

July 30, 2014

Christina Robertson-Gardiner AICP  
Planner  
City of Oregon City  
Community Development Division  
221 Molalla Avenue  
Oregon City, Oregon 97045

**Re: Willamette Falls Legacy Project Cost Estimate**

Dear Christina:

Between January and March of 2014, Walker Macy, consultant team leader for the Willamette Falls Legacy Project, worked with our team mates Turner Construction, GBD Architects and KPFF Consulting Engineers, to develop a preliminary cost estimate that tests and validates the site improvements proposed in the Willamette Falls Vision Plan document. This effort included several detailed work sessions and careful analysis of typical costs used by Turner, to ensure that they reflect current realities in the regional construction market. The new owner of the site was not involved in this process but has been provided with a copy of the estimate.

The costing exercise evaluated Walker Macy's three demonstration plans and, while primarily focused on "Demonstration Plan A", can actually be seen as a careful assessment of the costs to construct a hybrid of the three plans, depending on the results of more detailed designs at subsequent stages of this project. The resulting estimate takes into consideration a variety of non-overlapping site features represented across the unique demonstration plans and primarily includes public space and infrastructural improvements.

Taking a conservative approach, the final figure assumes the maximum amount of demolition, earthwork and circulation infrastructure represented in the demonstration plans. Further, the cost reflects a phased approach to development that includes interim safety, access and parking requirements required for implementation. Costs not reflected include bonding, engineering and design fees, permitting, utility labor, system development charges and testing/inspection. The estimate also does not include the costs of constructing private buildings and other development on the site.

The numbers produced as part of this costing exercise have been incorporated into Page 69 of the Vision Plan Report. These numbers will be further refined as the Riverwalk and subsequent development proposals move forward into the design phase.

Please let me know if you need further clarification about our process for this exercise.

Thank you,

Ken Pirie  
Senior Associate  
Project Manager

# cost projections

Redevelopment activity at the site, as noted earlier in this document, will require public-private partnerships to help deliver key site development improvements. As part of evaluating the viability of potential public investment at the site, order of magnitude costs have been calculated for the following development-supportive public infrastructure projects:

## Cost Projections (2014) for Selected Public Project Categories

### RIVERWALK

Riverwalk Trail (incl habitat restoration)	\$17-\$20 million
Canemah Trail	\$6-\$7 million
Dam Walkway	\$2.5-\$3 million
Clarifier Removal	\$1-\$2 million

**TOTAL** **\$26 - \$32 million**

### PUBLIC SPACE (Blocks 3&4)

**TOTAL** **\$15-\$18 million**

### MILL E IMPROVEMENTS\*

Alternative 1	\$9-\$12 million
Alternative 2	\$7-\$8 million
Alternative 3	\$4-\$5 million

\* Note: Mill E projections include some private redevelopment costs.

### STREETS (Including Utilities)

Water Ave and Hwy 99 Intersection	\$1.1 - \$1.5 million
4th Street	\$700k - \$1 million
Main Street between 5th & 4th (incl intersection)	\$1.8 - \$2.2 million
3rd Street	\$800k - \$1 million
Main Street between 4th & Hawley Building	\$4.8 - \$5.2 million
Main Street Turnaround/Plaza	\$2 - \$2.5 million

**TOTAL** **\$11- \$13 million**

### OFF-SITE TRAFFIC IMPROVEMENTS

**TOTAL** **\$4.5 - \$6 million**

**GRAND TOTAL** **\$65 - \$80 million**



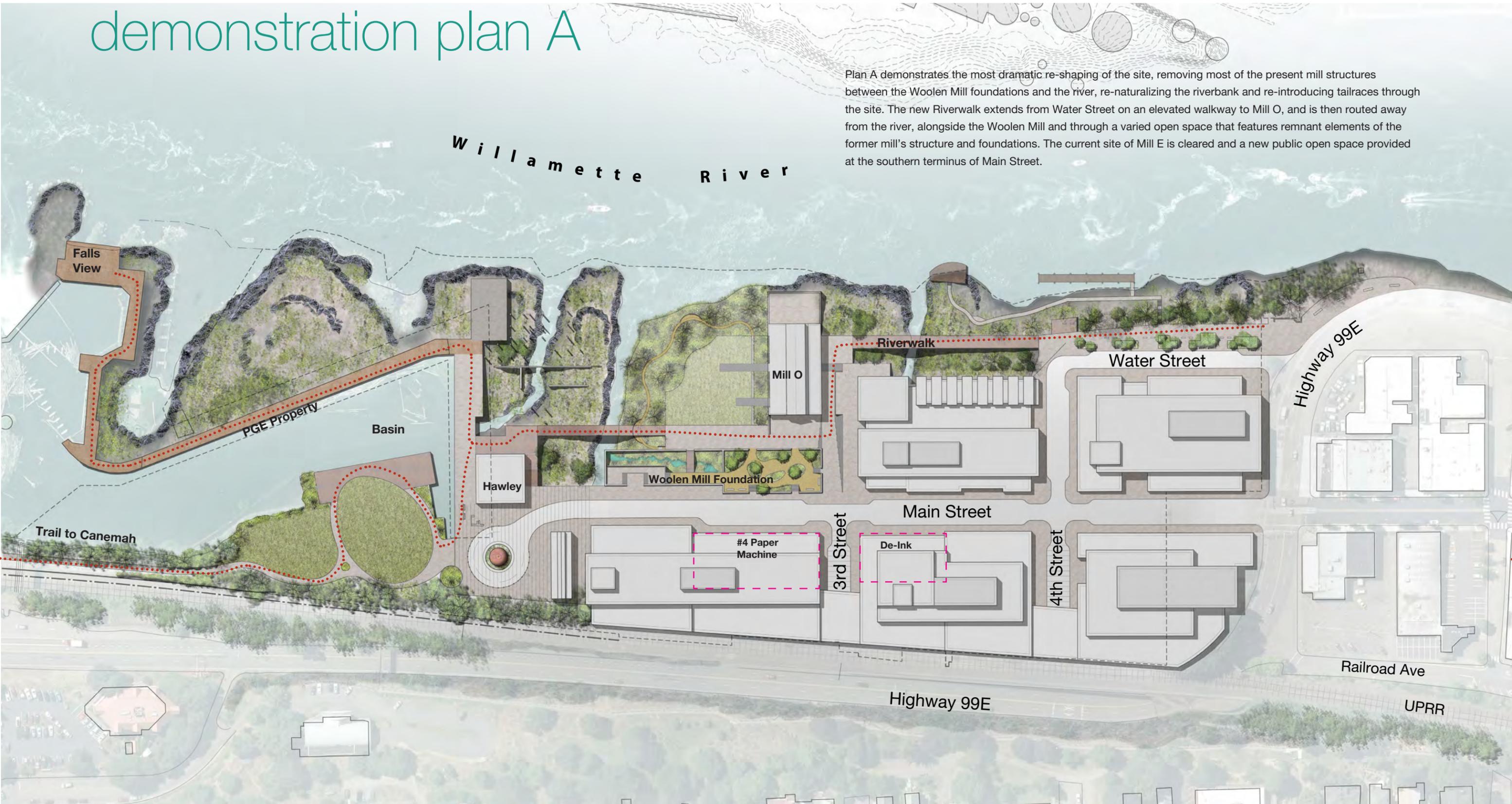
The City of Corvallis once turned its back on the Willamette riverfront, but the formerly neglected 1st Street is now thriving with a farmer's market and year-round festivals. New businesses have adapted buildings to face the new riverfront park and trail and a new hotel is under construction.



Percival Landing is a waterfront park in Olympia, built in phases over the last 30 years. The most recent phase, above, replaced a tank farm with open lawn, a waterfront walk and pavilions. With year-round activities, the park has attracted over \$20 million in new investment in nearby blocks.

# demonstration plan A

Plan A demonstrates the most dramatic re-shaping of the site, removing most of the present mill structures between the Woolen Mill foundations and the river, re-naturalizing the riverbank and re-introducing tailraces through the site. The new Riverwalk extends from Water Street on an elevated walkway to Mill O, and is then routed away from the river, alongside the Woolen Mill and through a varied open space that features remnant elements of the former mill's structure and foundations. The current site of Mill E is cleared and a new public open space provided at the southern terminus of Main Street.



## ASSUMPTIONS

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### General

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- 1 Estimate is based primarily on Walker Macy's "Demonstration Plan A", site utility information provided by KPFF on 01/24/14 and Willamette Falls Legacy Project Site Stabilization and Building Assessment Report by Shiels, Oblatz and Johnsen et. al. (Jan. 2013).
- 2 General Liability and Builder's risk insurance is included.
- 3 We have included Subguard (Subcontractor Default Insurance)
- 4 We have included a 20% design/estimating contingency.
- 5 We have included a 10% construction contingency.
- 6 We have included 7.5% for escalation (approximately 1.5% per year for five years.)
- 7 Costs NOT included:
  - a. Payment and Performance Bond
  - b. Engineering & Design fees
  - c. Building permits, fees, utility connection costs or railroad fees.
  - d. Costs associated with work performed by utility companies such as electrical, water and gas
  - e. System Development Charges (SDCs)
  - f. Testing and Inspection

### Sitework

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- 1 We assume the primary street ROW to be 68 feet wide and includes 12 feet of sidewalk on each side of the roadway. Secondary street ROW assumed at 60 feet wide with 12 feet of sidewalk on
- 2 We have included landscaping and trees along the streets.  
We have included primary retaining walls from the Woolen Mill foundations to the Hawley Building,
- 3 from the north end of the Woolen Mill foundations to the water front and approximately 200 lineal feet along the Union Pacific Railroad tracks at the Warehouse Buildings.
- 4 We have included removal of the railroad track spur from the PGE dam south up the river to the end of the property.

### Building Demolition

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- 1 We have included demolition and salvage of all of the onsite structures including their foundations.
- 2 We did not include preservation of any of the structures that have been identified as potentially having historical significance.
- 3 We included removal of the clarifier structure.

### Site Remediation and Boiler Removal

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- 1 We included the estimate for the demolition of the boilers (\$1,000,000) as noted in the 2013 Willamette Falls Legacy Project Site Stabilization and Building Assessment Report
- 2 We included the estimate for hazardous soil removal (\$200,000) as noted in the 2013 Willamette Falls Legacy Project Site Stabilization and Building Assessment Report

### Waterfront Development

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- 1 We included 80% of the waterfront areas to be landscaped with the balance of the area as pathways and boardwalks.
- 2 We included boardwalks, pedestrian "bridges", the esplanade and boat dock along the river front.

- 3 We included the continuation of the trail system through the site including the Trail to Canemah.
- 4 We have included shoreline restorations.
- 5 We have included the restoration of the three tailraces.
- 6 We have included monies for modifying the dam to increase circulation of the lagoon water.
- 7 We have included enhancement of the grotto.

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### **Offsite Improvements**

- 1 We have included two traffic signals. One located at the intersection of Hwy 99 and Main St. and the other located at Hwy 99 and 6th St.
- 2 We included removal and replacing the roadway on Hwy 99 from the tunnel to 7th St.
- 3 We included landscaping and street trees along the south side of Hwy 99E roadway.

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### **Additional Considerations**

There are several areas on the site that need specific additional investigation. We have not accounted for these conditions in the estimate. These areas include:

- a. The extent of the symbiotic relationship between the Warehouse Buildings and the trestle support for the Union Pacific Railroad lines.
- b. A determination needs to be made as to which of the existing spur lines adjacent to the main line will remain (if any).
- c. The extent of the integration between onsite structures and the PGE dam.
- d. A final determination of which structures need to be preserved or renovated due to historical significance.

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### **Soft Costs NOT Included**

Payment & Performance Bond  
Design & Engineering Fees  
FF&E Equipment  
Building permits & fees