Hotel	Industrial Flex	Comments
Development Program				
Acres	42	3.2	38.8	Estimated distribution of gross site acreage by use
On-Site Buildings	7	80 rooms	4	Number of buildings on the site
Average Building Area (SF)	37,000	750 SF/room	49,750	Average building square footage
Building Area Total (SF)	259,000	60,000	199,000	Total building square footage
% of Site Use (FAR)	0.14	0.43	0.12	FAR = building SF divided by land SF
Construction Cost				
Building Cost (per SF building)		\$137	\$111	See assumptions commentary
Building Cost	\$32,249,105	\$10,160,105	\$22,089,000	Total building SF times building cost per SF
Annual Taxable Revenues (at Build-Out)				
Sales Volume Metrics (per employee)		\$150 per room per night	\$29,000 per employee	See assumptions commentary
Occupancy Rate		70%	90%	Based on market observations
Annual Taxable Revenues	\$59,630,000	\$3,066,000	\$56,564,000	Sales volume per employee times number of employees
Employment Benefit (at Build-Out)				
Job Metric (SF per job)		0.26 jobs/room	500 SF/job	See assumptions commentary
On-Site Employment	379	21	358	Rounded to nearest job
Average Annual Wage	<u>\$56,003</u>	<u>\$39,000</u>	<u>\$57,000</u>	<u>Blended average wage based on SOC codes</u>
Total Annual Payroll	\$21,225,000	\$819,000	\$20,406,000	On-site employment times average annual wage
Annual Tax Revenues				
<i>Property Tax:</i>				
North Bonneville	\$20,000	\$20,000	\$0	See assumptions commentary
Port of Skamania County	\$3,000	\$3,000	\$0	See assumptions commentary
<u>Remainder</u>	<u>\$82,000</u>	<u>\$82,000</u>	<u>\$0</u>	See assumptions commentary
Subtotal Property Tax	\$105,000	\$105,000	\$0	Sum of property tax

Description	Concept Total	Hotel	Industrial Flex	Comments
<i>Leasehold Excise Tax:</i>				
Rental Rate		\$11,516	\$9.00	See assumptions commentary
Taxable Rent	\$1,774,123	\$36,853	\$1,737,270	See assumptions commentary
North Bonneville + Skamania County	\$107,000	\$2,000	\$105,000	See assumptions commentary
<u>Remainder</u>	<u>\$121,000</u>	<u>\$3,000</u>	<u>\$118,000</u>	See assumptions commentary
Subtotal Property Tax	\$228,000	\$5,000	\$223,000	Sum of leasehold excise tax
<i>Sales Tax:</i>				
North Bonneville	\$716,000	\$37,000	\$679,000	Taxable revenues times sales tax, see assumptions commentary
<u>State of Washington</u>	<u>\$3,876,000</u>	<u>\$199,000</u>	<u>\$3,677,000</u>	Taxable revenues times sales tax, see assumptions commentary
Subtotal Sales Tax	\$4,592,000	\$236,000	\$4,356,000	Sum of sales tax
<i>Lodging Tax:</i>				
North Bonneville	\$61,000	\$61,000	\$0	N/A
<u>State of Washington</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	N/A
Subtotal Lodging Tax	\$61,000	\$61,000	\$0	
Combined Tax Totals:				
North Bonneville	\$904,000	\$120,000	\$784,000	
Port of Skamania County	\$3,000	\$3,000	\$0	
<u>State of Washington</u>	<u>\$4,079,000</u>	<u>\$284,000</u>	<u>\$3,795,000</u>	
Total above Tax Sources	\$4,986,000	\$407,000	\$4,579,000	
NOTES: FAR = floor area ratio, SF = square foot, SOC = Standard Occupational Classification System.				

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