

Port of Port Orford  
Port Orford,  
Oregon, USA



# ***Port of Port Orford***



## ***Mci Facility Master Plan***

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April 30, 2009

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Attention: **Gary Anderson, Port Manager**

Subject: *Port of Port Orford  
Facility Master Plan Project*

We are delighted to offer this *Port of Port Orford Facility Master Plan* in final form for your use.

The document is the product of a process that began on August 7, 2008 with our consulting agreement and included a broad outreach program that included three daylong detailed interview sessions and three public workshops. Plan participants were a cross section of Port district citizens, local business leaders, and public officials.

This plan, which flows from and is an extension of your *Strategic Business Plan*, is the result of that effort. While this brings to a close our current consulting assignment, be assured of our willingness to assist you in the future. It is a pleasure to serve your planning and business needs.

Warmest regards,



David Cheramy, Principal  
**Maritime Consulting International**

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# **Port of Port Orford Facility Master Plan**

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Port Orford,  
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- A. Introduction**
- B. Business Viability**
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## ***I. Introduction →***

## **II. Fishery & Research Center**

## **III. 5<sup>th</sup> & Washington**

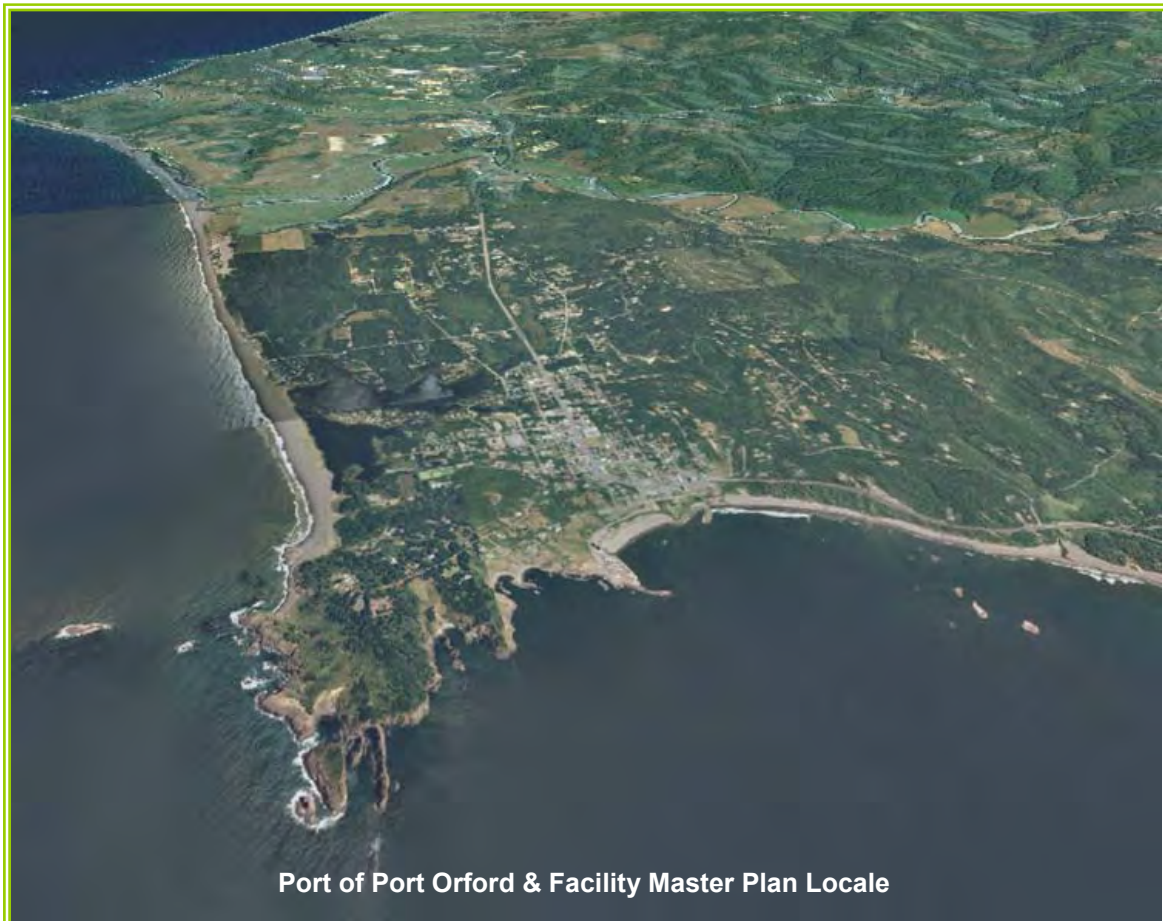
## **IV. Commercial Retail, Flex Space & RV Park**

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## A. Introduction

### 1. Port of Port Orford

Port of Port Orford is a municipal corporation formed as a port district in Oregon. It is the smallest of three port districts in Curry County—the other two are Port of Brookings Harbor and Port of Gold Beach. The current district encompasses about 146 square miles. The Port's main office is located along with most facilities and property immediately on or adjacent to its single most important asset—the High Dock. Port Orford is the West Coast's only 'dolly' port—boats are lifted to and from the water by a crane from 'dollies' stored on the dock.



The word 'port' literally means 'door' for waterborne commerce, trade, economic activity, and a wide diversity of employment opportunity.

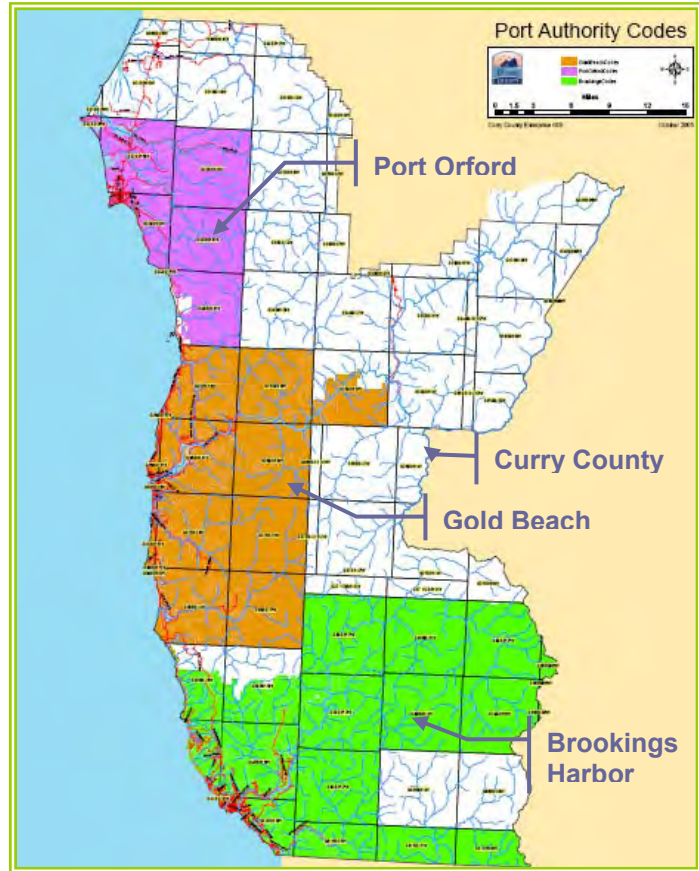
Port of Port Orford is formed under Oregon law and is governed by a five member elected Board of Commissioners. Port Commissioners serve staggered four-year terms without pay. The Port of Port Orford is formed specifically under Oregon Revised Statutes 777. For a complete background and details of the Port, see the Port's website at <http://www.portofportorford.com>.

**2. Port District**

Port of Port Orford is one of three port districts in Curry County. The others are Port of Brookings Harbor and Port of Gold Beach. Nearby Port of Bandon is located in Coos County.

Port of Port Orford is one of 28 port districts in Oregon. Most are small shallow draft ports like Port Orford. Moreover, most are in some form of voluntary liquidation—consuming assets to pay for operations. On the Oregon Coast this less than desirable financial situation is caused by the general and steady decline in fishery and other resource extraction industries.

The nearby picture shows the small size of the Port Orford district. An Action Program from the previous Strategic Business Plan is being considered to increase the size of the district to encompass the remainder of the non-port areas of the county. This will require a concerted effort and the cooperation of the affected business owners and residents.



**Curry County Port District Boundaries**

**3. Port Orford Fishery**

Port of Port Orford is the hub of a unique near-shore fishery that uses targeted and ecologically friendly techniques for extraction. A major part of the industry is a ‘live’ fishery that caters to specialized regional markets and command premium prices. See the Financial History section of this plan for details about Landed Catch Weight and Value including Value per Fisher. While the number of fishers has declined, the value of the landed catch has remained fairly constant. Those who remain in the fishing industry are individually fairing better than those who have exited.

Oregon’s Governor is making a major initiative to create a system of Marine Reserves in its near-shore territorial waters. These Marine Reserves will be off limits to any type of extraction. The supposed purpose of the Marine Reserves is making fish stocks flourish. These flourishing stocks will travel beyond the boundaries of the reserves where under supervision they may be extracted.

While most of the Oregon coastal communities are opposed to Marine Reserves, Port of Port Orford and the community have accepted the concept with a major provision. The Marine Reserve must be designated by the community and the reserve must be used for fishery research.

#### 4. Port Mission

The Mission Statement of the Port of Port Orford is:

‘We are stewards of our port district’s trust who:

- Provide ocean access for commerce & recreation
- Retain current businesses & attract new ones
- Build our port’s financial strength
- Increase & diversify our operating revenues
- Make the highest & best use of our financial tools, people & property assets.
- Improve our region’s special quality of place
- Create diverse means for regional economic well-being’

The Mission is the benchmarking tool that is applied to this planning document. The Port’s success depends upon it.

#### 5. Strategic Business Plan

Port of Port Orford suffered severe financial setback during the construction of the new High Dock facility. Gov. Ted Kulongowski, during a personal visit to the port in 2004, recommended that the Port prepare a Strategic Business Plan with the funding assistance of the Oregon Economic and Community Development Department (OECDD). In May 2004, Port of Port Orford contracted for the services of Maritime Consulting International (Mci) to prepare the Strategic Business Plan. It was completed in November 2004

Mci plan development services included: researching markets, interviewing Port Commissioners, community leaders, and managers, identifying and assessing business opportunities, formulating business strategies and budgets, making financial analyses and recommendations, and implementing work in collaboration with management.

No property-specific engineering evaluations were undertaken as part of that planning effort. For more details see the completed hard copy and digital plan deliverables available at the Port.

A specific Action Program in the 2004 Strategic Business Plan was to:

##### ‘3.1 Prepare Facility Master Plan

Prepare a combined Facility Master Plan for the phased re-development of the High Dock, adjacent upland property, and the 5th and Washington site. Obtain OECDD and other grant funding to support the planning effort. Plans should not foreclose future development of the Port’s adjacent hillside property or interrupt ongoing business activities.

**Action Steps:**

- Prepare a combined Facility Master Plan for phased re-development of Port property.
- Obtain OECDD and other grant funding to support the planning effort.
- Collaborate with City of Port Orford, Curry County, customers, and district stakeholders in plan preparation.
- Prepare and present a business case based on the Master Facility Plan.
- Provide Commission with quarterly reports in written and oral form covering Action Program efforts.
- Adjust and modify the plan according to marketplace needs.’

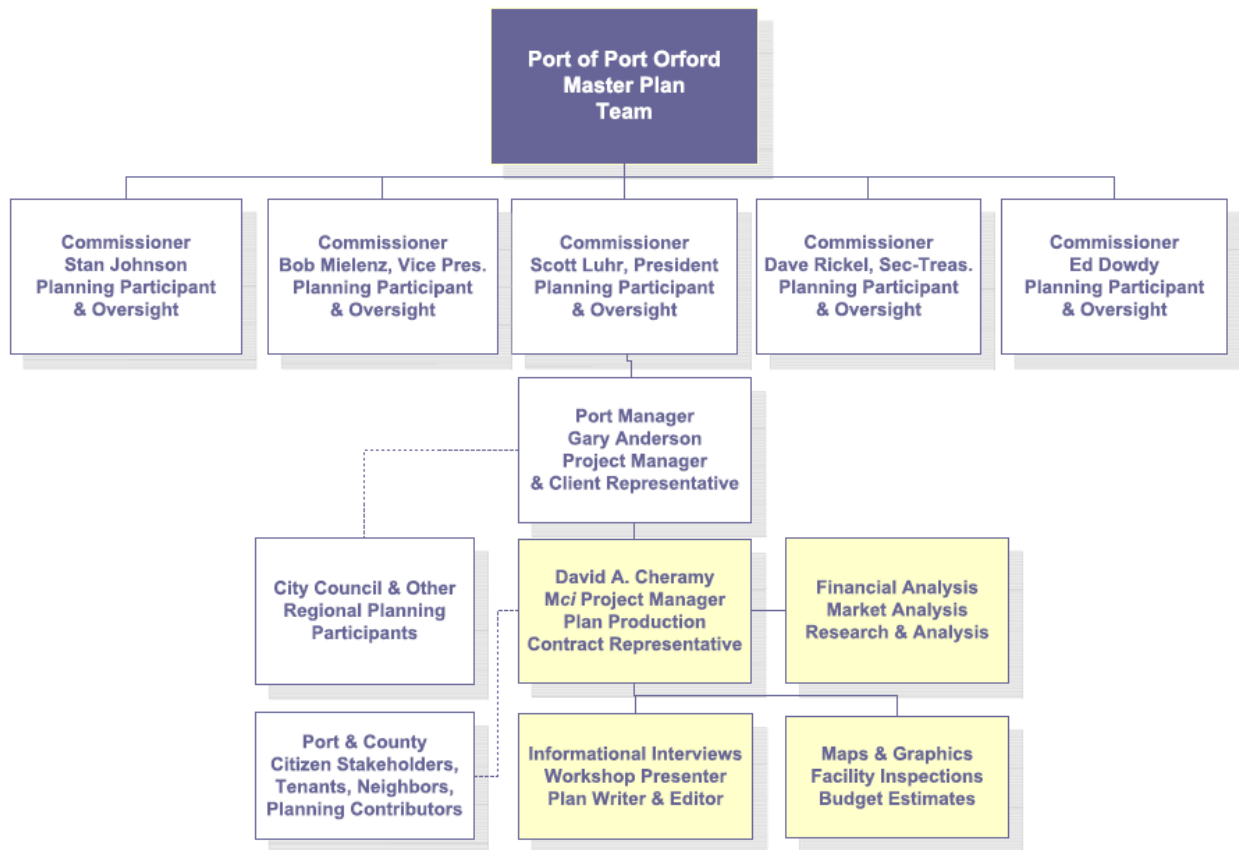
**6. Facility Master Plan**

In August 2007, with funding assistance from OECDD, the Port of Port Orford contracted for the consulting services of Mci to prepare its Facility Master Plan. The matrix for the Facility Master Plan, the plan for the plan, is shown in the nearby graphic.



### 7. Planning Team

Mci led the planning workshops and drafted the Facility Master Plan under the direction of the Port Commission. Project Manager for Port of Port Orford was Gary Anderson, Port Manager. Project Manager for Mci was David A. Cheramy, Principal. The organization of the planning team is shown in the following chart.



### 8. Planning Activities & Public Outreach

The centerpiece of the planning process was a series of public outreach events that included:

- Three daylong Public Interview Workshops, October 14-16, 2008
- ‘Where are we now?’ Commission and Public Workshop No. 1, November 12, 2008
- ‘Where do we want to go?’ Commission and Public Workshop No. 2, January 15, 2008
- ‘How do we get there?’ Commission and Public Workshop No. 3, February 18, 2009
- Subsequent Commission and Public review and comment leading to the completed plan deliverables

## 9. Plan Outreach Participants

Preliminary interviews and financial analyses were performed before the first of three public planning workshops. The interview results were compiled and presented without attribution. These results were used to seed the first planning workshop dialogue. Outreach participants included:

Leesa Cobb	Chris Aiello	Rhonda Keeler	David Smith
Lyle Keeler	Scott Mecum	Dennis Cassel	Evan Kramer
Mike Ashdown	Tobe Porter	John Porter	Rick Francona
Emily Francona	John Roorbach	Ed Dowdy	John Hewitt
Dennis Miller	Ed Beck	Mike Murphy	Darrel Cobb
Milt Finch	George Bennett	Steve Abbott	Pat Buffington
George Welch	Chris Hawthorne	Becky Bryant	Amy Wilhite
Michelle Duarte	Norma Anderson	Scott Luhr	Bill McArdle
John Lincoln	Lois Miller	Shirley Nelson	Bob Mielenz
Vickie Nowlin	Stan Johnson	David Pesonen	Milt Nelson
Joyce Spicer	Jeff Griffin	Gary Anderson	Frank Smith

## 10. Architecture & Engineering: Not Part of Plan Scope

The Facility Master Plan effort does not include the architecture and engineering work necessary to produce new facilities.

The cost for architecture and engineering services is included in the ROM Estimates for each project. This is generally eight percent of total cost. In the case of Fishery & Research Center architecture and engineering cost is \$273,000—more that eight times the total budget for this Facility Master Plan.

The public will have more opportunity to make input to the development process when the architecture and engineering work is performed.

11. Notional Facility Layout

1	Pacific Building Fish Buyer & Processor 1st Stage
2	Pacific Building Research Facility, Fishery Display & Port Office
3	Orford Reefs Parking, Storage, Flex Space, RV Park
4	Cedar Empire Building 5th & Washington Commercial Retail
5.1 5.2	Battle Rock Beach Dockside Commercial Retail
5.3 5.4	Humbug Mountain Dockside Commercial Retail
5.5 5.6	Captain Tichenor Dockside Commercial Retail
6	Dock Beach Expansion & Flex Future Development



## B. Port Business & Financial Viability

Port of Port Orford remains financially fragile and implementation of this plan in the best of circumstances will be difficult. The Port also must remedy three important issues—two of which threaten its existence and one that poses a serious financial hazard—*before* undertaking any of the opportunities included in this plan.

### 1. Port Priority: Business Viability

The Port must *not* take on additional financial risks until it is clearly made a viable business. To be a viable business the Port must successfully implement permanent programs to remove threats to its existence:

- **Fix the Jetty Problem:** Gradual physical collapse of the High Dock Jetty is causing increased shoaling under the boat hoists. It now disrupts and has the potential to foreclose operation of the boat hoists.
- **Fix the Shoaling Problem:** Funding for maintenance dredging needs of the Port are unreliable at best. This also disrupts and has the potential to foreclose boat hoist operation—ending Port earned revenue.
- **Reduce Current Port Debt:** The Port must not take on any additional financial burdens until the current projected debt load is reduced through restructuring, repayment, forgiveness, or a combination of these tools. More pain now means less pay in the future.

Financial breathing room still exists, but not much. The foregoing programs are being actively pursued by the Board and Management—their most important pursuits.

### 2. Port Priority: Financial Viability

The Port must *not* take on additional business or financial risks until it is made financially sustainable. To be financially sustainable the Port must successfully implement programs to:

- **Increase Property Tax Revenue:** Through boundary expansion that requires the majority of a public vote, the Port can extend district boundaries to increase property tax revenue.
- **Raise Prices for Services and Facilities:** The Port is short of breakeven operation by \$251,000 annually. This is not sustainable and needs to be corrected by charging the actual cost of operation to its customers.

The obvious result of Port finances is the consumption of assets to fund day-to-day operation. Much needed capital maintenance to offset depreciation is not performed. One needs only to take a look at the Cannery Building to see the observable results. Increasing the Port's financial viability is a major fiduciary responsibility of the Board. See the details of the Port's Financial History included with the Addenda of this plan.

### 3. Facility Master Plan is for the Future

The Facility Master Plan effort was intended to be completed more than three years ago. Funding availability delayed the effort.

As this plan is being prepared, the world economy has slipped into a deep recession that is just beginning to show signs of reaching bottom. Until there are sure signs of returning prosperity the Port, like all governmental agencies that rely on a robust economy for tax revenue, should be extremely careful about taking on additional credit risks.

The Port is a major contributor to the economic vitality of the community, the Port District, and the region. It provides 130 direct full time equivalent family wage jobs. It provides another 130 induced and indirect full time equivalent family wage jobs through direct spending and re-spending activity.

The Port currently relies on a single market, fishing, for all of its earned revenue. This situation needs to be changed soon. Fishing is under increasing pressure from governmental agencies, non-governmental political action groups, and other entities to reduce or eliminate extraction operations.

Port of Port Orford is home to Oregon's premier high revenue fishery. It uses targeted and environmentally acceptable techniques for extraction. However, this may not be enough to maintain the flow of economic activity to which the community has become accustomed. New business lines are needed as soon as possible.

### 4. Market Competition & Risk

This Facility Master Plan includes completing construction to house a Fishery Display and a Fishery Research Facility. The Port must not create a fishery research facility or public fishery display amid growing marketplace competition.

Competing facilities exist, are being enlarged, or are (or will be) contemplated in Astoria (NOAA), Newport (NOAA), Charleston (with Oregon Solutions assistance), Bandon (at the former Pac Choice Building), and Brookings-Harbor (at the incomplete Commercial Retail Building).

There is a finite inelastic audience for this type of attraction. Diluting the audience with oversupply will mean reduced success for all of them. If there is a realistic way to make these facilities complementary and simultaneously prosperous, it could then be pursued.

### 5. Alternative Uses

Port must contemplate realistic alternative uses for any facility that it develops. Port must *not* develop more space than can be utilized in the short term. Port should *not* build facilities on speculation—without a corresponding offsetting revenue stream or other financial guarantees. Numerous financially unsuccessful Brookings-Harbor, Gold Beach, and Newport speculative failures were supported with higher government largesse.

## C. Business Assumptions

The following assumptions apply to the Facility Master Plan.

### 1. Financial Assumptions

Port survival and financial sustainability issues will be satisfactorily managed and solved including:

- High Dock Jetty is Fixed—A Port Survival Issue
- High Dock Maintenance Dredging is Fixed—A Port Survival Issue
- SPWF Loan is Restructured: >Pain Now <Pain Later
- Obtaining Highest Port Revenue/Value Consistent with Port Risk
- Using Federal & State Loans & Grants: EDA, SBA

Moreover, the Port should consider the use of General Obligation Bonds to finance all or part of new asset construction. This requires a public vote. Several planning outreach participants expressed willingness to support a general obligation bond campaign.

### 2. Sell 5th & Washington: Unacceptable Lost Opportunity

There was some plan participant discussion about selling the Ports 5<sup>th</sup> and Washington property to reduce debt and finance some new ventures. It is valued at over \$600,000. This is not an acceptable idea. Once the property is sold the opportunity for a continuing revenue stream generated by it for the Port is lost. The concept of selling the property is another bad example of converting a public (Port District citizen) loss into a private (buyer and Port tenant) gain.

### 3. New Asset Concept

Plan participants generally agreed on these concepts for the new assets described by the plan:

- **Create Oregon's Best Oceanside Port Attraction**

Two Oregon Ports offer Oceanside locations with tourist appeal or its potential—Brookings Harbor and Port Orford. Port of Port Orford has the opportunity to create an ocean-side attraction with unusual appeal. The quality of the development effort should be high. Pole and sheet metal buildings, such as the Port's current office building, will not fill these expectations.

- **Create City & Port Signature Attraction**

Signature means 'readily identifying its creator'. The Port has the opportunity, through new developments to establish the identity of the Port and the City and vice versa. In the Port's past, the relationship with the City has been distant. With the new facility developments the opportunity exists to improve that situation—through cooperative physical design.

- **Connect with Port District Residents**

Through its history the Port has had a remote physical and working connection to district citizens. The Port is viewed as the private domain of the commercial fishers. The commercial fishers and, to some extent, the Port do little to discourage that notion. The Port needs the support of Port district citizens and must increase the connections to and rapport with its citizens.

- **Make Port More Visitor Friendly, Appealing: LCD**

The Port is a fishing business and, like the fish processing plants in downtown Newport and elsewhere, shows mostly its backside to the community. It is unfriendly and unappealing to all but the fully initiated. The Port and its tenants need to open physical channels and create actual windows for visitors to see, understand, and appreciate the very interesting and unique nature of what transpires daily. This interest translates directly to visitor spending.

- **Make High Dock Visitor Accessible: ODOT Signage**

The idea of ‘the only dolly port on the US West Coast’ is unknown to most Oregonians among the thousands of tourist that travel Highway 101 through Port Orford each year. To most potential visitors, the place does not exist. Instead, these passersby stop to visit the more visitor friendly environments of Gold Beach and Bandon. The opportunity to capture visitor spending through accessibility needs to be capitalized upon.

- **Seasonal & Cyclical Tourism Driven Businesses**

The thorough and ongoing review and discussion is needed about the seasonal and cyclical nature of the Ports businesses. The Facility Master Plan puts focus on adding more seasonal and cyclical businesses, particularly those driven by tourism. Whenever the opportunity exists to attract businesses that are not seasonal or cyclical—it should be pursued.

#### 4. **New Asset Details**

Plan participants generally agreed on these new asset details for the Facility Master Plan:

- **Built for Low Cost of Ownership**

The Oregon Coast is can be a harsh environment for building maintenance. Being on the ocean makes matters worse due to the corrosive effects of salt water and spray. Sea gulls are a source of waste that also accelerates building decline, especially roofs. The building exteriors must use designs, materials and assembly practices that reduce the effects of this corrosion.

- **Built for Wind, Wind, & Wind**

The area around Cape Blanco and Port Orford is notorious for high winds. Here as well, design, material selection and assembly practices must be used to eliminate the effects of wind.

- **Add Modern Publicly Accessible Restrooms**

The current restroom facilities are not adequate for the visitors that the Port is or should be trying to attract. Included in the design of all new Port facilities must be adequate modern public restroom facilities which are supplied and maintained to a high standard.

- **Add Direct Access: High Dock to Beach including ADA**

The current access from the High Dock to the beach is not convenient or ADA compliant. Included in the design of new Port facilities must be convenient access arrangements between the High Dock and the nearby beach. Access could be made part of the cooperative program between the Port and City to extent the Battle Rock walkway.

- **Add Direct Access: High Dock to Ocean & Jetty for Sport Diving**

The current access from the High Dock to the Ocean and Jetty for sport diving is not convenient. A program needs to be included for the addition of convenient sport diving access. To develop this program the Port's liability for divers needs to be satisfactorily addressed.

- **Include 'All-Tenant' Common Area Maintenance Charge**

Port is a multi-user facility that includes many common-use areas; access roads, utility distribution systems, security lighting, sewage handling facilities, operating liability insurance, waste disposal, and shared open spaces among others. Port must recover the full cost of operation, maintenance, capital maintenance (to offset depreciation), and the value of the underlying land consumed by the common areas.

- **Add Day Use Fee**

The Port might consider adding a Day Use Fee. To get a token day or annual pass, the day visitor to the High Dock might be asked to make a small voluntary donation for Common Area Maintenance. Likened to the honor system at launch ramps, the fee might be paid 30 percent of the time.

## 5. **New Business Lines**

Plan participants agreed generally about adding these new business lines:

- **Beachfront Flex Space RV Sites =  $\geq 20$  Slots High-End Market**

Included in the Facility Master Plan is the development of a  $\geq 20$  slot high-end RV Park. RV Parks are the cash generating engine that enable most marinas to approach financial breakeven. The RV Park requires little capital investment and maintenance in relation to the revenue produced. Operation of the RV Park requires a modest effort. When the RV Park is not longer needed, the utility infrastructure can be converted to support other development.

- **Guided Sport Fishing versus Charter Boats**

Currently, there is a charter boat operation at the Port. In addition to charter boats, there is a lively guided fishing industry in the Coos-Curry-Douglas area. Guided fishing attracts overnight guests that make a significantly larger contribution in terms of spending and economic impact. The Port needs to recruit more fishing guides to use Port facilities. A commercial-retail tenant that recruits these services should be developed.

- **Add Sport Launch Ramp: OSMB, Leave Space, Growth Market**

Prior to the construction of the current High Dock, the Port offered a sport launch ramp. A sport ramp is not included in this plan. However, the arrangement of the current developments must be done with care so that the future addition of a sport ramp is not foreclosed. Access across the beach should remain building-free until a suitable design can be developed by the Oregon State Marine Board.

- **Attract Adventure Tour Groups**

Adventure tourism is a growing Oregon phenomenon. Its devotees include tourist who want to hike, climb, ski, trek, bungee jump, bike, paddle, surf, and dive their way through an entire vacation. Adventure tourism is often done in groups. The Port needs to develop an outreach program for this market. Oregon is the home of Nike and Columbia Sports. Recruiting a commercial-retail tenant or two that serve this market with goods and repairs should be a Port target. For more details see: <http://opt.traveloregon.com/Itineraries/Unique-Experiences/Sports-Adventure.aspx>

- **Attract Birding**

Birding is one of the nation's largest outdoor pastimes. The Oregon Coast and estuaries attract a wide range of aficionados including daytrip and overnight tourists. This is another opportunity for pursuit by the Port when recruiting commercial-retail tenants. Port Orford's Wild Spring Resort is a leading sponsor of regional birding activities: <http://www.wildspring.com/>

- **Add Activities for Wide Range of Demographics & Affluence**

When recruiting commercial-retail tenants, the Port should reach out to the widest possible range of user demographics and affluence. The net result should be an array of choices for the visitor from high end to low.

## 6. Condominium or Lease

There are several ways in which agreements to use Port facilities can be structured. These include condominium ownership, long term leases, or a combination of these tools. Port must decide which contracting vehicle is risk-appropriate for the counterparty. Port must select the vehicle or combination of vehicles that ensures the counterparty has significant 'skin in the game.'

## 7. Condominium Upside

The use of condominium ownership, renting Port land and building new assets in condominium ownership with the Port, has the following advantages over lease tenancy:

- Mortgage owner has stable "base rent"
- No renegotiating lease every three to five years
- Cheaper to own than to lease
- Interest expense, utilities, interior improvements and property taxes are tax deductions
- Depreciate commercial condo over 39 years for tax purposes
- Added expense of ownership-association dues to maintain the larger property
- Business condos can be expected to appreciate
- When sold realize increase asset value

## 8. Condominium Downside

Use of condominium ownership, renting Port land and building new assets in condominium ownership with the Port, has the following disadvantages for over lease tenancy:

- Improvements are on the owner's "nickel"
- No negotiating with landlord to make changes to interior or relocate to a more suitable space
- Owner must pay for the improvements and suffer disruption of working while refurbished
- Selling a business condominium can be difficult
- Difficulty may be due to economy, neighborhood or buyer pool

## 9. Due Diligence

Port must use due diligence to be certain all counterparties are creditworthy. Due diligence means that the Port investigates transaction details, examines counterparty operations, their financial well-being, their management, and verifies material facts.

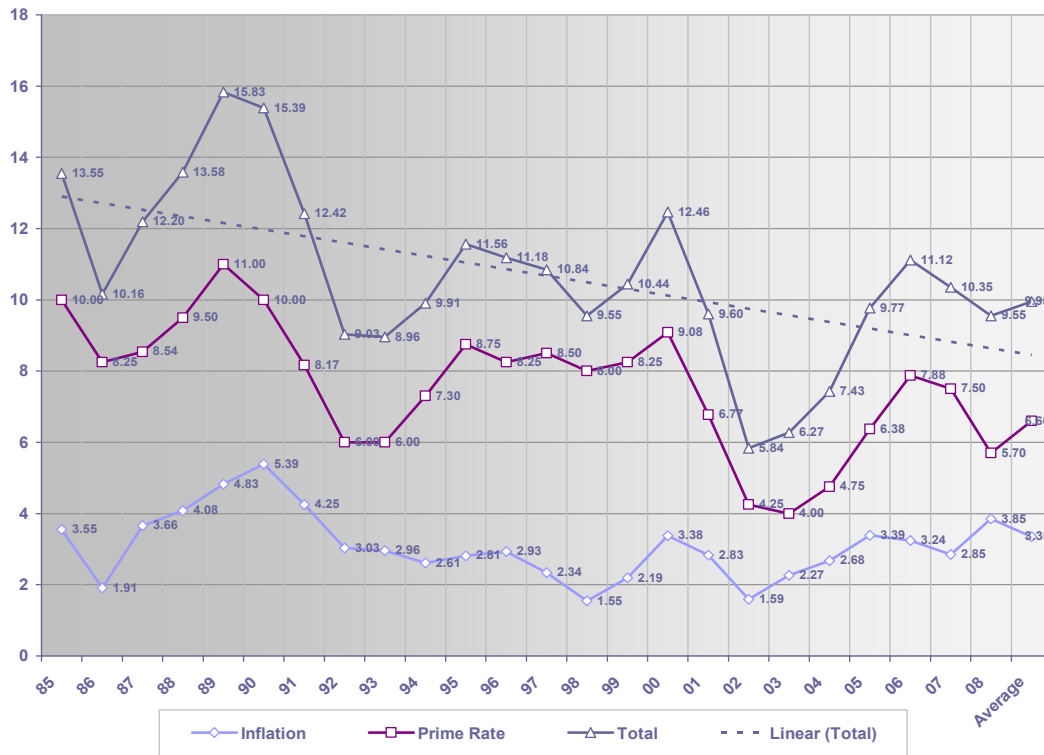
Moreover, the Port will check credit ratings and scores, reviews financial statements, obtain financial guarantees, co-signers, bonds, and/or letters of credit. Due diligence must be required regardless of counterparty's community standing.

**D. Price Environment**

If Port does not value its resources—nobody will. Port’s price and fee setting goals must include complete cost recovery and a reasonable profit. Profit making is the most significant long term method to achieve financial sustainability and close the current large operational financial gap.

**1. Price & Fee Goals**

Port will be committing long term assets with very long term deal horizons. Port’s target for price and fee setting must begin with achieving a minimum return on investment. The minimum threshold should be the Prime Interest Rate plus Inflation averaged 25 years. Nominally this is about 10 percent per annum.



For each \$1 million of employed capital price setting starts at \$100,000 per year.

**2. Land Value: Added to Prices**

Port will employ its finite waterfront land assets (it is Port capital) for new facilities. In all transactions, the Port is entitled to and must seek a return on the value of the underlying property. Today, land value is at least \$1 million per acre. Price structure for land value must include a regular adjustment for the increase in value which will accrue over time.

### 3. Common Area Fees:

As stated in the foregoing, Port is a multi-user facility that includes many common-use areas; access roads, utility distribution systems, security lighting, sewage handling facilities, operating liability insurance, waste disposal, and shared open spaces among others.

Port must recover the full cost of operation, maintenance, capital maintenance (to offset depreciation), and the value of the underlying land consumed by the common areas.

### 4. Port Offices: No Cost

There has been some discussion in the planning process about Port offices being included in any new facilities—specifically whether the Port should pay for these offices.

Port does not have the ability to pay for offices. If Port decides to ‘expense’ some token payment for offices, the Port must make a corresponding identical (or greater) ‘cost’ charge to overall facility operations. The idea of the Port paying for office space is fundamentally illogical.

## **E. Grants versus Loans**

Port of Port Orford may receive grant funding for portions of the proposed Facility Master Plan developments. There has been some discussion during the planning process that any grant funding should go immediately to the ‘bottom line’ of the project to reduce the tenant’s lease cost.

The Port must not use grant funding to reduce prices for the following reasons:

### **1. Current Shortfall to Breakeven**

The First Law of Hole is, ‘When you are in one, stop digging.’ The Port is already \$251,000 short of financial breakeven on operations. This bad situation gets worse in the years to come. Providing any facilities below the cost of providing them will make the Ports financial situation worse. It is not financial responsible or sustainable.

### **2. New Facilities Must Help not Hurt**

The paramount goal of creating new Port commercial retail facilities is generating new surplus revenue to offset the failure to reach breakeven. Providing new facilities at prices below their cost of development and operation is self-defeating to that goal. Check the Port Mission earlier in this section.

### **3. Reinforces Bad Behavior**

The Port has for most of its existence provided services and facilities below the cost of providing them—consuming assets in the process. For proof, take a look at the Cannery Building. Like all shallow draft Oregon coastal ports, this is done to subsidize the commercial and recreational fishing industry and prevent desertions. As a consequence, the regional ports find it difficult to raise prices to the fishing industry. This behavior turns a public (Port District citizen) loss into a private (Fishers) gain. It is not financially sustainable.

### **4. Damage to Local Real Estate Community**

Providing facilities below the cost of providing them, or at prices that mimic below market rates, will damage the local commercial/retail real estate market. The Port district owners of local commercial/retail properties will be damaged as their tenants flee to Port facilities or demand lease rates that match the Port’s. Everyone including the Port loses.

### **5. Alienate the Local Business Community**

Ports of Brookings-Harbor, Gold Beach, and Bandon have antagonized the local business community by providing commercial retail facilities at less than their cost and below the regional market prices. These Ports need local business community support to succeed and seldom get it.

## 6. District Expansion Plans will Lose

Port Orford needs regional business support more than ever. The business community will be an important supporter in the expansion of the district boundary. Without this support, district expansion will not happen. In Bandon, City of Coquille considered a vote to leave the Port district. Brookings tried a public bond issue to bail them out of debt and failed. Check with the ports listed in ‘5’ above for confirmation. The complete Oregon list is much longer.

## 7. Ports Are Not Charities

Ports are unique public enterprises that must be run as a business. If and when the Port is financially healthy it may be possible to subsidize or otherwise incubate new water-dependent industrial activity to provide job diversification. That may happen in some distant future. It is not possible or sustainable now. Check the Port Mission and ORS 777 about fiduciary responsibility.

## 8. Port’s Ability to Obtain Grants

The Port has a unique ability to obtain grant funding—sometimes from sources not available to other government agencies. This ability and the grant funding it provides have the reward of lightening the Port’s financial burdens. Transferring the grant funding to the potential tenants of new Port facilities is once again turning a public (Port District citizen) loss into a private (Port tenant) gain—it is not financially responsible or sustainable.

## 9. Tenant Grant Funding

It might be possible for a prospective tenant to obtain grant or other low cost funding mechanisms to construct new facilities. In that case, the Port should ensure the tenant/owner builds the facility as a ‘condominium’ on property leased from the Port and the tenant/owner pays the Port the full price for land rent, and pays the full price for mall charges. The Port must also use complete due diligence to determine the creditworthiness of the prospective tenant/owner.

## F. ROM Estimate Summary

To provide the user with the scale of the Facility Master Plan activities, the following table summarizes the detailed rough order of magnitude estimates included in the document.

Line	Description	Unit	Length	Width	Height	Area	Volume	Detailed \$/SF	Best Comparison	Total
1	Fishery Building, 2 Story	Feet	233	50	30	23,300	699,000	\$161.53	\$168.31	\$3,763,536
2	5th & Washington 3 Story	Feet	140	110	35	38,700	451,500	\$131.60	\$146.11	\$5,093,032
3	5th & Washington 2 Story	Feet	140	110	25	25,800	322,500	\$162.66	\$147.70	\$4,196,674
4	Flex & Parking Area A	Feet	400	125	N/A	50,000	N/A	\$14.39	N/A	\$719,624
5	Flex & Parking Area B	Feet	300	125	N/A	37,500	N/A	\$19.97	N/A	\$749,000
6	Flex & Parking Area C RV Park	Feet	300	125	N/A	37,500	N/A	\$29.91	N/A	\$1,121,643
7	Flex & Parking Area D Road Realign	Feet	200	125	N/A	25,000	N/A	\$15.42	N/A	\$385,530
8	Commercial Retail 2 Story Module 1	Feet	40	65	30	5,200	156,000	\$219.22	\$231.38	\$1,139,948
9	Commercial Retail 2 Story Module 2	Feet	40	65	30	5,200	156,000	\$203.94	\$230.78	\$1,060,488
10	Commercial Retail 2 Story Module 3	Feet	40	65	30	5,200	156,000	\$203.94	\$230.78	\$1,060,488

The digital version of these estimates can be found in the interactive Financial Model provided to the Port on CD.

# Port of Port Orford Facility Master Plan

Port of Port Orford  
Port Orford,  
Oregon, USA



- A. Background**
- B. Notional Layout**
- C. ROM Estimate**
- D. Financial Model**

## I. Introduction

## II. Fishery & Research Center →

## III. 5<sup>th</sup> & Washington

## IV. Commercial Retail, Flex Space & RV Park

## V. Addenda

## A. Fishery & Research Center Background

The Facility Master Plan includes a Fishery & Research Center to replace the existing dilapidated Cannery Building and surrounding structures as detailed in this section.

### 1. Facility Concept

The focus of this development is the creation of a public attraction that will draw more visitors to the City and Port. The design of the facility will include publicly viewable research laboratories. In addition to the concepts discussed in the 'Introduction' section of this plan, the following concepts provided by the outreach effort apply to this facility.

- **Zoning = Maritime Activity**

The zoning of this property is 'MA' for 'Maritime Activity'. There are no limits on building height and footprint. The facility being proposed will be consistent with those zoning requirements.

- **Add 'Near Water' Research Tenant as Public Attraction**

A 'near water' research facility is being proposed by two organizations described in detail later in this section. This laboratory may offer the spin-on benefit of employing local fishers and their boats to support the scientific effort.

- **Add 'Deep Ocean' Research Tenant as Public Attraction**

There is an opportunity to add a 'deep ocean' research laboratory akin to the one being developed and used by University of Oregon, Oregon Institute of Marine Biology, at Charleston. It may be possible to add an extension to this lab in Port Orford. The opportunity also exists to work with the National Oceanographic and Atmospheric Agency (NOAA) to create a research lab. For more details about OIMB at Charleston see: <http://www.uoregon.edu/~oimb/>



Location of Proposed Fishery & Research Center

- **Add ‘Seafood’ Research Tenant: USDA OrAg Funding**

It was suggested by the Governor’s Economic Revitalization Team during the outreach effort that a third candidate was available for establishing a ‘seafood’ research facility using US Department of Agriculture and Oregon Department of Agriculture funding assistance. For more information see: [http://www.oregon.gov/ODA/grants.shtml#Development\\_and\\_marketing](http://www.oregon.gov/ODA/grants.shtml#Development_and_marketing)

- **Make Fish Buying, Live Fishery & Research Fully Accessible to Visitors**

The live fishery and fish buying operations are major public attractions that need to be made fully accessible to visitors in the design of the new facility. Generous windows and up close viewing opportunities must be included in the design.

- **Include Docent Tours & Docent Support Facilities**

Advertised docent tours will encourage more Port and City visitors. The docents can be recruited and trained from the local community. Docent tours and docent support facilities must be included in the new facility layout.

- **Provide Guided Walk through Tours When Safe**

Docent tours should include guided walk through tours of the Fishery & Research Center as well as the Port complex itself. Of course, visitor safety will be a primary consideration in arranging these guided tours.

- **Add Hands-on Access to Fish and Shellfish**

An important part of making the live fishery and docent tours successful will be providing a hands-on experience with fish and shellfish in designated tanks.

- **Self Interpreted Access & Improved Signage: LCD**

When docent tours are not available, there needs to be adequate signage in the Fishery & Research Center and around the Port itself so that visitors can have self-interpreted access.

## **2. Port Orford Fishery**

Port Orford is the hub of a unique near-shore fishery that uses targeted and ecologically friendly techniques for extraction. A major part of the industry is a ‘live’ fishery that caters to specialized regional markets and command premium prices. See the Financial History section of this plan for details about Landed Catch Weight and Value including Value per Fisher.

Oregon’s Governor is making a major initiative to create a system of Marine Reserves in its near-shore territorial waters. These Marine Reserves will be off limits to any type of extraction. The supposed purpose of the Marine Reserves is making fish stocks flourish. These flourishing stocks will travel beyond the boundaries of the reserves where they may be extracted.

While most of the Oregon coastal communities are opposed to Marine Reserves, Port of Port Orford and the community have accepted the concept with a major provision. The Marine Reserve must be designated by the community and the reserve must be used for fishery research.

### 3. Market Competition & Risk

As the Fishery & Research Center initiative moves forward, it must be remembered that the Port must not create a fishery research facility or public fishery display amid growing marketplace competition.

Competing facilities exist, are being enlarged, or are (or will be) contemplated in Astoria (NOAA), Newport (NOAA), Charleston (with Oregon Solutions assistance) Bandon (Pac Choice building), and Brookings-Harbor (incomplete Commercial Retail building).

There is a finite inelastic audience for this type of attraction. Diluting the audience with oversupply will mean reduced success for all of them. If there is a realistic way to make these facilities complementary and simultaneously prosperous, it could then be pursued.

### 4. Port Orford Ocean Resource Team (POORT)

POORT is the major participant in the creation of a Marine Reserve in near-shore waters south of Port Orford. This organization has also worked with the Port on the concept of establishing and Fishery and Research Center on Port property in the footprint of the current Cannery Building.

Leesa Cobb is Executive Director of POORT, a private non-profit group. The mission of the Port Orford Ocean Resource Team is: 'To engage Port Orford fishers and other community members in developing and implementing a strategic plan and framework that ensures the long-term sustainability of the Port Orford reef ecosystem and social system dependent on it.'

Additional details about POORT are included at the end of this section. For information about POORT see: <http://www.oceanresourceteam.org/index.php>

### 5. Oregon Solutions

To quote from their website: 'Oregon Solutions grew out of the State of Oregon's Sustainability Act of 2001. First inside the executive branch of state government, then since January of 2002 as a program of the National Policy Consensus Center at Portland State University, Oregon Solutions has promoted a new style of community governance, one based on the principles of collaboration, integration, and sustainability.'

The mission of Oregon Solutions is: 'To develop sustainable solutions to community-based problems that support economic, environmental, and community objectives and are built through the collaborative efforts of businesses, government, and non-profit organizations.'

Katy Eymann is Project Manager for an Oregon Solutions program to assist Port of Port Orford in solving its Jetty and Shoaling problems and to establish the Fishery and Research Center.

A concept of the proposed building is shown in the nearby photo provided by Edoba Design under Oregon Solutions sponsorship. More information about the Port Orford project is included later in this section. For more information about Oregon Solutions see:

<http://www.orsolutions.org/index.htm>

**6. Letters of Commitment**

Oregon Solutions is authorized by the Port to obtain letters of intent or letters of commitment for using Port facilities. All the terms of these letters must be in accordance with Port principles and subject to Port approval in draft form. Any such letters must include documents demonstrating that the signatories are authorized to make the commitments and the authority must be confirmed by Port.



**7. Oregon Solution Project Members**

▪ **Co-Conveners:**

Jim Auburn, Mayor of Port Orford	541-332-1307	auborn@aol.com
John Hewitt, City of Port Orford Council Member	541-332-0227	jhewittiii@harborside.com

▪ **Panel Members:**

Jonathan Allan, Oregon Department of Geology and Mineral Resources	541-574-6658	jonathan.allan@dogami.state.or.us
Gary Anderson, Port of Port Orford Port Manager	541-332-7121	portoffice@harborside.com
Mary Camarata, Oregon Department of Environmental Quality	541-687-7435	camarata.mary@deq.state.or.us

Leesa Cobb Port Orford Ocean Resource Team	541-332-0627	poort@carrollswab.com
John Craig, US Army Corp of Engineers	541-297-1471	john.h.craig@usace.army.mil
Jack Emmons Hallmark Fisheries	541-888-3253	jack.emmons@hallmarkfisheries.com
Jeff Griffin, Oregon Economic Revitalization Team, Southwest Oregon Regional Coordinator	541-664-6676	jeff.griffin@state.or.us
Ron Kreskey, Office of US Representative Peter DeFazio	541-269-2609	ron.kreskey@mail.house.gov
Wayne Krieger State Representative		rep.waynekrieger@state.or.us
Aaron Langdon Port Orford Fisherman	541-332-0580	<a href="mailto:alongton@harborside.com">alongton@harborside.com</a>
Kevin Lee Nor-Cal Seafood	510-532-7823	
Mark Lottis Five Star Charters	541-247-0217	info@goldbeachadventures.com
Jerry McGriff Griff's Restaurant	541-332-8985	
Jeff Miles, Port Orford Fisherman	541-332-1835	

## 8. Oregon Solutions Meeting Memo Excerpt May 12, 2008

'Leesa Cobb and Gary Anderson presented the project vision.

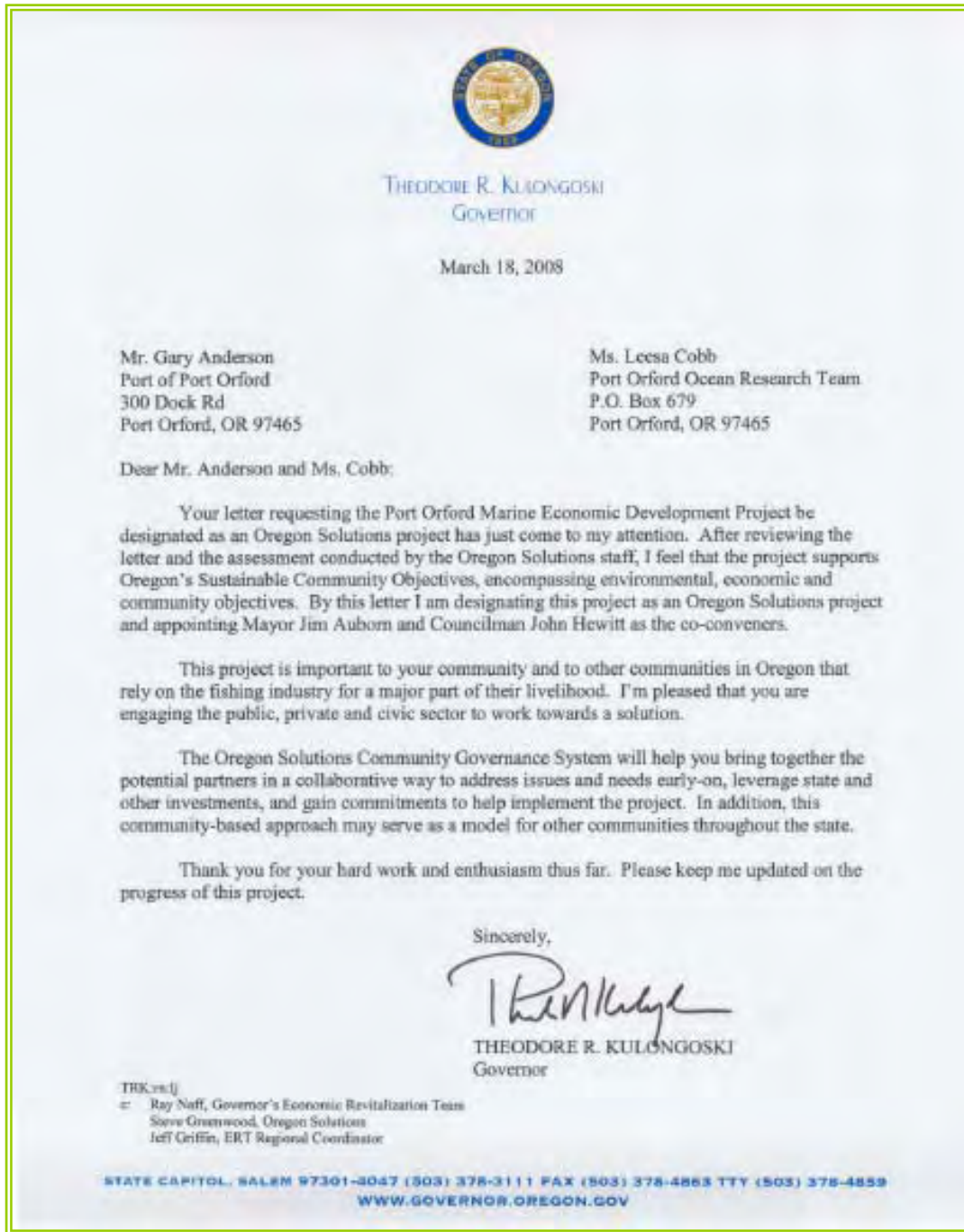
Leesa focused on the building aspect of the project. She described a multi-use building serving 1) the commercial fishing industry, 2) the public with a restaurant and other retail uses, and 3) the education and fishing industry with the creation of a Marine Research Station. She pointed out that the building could be constructed in phases as financing becomes available.

'Gary focused on the shoaling issue. In essence, the harbor fills with sand to the extent that fishing boats can only be lifted to and from the pier during high water. This restricts fishing time and puts the fishermen at risk if a storm arises suddenly while they are at sea. He also reported that the existing jetty fails to protect the dock from overtopping waves that destroy the infrastructure for Hallmark Fisheries during severe storms, and it contributes to shoaling by preventing sand from leaving the harbor. The vision of the shoaling aspect of the project is to reach a year-round solution to the accumulation of sand in the harbor.

'Two working groups were created: Shoaling and Building. Each working group will report to the full Project Team as their work progresses. The full Project Team will meet to discuss the recommendations submitted by the working groups.

‘The building working group will consist of: Jack Emmons of Hallmark Fisheries, Vicki Nowlin of Nor Cal, Leesa Cobb of POORT, Jeff Miles, Jerry McGriff of Griff’s Restaurant, Gary Anderson, Ed Dowdy and Scott Luhr from the Port of Port Orford, and Jeff Griffin from the Oregon Economic Revitalizations Team. The membership of the Shoaling Working Group will consist primarily of an Expert Panel. John Dingler described the credentials of each of the expert panel members.’

9. Governor’s Authorizing Letter



## 10. Excerpts from POORT Stewardship Plan

January 2008

Port Orford Ocean Resource Team by Pacific Marine Conservation Council<sup>1</sup> and Golden Marine Consulting<sup>2</sup>

### **Integrating Stewardship, Access, Monitoring and Research: Port Orford Community Stewardship Area**

#### **Objective E-2**

Develop plans and identify a location for a Port Orford Marine Science Center.

Facilities are available to hold fish live using a flowing seawater system. We envision a research lab component, located at or near the Port Orford waterfront, to conduct experimental work, process samples, and hold fish for study or release-and-recovery to facilitate telemetry tagging projects and survival studies. Another dry lab area could be located elsewhere in Port Orford to provide working space for visiting scientists, collaborating fishermen, and POORT staff. It is our vision to have the facilities management under POORT, fund it through multiple grants and use fees, and have it open and available for other collaborators.

Task E-2.1 (2007) Officially launch the Port Orford Marine Science Center.

Task F-1.1 (2007-annually) Foster present partnerships through recognition and continued collaboration.

Collaboration has been a characteristic and successful mode of operation for POORT and the Port Orford community. A workshop is recommended to go over the IRP and candidate projects, seek support from former colleagues, and identify new partnerships. Partners to date include:

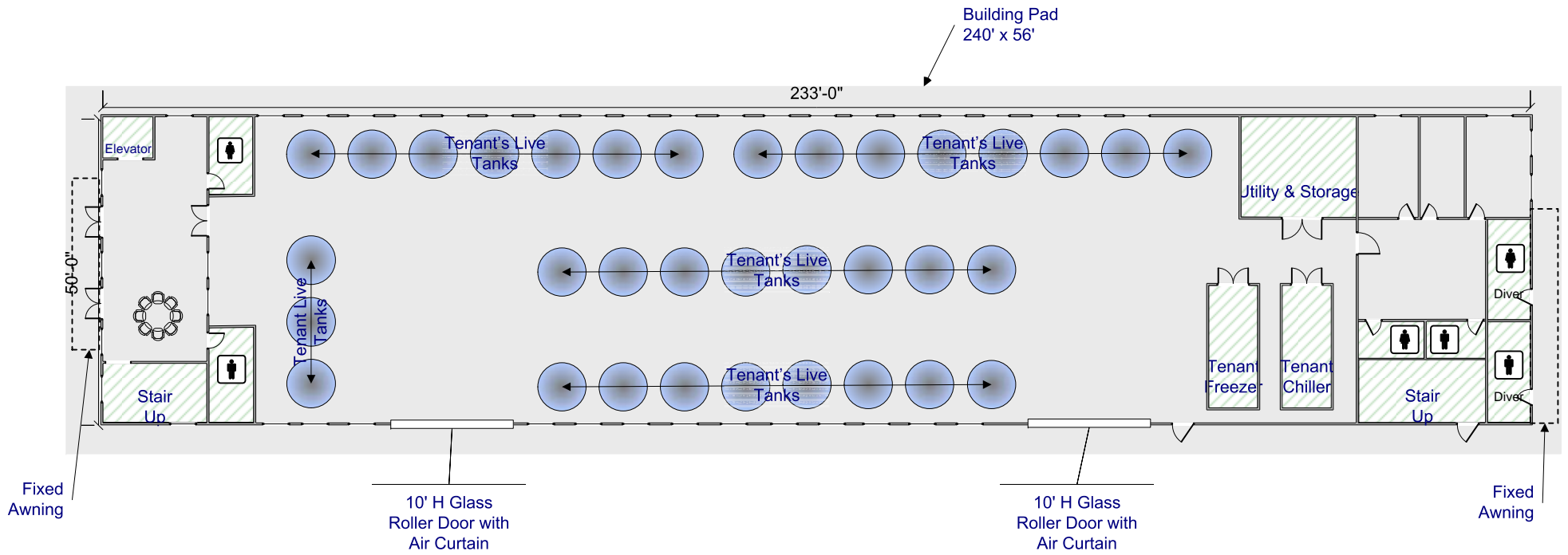
- Pacific Marine Conservation Council
- Ecotrust. See: <http://www.ecotrust.org/>
- Surfrider Foundation. See: <http://www.surfrider.org/>
- Oregon State University
- Oregon Department of Fish and Wildlife
- NOAA/ National Marine Fisheries Service

*Task F-1.2 (2007 and annually)* Identify and develop potential future partnerships:

- Audubon Society of Portland
- University of Oregon, Oregon Institute for Marine Biology (OIMB).
- Tom Carlson, Ph.D. Geography and Geographic Information Systems
- Doctorate-level graduate students
- Ocean Observing System programs (NANOOS and PACOOS)
- Partnership for Interdisciplinary Science for Coastal Oceans (PISCO, Appendix F)
- DLCD (Department of Land Conservation and Development)

# B. Fishery & Research Center 1<sup>st</sup> Floor Plan

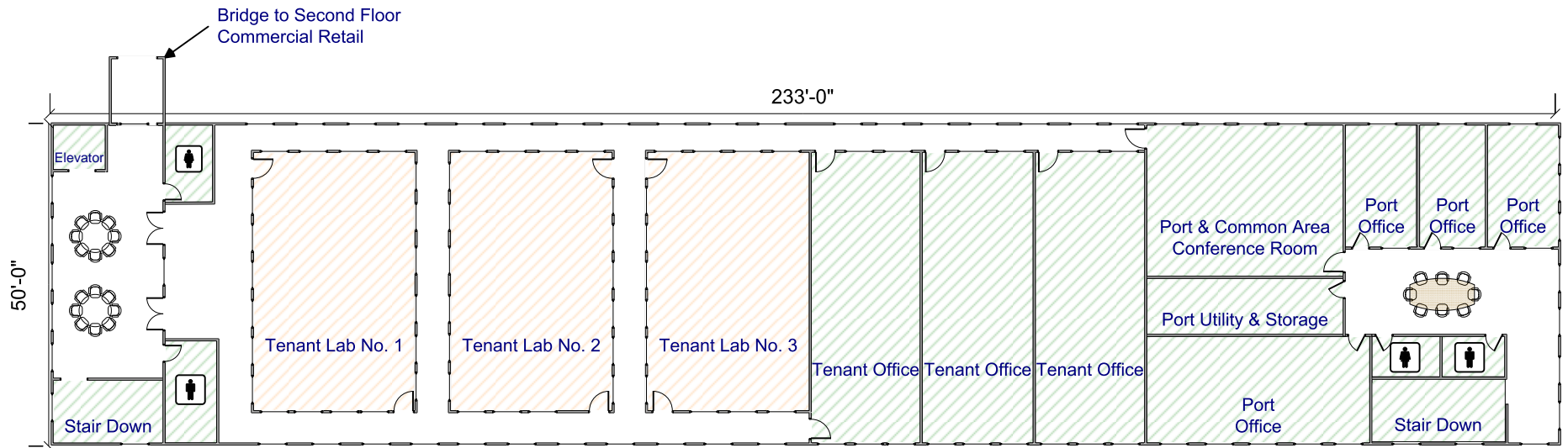
03/12/2009



Note: The Digital Version of this Notional Layout is Available on CD at the Port

# B. Fishery & Research Center 2<sup>nd</sup> Floor Plan

03/12/2009



Note: The Digital Version of this Notional Layout is Available on CD at the Port

# C. ROM Estimate Fishery & Research Center

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Fishery & Research Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1		<b>Detailed Assembly Estimate</b>									RS Means BCCD
2		<b>Fishery Building, 2 Story</b>	CF	233	50	30	23,300	699,000			
3											
4		<b>Demolition, No Asbestos</b>									
5	02410100	Cannery Building Demolition	CF	145	45	24	6,525	156,600	\$0.31	\$48,546	Includes Dumping
6	02412400	Concrete Slab/Footing Demo	SF	145	45		6,525		\$13.20	\$86,130	Includes Dumping
7	02410100	Cannery Annex Building Demo	CF	39	39	14	1,521	21,294	\$0.31	\$6,601	Includes Dumping
8	02412400	Cannery Annex Footing Demo	SF	39	39		1,521		\$13.20	\$20,077	Includes Dumping
9	02410100	Port Building Demo	CF	30	40	16	1,200	19,200	\$0.31	\$5,952	Includes Dumping
10	02412400	Port Building Footing Demo	SF	30	40		1,200		\$13.20	\$15,840	Includes Dumping
11											
12		<b>Site Preparation</b>									
13	A20101103440	Grade, Gravel, Compact	SF	250	65		16,250		\$5.55	\$90,188	
14		18" Drain Excavation & Backfill	CY	85	1	1.5		128	\$6.00	\$765	
15	3341132120	18" Drainage Culvert Replace	LF	140					\$40.00	\$5,600	Relocate
16											
17		<b>Utility Upgrades</b>									
18	Local Utility	Electrical, Building Feeder	Lot							\$8,000	New Feeder
19	Local Utility	Water 4"	Lot							\$25,000	Relocate
20	Local Utility	Sewer 6" & Lift Station	Lot							\$55,000	Relocate
21											
22		<b>Substructure</b>									
23	1010	Standard Foundations	SF	233	50		11,650		\$1.98	\$23,067	
24	4560	Slab on Grade 6" Reinforced	SF	233	50		11,650		\$12.06	\$140,499	Heavy Industrial
25											
26		<b>Shell</b>									
27	2010	Steel Frame	SF	233	50		11,650		\$6.00	\$69,900	
28	1010	Second Floor Construction	SF	233	50		11,650		\$14.43	\$168,110	Open Steel Joists

## C. ROM Estimate Fishery & Research Center

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Fishery & Research Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
29	1020	Roof Construction, Metal Deck	SF	233	50		11,650		\$9.01	\$104,967	
30	2010	Exterior Walls, Metal Sandwich	SF	233	50	30	15,848		\$13.22	\$209,511	2 Side 2" Core
31	2030	Exterior Doors	EA	5					\$2,764	\$13,820	Alum & Glass
32	3700	Exterior Entrance Door	EA	4					\$10,300	\$41,200	Double Swing
33	5600	Glass Roller Doors 10 x 20	EA	2					\$10,000	\$20,000	With Air Curtain
34	5750	Exterior Windows, Ground Floor	EA	42					\$1,290	\$54,180	Picture Insulated
35	5750	Exterior Windows, Second Floor	EA	67					\$1,290	\$86,430	Picture Insulated
36	6200	Roof Covering, Membrane	SF	233	50		11,650		\$2.57	\$29,941	
37											
38		<b>Interior, Ground Floor</b>									
39	7400	Dry Wall	SF	600		10	6,000		\$4.75	\$28,500	Metal Studs
40	3010	Wall Finishes	SF	600		20	12,000		\$1.00	\$12,000	Paint
41	2600	Interior Doors	EA	10					\$842	\$8,420	Hollow Metal
42	C1030110	Toilet Partition	EA	6					\$10,000	\$60,000	Stainless Steel
43	C3010230	Floor Finish	SF	50	100		5,000		\$5.00	\$25,000	Various
44	3030	Ceiling Finish	SF	50	100		5,000		\$3.53	\$17,650	Grid & Fiberglas
45											
46		<b>Interior, Second Floor</b>									
47	7400	Dry Wall	SF	1,100		10	11,000		\$4.75	\$52,250	Metal Studs
48	3010	Wall Finishes	SF	1,100		20	22,000		\$1.00	\$22,000	Paint
49	8300	Interior Windows	EA	63					\$594	\$37,422	Standard Glass
50	2600	Interior Doors	EA	21					\$842	\$17,682	Hollow Metal
51	C1030111	Toilet Partition	EA	4					\$10,000	\$40,000	Stainless Steel
52	C2010110	Stair Construction	Flight	4					\$6,925	\$27,700	Concrete
53	C3010231	Floor Finish	SF	50	233		11,650		\$5.00	\$58,250	Various
54	3030	Ceiling Finish	SF	50	233		11,650		\$3.53	\$41,125	Grid & Fiberglas
55											
56		<b>Conveying</b>									
57	2800	Elevator, 4000 lb. 2 Floors	EA	1					\$65,400	\$65,400	Hydraulic

## C. ROM Estimate Fishery & Research Center

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Fishery & Research Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
58											
59		<b>Plumbing Fixtures, Ground Floor</b>									
60	D20 2010	Toilet & Service Fixtures Supply	SF	50	100		5,000		\$1.79	\$8,950	No Fixtures
61	1760	WC Group (2)	GR	5					\$1,795	\$8,975	
62	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
63	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
64	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
65	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
66											
67		<b>Plumbing Fixtures, Second Floor</b>									
68	D20 2010	Toilet & Service Fixtures Supply	SF	50	233		11,650		\$1.79	\$20,854	No Fixtures
69	1760	WC Group (2)	GR	5					\$1,795	\$8,975	
70	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
71	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
72	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
73	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
74											
75		<b>HVAC, Ground Floor</b>									
76	1400	Electric Hot Water (2), 2500 SF	SF	50	100		5,000		\$13.35	\$66,750	Hydronic
77	N/A	Air Conditioning									No A/C
78											
79		<b>HVAC, Second Floor</b>									
80	1400	Electric Hot Water (5), 2500 SF	SF	50	233		11,650		\$13.35	\$155,528	Hydronic
81	N/A	Air Conditioning									No A/C
82											
83		<b>Fire Protection, Second Floor</b>									
84	1080	Dry Pipe Sprinkler System	SF	50	233		11,650		\$3.96	\$46,134	
85											
86		<b>Electrical, Ground Floor</b>									

## C. ROM Estimate Fishery & Research Center

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Fishery & Research Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
87	D50	Office Lighting, 3W/SF	SF	50	100		5,000		\$6.92	\$34,600	D50202100280
88	D50	Office Receptacles, 2W/SF	SF	50	100		5,000		\$4.10	\$20,500	D50201100640
89	D50	Heating, 4W/SF	SF	50	100		5,000		\$0.53	\$2,650	D50201400180
90	D50	Shop Light, Low Bay HID 2W/SF	SF	50	200		10,000		\$9.32	\$93,200	D50202380400
91	D50	Misc. Connections, 1.2W/SF	SF	50	233		11,650		\$0.29	\$3,379	D50201350320
92	D50	Elevator Power, 10 HP	EA	1					\$2,825	\$2,825	D50201450680
93	D50	Wall Switches, 2/1000 SF	SF	50	233		11,650		\$0.41	\$4,777	D50201300280
94	D50	1000 Amp Service	EA	1					\$17,350	\$17,350	D50101200440
95	D50	Switchgear, 1000 Amp	EA	1					\$29,300	\$29,300	D50102400400
96	D50	Feeder	LF	100					\$277	\$27,700	D50102300560
97	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
98	D50	Alarm, Internet, Phone, Exit Light	SF	50	100		5,000		\$4.68	\$23,400	5090
99											
100		<b>Electrical, Second Floor</b>									
101	D50	Office Lighting, 3W/SF	SF	50	233		11,650		\$6.92	\$80,618	D50202100280
102	D50	Office Receptacles, 2W/SF	SF	50	233		11,650		\$4.10	\$47,765	D50201100640
103	D50	Heating, 4W/SF	SF	50	233		11,650		\$0.53	\$6,175	D50201400180
104	D50	Misc. Connections, 1.2W/SF	SF	50	233		11,650		\$0.29	\$3,379	D50201350320
105	D50	Elevator Power, 10 HP	EA	1					\$2,825	\$2,825	D50201450680
106	D50	Wall Switches, 2/1000 SF	SF	50	233		11,650		\$0.41	\$4,777	D50201300280
107	D50	600 Amp Service	EA	1					\$11,500	\$11,500	D50101200440
108	D50	Switchgear, 600 Amp	EA	1					\$17,200	\$17,200	D50102400400
109	D50	Feeder	LF	100					\$174	\$17,400	D50102300560
110	D50	Fire System w/50 Detectors	EA	1					\$28,150	\$28,150	D50309100400
111	D50	Alarm, Internet, Phone, Exit Light	SF	50	233		11,650		\$4.68	\$54,522	5090
112											
113		<b>Total Detailed Estimate</b>								<b>\$2,767,280</b>	
114											
115		<b>Contingency</b>	%						105.00%	<b>\$2,905,644</b>	<b>\$138,364</b>

## C. ROM Estimate Fishery & Research Center

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Fishery & Research Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
116											
117		Overhead	%						105.00%	\$3,050,926	\$145,282
118											
119		Profit	%						110.00%	\$3,356,019	\$305,093
120											
121		Medford Area Multiplier	%						101.80%	\$3,416,427	\$60,408
122											
123		Architect, Engineering & Permits	%						108.00%	\$3,689,741	\$273,314
124											
125		Construction Management	%						102.00%	\$3,763,536	\$73,795
126											
127		Cost per Square Foot	SF	50	233	2	23,300			\$161.53	
128											
129		<b>Total Detailed Assembly Estimate</b>								<b>\$3,763,536</b>	RS Means BCCD
130											
131		<b>Quick Square Foot Estimate for Comparison</b>									RS Means SFCD
132											
133		<b>Demolition, No Asbestos</b>									
134	02410100	Cannery Building Demolition	CF	145	45	24	6,525	156,600	\$0.31	\$48,546	Includes Dumping
135	02412400	Concrete Slab/Footing Demo	SF	145	45		6,525		\$13.20	\$86,130	Includes Dumping
136	02410100	Cannery Annex Building Demo	CF	39	39	14	1,521	21,294	\$0.31	\$6,601	Includes Dumping
137	02412400	Cannery Annex Footing Demo	SF	39	39		1,521		\$13.20	\$20,077	Includes Dumping
138	02410100	Port Building Demo	CF	30	40	16	1,200	19,200	\$0.31	\$5,952	Includes Dumping
139	02412400	Port Building Footing Demo	SF	30	40		1,200		\$13.20	\$15,840	Includes Dumping
140											
141		<b>Site Preparation</b>									
142	A20101103440	Grade, Gravel, Compact	SF	250	65		16,250		\$5.55	\$90,188	

## C. ROM Estimate Fishery & Research Center

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Fishery & Research Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
143		18" Drain Excavation & Backfill	CY	85	1	1.5		128	\$6.00	\$765	
144	3341132120	18" Drainage Culvert Replace	LF	140					\$40.00	\$5,600	Relocate
145											
146		<b>Utility Upgrades</b>									
147	Local Utility	Electrical, Building Feeder	Lot							\$8,000	New Feeder
148	Local Utility	Water 4"	Lot							\$25,000	Relocate
149	Local Utility	Sewer 6" & Lift Station	Lot							\$55,000	Relocate
150											
151		<b>Best Comparison</b>									
152	M.210	<b>Factory, 3 Story, Steel Frame</b>	SF	233	50	30	23,300	699,000	<b>\$128.45</b>	\$2,992,885	Concrete Block
153		Perimeter Difference	LF	233	50					204	566 V. 362 feet
154		Perimeter Adjustment	100 LF						\$11.80		
155		Total Perimeter Adjustment		233	50		23,300		<b>\$24.07</b>	\$560,878	
156											
157		<b>Cost per Square Foot</b>	SF	50	233	2	23,300			<b>\$168.31</b>	
158											
159		<b>Total Quick Square Foot Estimate for Comparison</b>								<b>\$3,921,665</b>	RS Means SFCD

D. Financial Model

Note: This Table includes All Sites and is Not Repeated in Other Sections of this Plan

Capital Expense & Depreciation

Item	Description	Port	Dep	Life	Year	2010	2011	2012	2013	2014	2015	2016	2017	
					Period	1	2	3	4	5	6	7	8	
					Period	1	2	3	4	5	6	7	8	
1	Pacific Building, Fishery	Y	SL	30	Cost	\$3,763,536	\$3,914,077	\$4,070,641	\$4,233,466	\$4,402,805	\$4,578,917	\$4,762,074	\$4,952,557	
					PMT	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417
					IPMT	-\$225,812	-\$222,956	-\$219,928	-\$216,719	-\$213,317	-\$209,711	-\$205,889	-\$201,837	
					PPMT	-\$47,605	-\$50,461	-\$53,489	-\$56,698	-\$60,100	-\$63,706	-\$67,528	-\$71,580	
					DEP	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785
					MF	\$124,785	\$129,776	\$134,967	\$140,366	\$145,980	\$151,819	\$157,892	\$164,208	
2	Orford Reefs Area A Commercial Retail & Guest Parking	Y	SL	30	Cost	\$719,624	\$748,409	\$778,345	\$809,479	\$841,858	\$875,532	\$910,553	\$946,976	
					PMT	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	
					IPMT	-\$43,177	-\$42,631	-\$42,052	-\$41,439	-\$40,788	-\$40,099	-\$39,368	-\$38,593	
					PPMT	-\$9,102	-\$9,649	-\$10,228	-\$10,841	-\$11,492	-\$12,181	-\$12,912	-\$13,687	
					DEP	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	
					MF	\$23,321	\$24,254	\$25,224	\$26,233	\$27,282	\$28,373	\$29,508	\$30,689	
3	Orford Reefs Area B Flex Space & Tenant Parking	Y	SL	30	Cost	\$749,000	\$778,960	\$810,118	\$842,523	\$876,224	\$911,273	\$947,724	\$985,633	
					PMT	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	
					IPMT	-\$44,940	-\$44,372	-\$43,769	-\$43,130	-\$42,453	-\$41,736	-\$40,975	-\$40,169	
					PPMT	-\$9,474	-\$10,042	-\$10,645	-\$11,284	-\$11,961	-\$12,678	-\$13,439	-\$14,245	
					DEP	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	
					MF	\$24,300	\$25,272	\$26,283	\$27,334	\$28,428	\$29,565	\$30,747	\$31,977	
4	Orford Reefs Area C RV Park	Y	SL	30	Cost	\$1,121,643	\$1,166,509	\$1,213,169	\$1,261,696	\$1,312,164	\$1,364,651	\$1,419,237	\$1,476,006	
					PMT	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	
					IPMT	-\$67,299	-\$66,447	-\$65,545	-\$64,589	-\$63,575	-\$62,500	-\$61,361	-\$60,153	
					PPMT	-\$14,188	-\$15,039	-\$15,941	-\$16,898	-\$17,911	-\$18,986	-\$20,125	-\$21,333	
					DEP	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	
					MF	\$36,721	\$38,190	\$39,718	\$41,307	\$42,959	\$44,677	\$46,464	\$48,323	
5	Battle Rock Beach Building Commercial Retail Module 1	Y	SL	30	Cost	\$1,139,948	\$1,185,546	\$1,232,967	\$1,282,286	\$1,333,578	\$1,386,921	\$1,442,397	\$1,500,093	
					PMT	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	
					IPMT	-\$68,397	-\$67,532	-\$66,615	-\$65,643	-\$64,612	-\$63,520	-\$62,362	-\$61,135	
					PPMT	-\$14,419	-\$15,284	-\$16,201	-\$17,173	-\$18,204	-\$19,296	-\$20,454	-\$21,681	
					DEP	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	
					MF	\$37,332	\$38,825	\$40,378	\$41,993	\$43,673	\$45,420	\$47,236	\$49,126	
6	Humbug Mountain Building Commercial Retail Module 2	Y	SL	30	Cost	\$1,060,488	\$1,102,908	\$1,147,024	\$1,192,905	\$1,240,621	\$1,290,246	\$1,341,856	\$1,395,530	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$63,629	-\$62,824	-\$61,971	-\$61,067	-\$60,108	-\$59,092	-\$58,015	-\$56,874	
					PPMT	-\$13,414	-\$14,219	-\$15,072	-\$15,976	-\$16,935	-\$17,951	-\$19,028	-\$20,170	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	
					MF	\$34,683	\$36,070	\$37,513	\$39,014	\$40,574	\$42,197	\$43,885	\$45,640	
7	Captain Tichenor Building Commercial Retail Module 3	Y	SL	30	Cost	\$1,060,488	\$1,102,908	\$1,147,024	\$1,192,905	\$1,240,621	\$1,290,246	\$1,341,856	\$1,395,530	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$63,629	-\$62,824	-\$61,971	-\$61,067	-\$60,108	-\$59,092	-\$58,015	-\$56,874	
					PPMT	-\$13,414	-\$14,219	-\$15,072	-\$15,976	-\$16,935	-\$17,951	-\$19,028	-\$20,170	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	
					MF	\$34,683	\$36,070	\$37,513	\$39,014	\$40,574	\$42,197	\$43,885	\$45,640	

D. Financial Model

Capital Expense & Depreciation

8	Cedar Empire Building 5th & Washington 2 Story	Y	SL	30	Cost	\$4,196,674	\$4,364,541	\$4,539,123	\$4,720,688	\$4,909,515	\$5,105,896	\$5,310,132	\$5,522,537	
					PMT	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884
					IPMT	-\$251,800	-\$248,615	-\$245,239	-\$241,661	-\$237,867	-\$233,846	-\$229,584	-\$225,066	
					PPMT	-\$53,083	-\$56,268	-\$59,644	-\$63,223	-\$67,017	-\$71,038	-\$75,300	-\$79,818	
					DEP	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	
					MF	\$139,222	\$144,791	\$150,583	\$156,606	\$162,871	\$169,385	\$176,161	\$183,207	
9	Cedar Empire Building 5th & Washington 3 Story	Y	SL	30	Cost	\$5,093,032	\$5,296,753	\$5,508,623	\$5,728,968	\$5,958,127	\$6,196,452	\$6,444,310	\$6,702,082	
					PMT	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	
					IPMT	-\$305,582	-\$301,717	-\$297,619	-\$293,276	-\$288,673	-\$283,793	-\$278,620	-\$273,137	
					PPMT	-\$64,421	-\$68,287	-\$72,384	-\$76,727	-\$81,330	-\$86,210	-\$91,383	-\$96,866	
					DEP	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	
					MF	\$169,101	\$175,865	\$182,900	\$190,216	\$197,824	\$205,737	\$213,967	\$222,525	
10	Dock Road Realignment & Cedar Empire Parking	Y	SL	30	Cost	\$385,530	\$400,951	\$416,989	\$433,668	\$451,015	\$469,056	\$487,818	\$507,331	
					PMT	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	
					IPMT	-\$23,132	-\$22,839	-\$22,529	-\$22,200	-\$21,852	-\$21,482	-\$21,091	-\$20,676	
					PPMT	-\$4,877	-\$5,169	-\$5,479	-\$5,808	-\$6,157	-\$6,526	-\$6,917	-\$7,332	
					DEP	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	
					MF	\$169,101	\$175,865	\$182,900	\$190,216	\$197,824	\$205,737	\$213,967	\$222,525	
11	Total with Cedar Empire 3 Story	Y	SL	30	Cost	\$14,196,931	\$14,764,808	\$15,355,400	\$15,969,616	\$16,608,401	\$17,272,737	\$17,963,647	\$18,682,192	
					PMT	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	
					IPMT	-\$851,816	-\$841,041	-\$829,620	-\$817,514	-\$804,681	-\$791,079	-\$776,660	-\$761,376	
					PPMT	-\$179,576	-\$190,350	-\$201,771	-\$213,878	-\$226,710	-\$240,313	-\$254,732	-\$270,015	
					DEP	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	
					MF	\$169,101	\$175,865	\$182,900	\$190,216	\$197,824	\$205,737	\$213,967	\$222,525	

## D. Financial Model

### Capital Expense & Depreciation

Item	Description	Port	Dep	Life	Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	
					Period	9	10	11	12	13	14	15	16	17	
					Period	9	10	11	12	13	14	15	16	17	
1	Pacific Building, Fishery	Y	SL	30	Cost	\$5,150,659	\$5,356,685	\$5,570,953	\$5,793,791	\$6,025,542	\$6,266,564	\$6,517,227	\$6,777,916	\$7,049,032	
					PMT	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417
					IPMT	-\$197,542	-\$192,990	-\$188,164	-\$183,049	-\$177,627	-\$171,880	-\$165,787	-\$159,330	-\$152,484	
					PPMT	-\$75,875	-\$80,427	-\$85,253	-\$90,368	-\$95,790	-\$101,537	-\$107,630	-\$114,087	-\$120,933	
					DEP	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785
					MF	\$170,776	\$177,607	\$184,712	\$192,100	\$199,784	\$207,775	\$216,086	\$224,730	\$233,719	
2	Orford Reefs Area A Commercial Retail & Guest Parking	Y	SL	30	Cost	\$984,855	\$1,024,249	\$1,065,219	\$1,107,827	\$1,152,141	\$1,198,226	\$1,246,155	\$1,296,001	\$1,347,841	
					PMT	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	
					IPMT	-\$37,772	-\$36,901	-\$35,979	-\$35,001	-\$33,964	-\$32,865	-\$31,700	-\$30,465	-\$29,156	
					PPMT	-\$14,508	-\$15,378	-\$16,301	-\$17,279	-\$18,316	-\$19,415	-\$20,580	-\$21,815	-\$23,123	
					DEP	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321
					MF	\$31,916	\$33,193	\$34,520	\$35,901	\$37,337	\$38,831	\$40,384	\$41,999	\$43,679	
3	Orford Reefs Area B Flex Space & Tenant Parking	Y	SL	30	Cost	\$1,025,058	\$1,066,060	\$1,108,703	\$1,153,051	\$1,199,173	\$1,247,140	\$1,297,025	\$1,348,906	\$1,402,863	
					PMT	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	
					IPMT	-\$39,314	-\$38,408	-\$37,447	-\$36,429	-\$35,350	-\$34,207	-\$32,994	-\$31,709	-\$30,347	
					PPMT	-\$15,100	-\$16,006	-\$16,967	-\$17,985	-\$19,064	-\$20,207	-\$21,420	-\$22,705	-\$24,067	
					DEP	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300
					MF	\$33,256	\$34,586	\$35,970	\$37,409	\$38,905	\$40,461	\$42,080	\$43,763	\$45,513	
4	Orford Reefs Area C RV Park	Y	SL	30	Cost	\$1,535,046	\$1,596,448	\$1,660,306	\$1,726,718	\$1,795,787	\$1,867,619	\$1,942,323	\$2,020,016	\$2,100,817	
					PMT	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	
					IPMT	-\$58,873	-\$57,517	-\$56,078	-\$54,554	-\$52,938	-\$51,225	-\$49,409	-\$47,485	-\$45,445	
					PPMT	-\$22,613	-\$23,970	-\$25,408	-\$26,932	-\$28,548	-\$30,261	-\$32,077	-\$34,001	-\$36,041	
					DEP	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721
					MF	\$50,256	\$52,266	\$54,357	\$56,531	\$58,792	\$61,144	\$63,590	\$66,133	\$68,779	
5	Battle Rock Beach Building Commercial Retail Module 1	Y	SL	30	Cost	\$1,560,097	\$1,622,501	\$1,687,401	\$1,754,897	\$1,825,093	\$1,898,097	\$1,974,021	\$2,052,981	\$2,135,101	
					PMT	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	
					IPMT	-\$59,834	-\$58,455	-\$56,994	-\$55,444	-\$53,802	-\$52,061	-\$50,216	-\$48,260	-\$46,186	
					PPMT	-\$22,982	-\$24,361	-\$25,822	-\$27,372	-\$29,014	-\$30,755	-\$32,600	-\$34,556	-\$36,630	
					DEP	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332
					MF	\$51,091	\$53,134	\$55,260	\$57,470	\$59,769	\$62,160	\$64,646	\$67,232	\$69,921	
6	Humbug Mountain Building Commercial Retail Module 2	Y	SL	30	Cost	\$1,451,351	\$1,509,405	\$1,569,782	\$1,632,573	\$1,697,876	\$1,765,791	\$1,836,422	\$1,909,879	\$1,986,275	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$55,663	-\$54,381	-\$53,021	-\$51,579	-\$50,052	-\$48,432	-\$46,715	-\$44,896	-\$42,967	
					PPMT	-\$21,380	-\$22,663	-\$24,022	-\$25,464	-\$26,992	-\$28,611	-\$30,328	-\$32,147	-\$34,076	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683
					MF	\$47,466	\$49,365	\$51,339	\$53,393	\$55,529	\$57,750	\$60,060	\$62,462	\$64,960	
7	Captain Tichenor Building Commercial Retail Module 3	Y	SL	30	Cost	\$1,451,351	\$1,509,405	\$1,569,782	\$1,632,573	\$1,697,876	\$1,765,791	\$1,836,422	\$1,909,879	\$1,986,275	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$55,663	-\$54,381	-\$53,021	-\$51,579	-\$50,052	-\$48,432	-\$46,715	-\$44,896	-\$42,967	
					PPMT	-\$21,380	-\$22,663	-\$24,022	-\$25,464	-\$26,992	-\$28,611	-\$30,328	-\$32,147	-\$34,076	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683
					MF	\$47,466	\$49,365	\$51,339	\$53,393	\$55,529	\$57,750	\$60,060	\$62,462	\$64,960	

**D. Financial Model**

**Capital Expense & Depreciation**

8	Cedar Empire Building 5th & Washington 2 Story	Y	SL	30	Cost	\$5,743,439	\$5,973,176	\$6,212,103	\$6,460,587	\$6,719,011	\$6,987,771	\$7,267,282	\$7,557,973	\$7,860,292		
					PMT	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884
					IPMT	-\$220,277	-\$215,201	-\$209,820	-\$204,116	-\$198,070	-\$191,661	-\$184,867	-\$177,666	-\$170,033		
					PPMT	-\$84,607	-\$89,683	-\$95,064	-\$100,768	-\$106,814	-\$113,223	-\$120,016	-\$127,217	-\$134,850		
					DEP	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222
					MF	\$190,536	\$198,157	\$206,083	\$214,327	\$222,900	\$231,816	\$241,088	\$250,732	\$260,761		
9	Cedar Empire Building 5th & Washington 3 Story	Y	SL	30	Cost	\$6,970,165	\$7,248,972	\$7,538,931	\$7,840,488	\$8,154,108	\$8,480,272	\$8,819,483	\$9,172,262	\$9,539,153		
					PMT	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	
					IPMT	-\$267,325	-\$261,165	-\$254,634	-\$247,712	-\$240,375	-\$232,597	-\$224,353	-\$215,614	-\$206,350		
					PPMT	-\$102,678	-\$108,838	-\$115,369	-\$122,291	-\$129,628	-\$137,406	-\$145,650	-\$154,389	-\$163,653		
					DEP	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101
					MF	\$231,426	\$240,684	\$250,311	\$260,323	\$270,736	\$281,566	\$292,828	\$304,541	\$316,723		
10	Dock Road Realignment & Cedar Empire Parking	Y	SL	30	Cost	\$527,624	\$548,729	\$570,678	\$593,505	\$617,245	\$641,935	\$667,613	\$694,317	\$722,090		
					PMT	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	
					IPMT	-\$20,236	-\$19,770	-\$19,275	-\$18,751	-\$18,196	-\$17,607	-\$16,983	-\$16,321	-\$15,620		
					PPMT	-\$7,772	-\$8,239	-\$8,733	-\$9,257	-\$9,813	-\$10,401	-\$11,025	-\$11,687	-\$12,388		
					DEP	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184
					MF	\$231,426	\$240,684	\$250,311	\$260,323	\$270,736	\$281,566	\$292,828	\$304,541	\$316,723		
11	Total with Cedar Empire 3 Story	Y	SL	30	Cost	\$19,429,480	\$20,206,659	\$21,014,926	\$21,855,523	\$22,729,744	\$23,638,933	\$24,584,491	\$25,567,870	\$26,590,585		
					PMT	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392		
					IPMT	-\$745,175	-\$728,002	-\$709,799	-\$690,503	-\$670,050	-\$648,369	-\$625,388	-\$601,028	-\$575,206		
					PPMT	-\$286,216	-\$303,389	-\$321,593	-\$340,888	-\$361,342	-\$383,022	-\$406,003	-\$430,364	-\$456,185		
					DEP	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564

D. Financial Model

Capital Expense & Depreciation

Item	Description	Port	Dep	Life	Year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
					Period	18	19	20	21	22	23	24	25	26	27	
					Period	18	19	20	21	22	23	24	25	26	27	
1	Pacific Building, Fishery	Y	SL	30	Cost	\$7,330,994	\$7,624,233	\$7,929,203	\$8,246,371	\$8,576,226	\$8,919,275	\$9,276,046	\$9,647,088	\$10,032,971	\$10,434,290	
					PMT	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417	-\$273,417
					IPMT	-\$145,228	-\$137,537	-\$129,384	-\$120,742	-\$111,582	-\$101,872	-\$91,579	-\$80,669	-\$69,104	-\$56,845	
					PPMT	-\$128,188	-\$135,880	-\$144,033	-\$152,675	-\$161,835	-\$171,545	-\$181,838	-\$192,748	-\$204,313	-\$216,572	
					DEP	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785	\$124,785
					MF	\$243,068	\$252,791	\$262,902	\$273,418	\$284,355	\$295,729	\$307,558	\$319,861	\$332,655	\$345,961	
2	Orford Reefs Area A Commercial Retail & Guest Parking	Y	SL	30	Cost	\$1,401,755	\$1,457,825	\$1,516,138	\$1,576,784	\$1,639,855	\$1,705,449	\$1,773,667	\$1,844,614	\$1,918,399	\$1,995,135	
					PMT	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	-\$52,280	
					IPMT	-\$27,769	-\$26,298	-\$24,739	-\$23,087	-\$21,335	-\$19,479	-\$17,511	-\$15,425	-\$13,213	-\$10,869	
					PPMT	-\$24,511	-\$25,981	-\$27,540	-\$29,193	-\$30,944	-\$32,801	-\$34,769	-\$36,855	-\$39,067	-\$41,411	
					DEP	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321	\$23,321
					MF	\$45,427	\$47,244	\$49,133	\$51,099	\$53,143	\$55,268	\$57,479	\$59,778	\$62,169	\$64,656	
3	Orford Reefs Area B Flex Space & Tenant Parking	Y	SL	30	Cost	\$1,458,977	\$1,517,336	\$1,578,030	\$1,641,151	\$1,706,797	\$1,775,069	\$1,846,072	\$1,919,914	\$1,996,711	\$2,076,579	
					PMT	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414	-\$54,414		
					IPMT	-\$28,903	-\$27,372	-\$25,749	-\$24,030	-\$22,206	-\$20,274	-\$18,226	-\$16,054	-\$13,753	-\$11,313	
					PPMT	-\$25,511	-\$27,042	-\$28,665	-\$30,385	-\$32,208	-\$34,140	-\$36,188	-\$38,360	-\$40,661	-\$43,101	
					DEP	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300	\$24,300
					MF	\$47,334	\$49,227	\$51,196	\$53,244	\$55,374	\$57,589	\$59,893	\$62,288	\$64,780	\$67,371	
4	Orford Reefs Area C RV Park	Y	SL	30	Cost	\$2,184,850	\$2,272,244	\$2,363,133	\$2,457,659	\$2,555,965	\$2,658,204	\$2,764,532	\$2,875,113	\$2,990,118	\$3,109,722	
					PMT	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	-\$81,486	
					IPMT	-\$43,282	-\$40,990	-\$38,560	-\$35,985	-\$33,255	-\$30,361	-\$27,293	-\$24,042	-\$20,595	-\$16,941	
					PPMT	-\$38,204	-\$40,496	-\$42,926	-\$45,501	-\$48,232	-\$51,125	-\$54,193	-\$57,445	-\$60,891	-\$64,545	
					DEP	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721	\$36,721
					MF	\$71,530	\$74,391	\$77,367	\$80,461	\$83,680	\$87,027	\$90,508	\$94,128	\$97,893	\$101,809	
5	Battle Rock Beach Building Commercial Retail Module 1	Y	SL	30	Cost	\$2,220,505	\$2,309,325	\$2,401,698	\$2,497,766	\$2,597,676	\$2,701,583	\$2,809,647	\$2,922,033	\$3,038,914	\$3,160,471	
					PMT	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	-\$82,816	
					IPMT	-\$43,989	-\$41,659	-\$39,190	-\$36,572	-\$33,797	-\$30,856	-\$27,739	-\$24,434	-\$20,931	-\$17,218	
					PPMT	-\$38,827	-\$41,157	-\$43,626	-\$46,244	-\$49,019	-\$51,960	-\$55,077	-\$58,382	-\$61,885	-\$65,598	
					DEP	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332	\$37,332
					MF	\$72,718	\$75,627	\$78,652	\$81,798	\$85,070	\$88,473	\$92,012	\$95,692	\$99,520	\$103,501	
6	Humbug Mountain Building Commercial Retail Module 2	Y	SL	30	Cost	\$2,065,725	\$2,148,355	\$2,234,289	\$2,323,660	\$2,416,607	\$2,513,271	\$2,613,802	\$2,718,354	\$2,827,088	\$2,940,171	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$40,922	-\$38,755	-\$36,458	-\$34,023	-\$31,441	-\$28,705	-\$25,805	-\$22,731	-\$19,472	-\$16,018	
					PPMT	-\$36,121	-\$38,288	-\$40,585	-\$43,021	-\$45,602	-\$48,338	-\$51,238	-\$54,312	-\$57,571	-\$61,026	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683
					MF	\$67,559	\$70,261	\$73,072	\$75,995	\$79,034	\$82,196	\$85,484	\$88,903	\$92,459	\$96,157	
7	Captain Tichenor Building Commercial Retail Module 3	Y	SL	30	Cost	\$2,065,725	\$2,148,355	\$2,234,289	\$2,323,660	\$2,416,607	\$2,513,271	\$2,613,802	\$2,718,354	\$2,827,088	\$2,940,171	
					PMT	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	-\$77,043	
					IPMT	-\$40,922	-\$38,755	-\$36,458	-\$34,023	-\$31,441	-\$28,705	-\$25,805	-\$22,731	-\$19,472	-\$16,018	
					PPMT	-\$36,121	-\$38,288	-\$40,585	-\$43,021	-\$45,602	-\$48,338	-\$51,238	-\$54,312	-\$57,571	-\$61,026	
					DEP	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683	\$34,683
					MF	\$67,559	\$70,261	\$73,072	\$75,995	\$79,034	\$82,196	\$85,484	\$88,903	\$92,459	\$96,157	

D. Financial Model

Capital Expense & Depreciation

8	Cedar Empire Building 5th & Washington 2 Story	Y	SL	30	Cost	\$8,174,704	\$8,501,692	\$8,841,760	\$9,195,430	\$9,563,248	\$9,945,777	\$10,343,609	\$10,757,353	\$11,187,647	\$11,635,153			
					PMT	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884	-\$304,884
					IPMT	-\$161,942	-\$153,366	-\$144,275	-\$134,638	-\$124,424	-\$113,596	-\$102,119	-\$89,953	-\$77,057	-\$63,387			
					PPMT	-\$142,941	-\$151,518	-\$160,609	-\$170,246	-\$180,460	-\$191,288	-\$202,765	-\$214,931	-\$227,827	-\$241,497			
					DEP	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222	\$139,222
					MF	\$271,192	\$282,039	\$293,321	\$305,054	\$317,256	\$329,946	\$343,144	\$356,870	\$371,144	\$385,990			
9	Cedar Empire Building 5th & Washington 3 Story	Y	SL	30	Cost	\$9,920,719	\$10,317,548	\$10,730,249	\$11,159,459	\$11,605,838	\$12,070,071	\$12,552,874	\$13,054,989	\$13,577,189	\$14,120,276			
					PMT	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	-\$370,003	
					IPMT	-\$196,531	-\$186,123	-\$175,090	-\$163,395	-\$150,999	-\$137,859	-\$123,930	-\$109,166	-\$93,515	-\$76,926			
					PPMT	-\$173,472	-\$183,880	-\$194,913	-\$206,608	-\$219,004	-\$232,145	-\$246,073	-\$260,838	-\$276,488	-\$293,077			
					DEP	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101	\$169,101
					MF	\$329,392	\$342,568	\$356,270	\$370,521	\$385,342	\$400,756	\$416,786	\$433,457	\$450,796	\$468,828			
10	Dock Road Realignment & Cedar Empire Parking	Y	SL	30	Cost	\$750,973	\$781,012	\$812,253	\$844,743	\$878,533	\$913,674	\$950,221	\$988,230	\$1,027,759	\$1,068,869			
					PMT	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	-\$28,008	
					IPMT	-\$14,877	-\$14,089	-\$13,254	-\$12,369	-\$11,430	-\$10,436	-\$9,381	-\$8,264	-\$7,079	-\$5,823			
					PPMT	-\$13,131	-\$13,919	-\$14,754	-\$15,640	-\$16,578	-\$17,573	-\$18,627	-\$19,745	-\$20,929	-\$22,185			
					DEP	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184	\$12,184
11	Total with Cedar Empire 3 Story	Y	SL	30	Cost	\$27,654,209	\$28,760,377	\$29,910,792	\$31,107,224	\$32,351,513	\$33,645,573	\$34,991,396	\$36,391,052	\$37,846,694	\$39,360,562			
					PMT	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392	-\$1,031,392		
					IPMT	-\$547,835	-\$518,822	-\$488,067	-\$455,468	-\$420,912	-\$384,284	-\$345,457	-\$304,301	-\$260,676	-\$214,433			
					PPMT	-\$483,557	-\$512,570	-\$543,324	-\$575,924	-\$610,479	-\$647,108	-\$685,934	-\$727,090	-\$770,716	-\$816,959			
					DEP	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	\$472,564	

D. Financial Model								
Capital Expense & Depreciation								
					Year	2037	2038	2039
Item	Description	Port	Dep	Life	Period	28	29	30
					Period	28	29	30
1	Pacific Building, Fishery	Y	SL	30	Cost	\$10,851,662	\$11,285,728	\$11,737,157
					PMT	-\$273,417	-\$273,417	-\$273,417
					IPMT	-\$43,851	-\$30,077	-\$15,476
					PPMT	-\$229,566	-\$243,340	-\$257,940
					DEP	\$124,785	\$124,785	\$124,785
					MF	\$359,800	\$374,192	\$389,159
2	Orford Reefs Area A Commercial Retail & Guest Parking	Y	SL	30	Cost	\$2,074,940	\$2,157,938	\$2,244,255
					PMT	-\$52,280	-\$52,280	-\$52,280
					IPMT	-\$8,385	-\$5,751	-\$2,959
					PPMT	-\$43,895	-\$46,529	-\$49,321
					DEP	\$23,321	\$23,321	\$23,321
					MF	\$67,242	\$69,932	\$72,729
3	Orford Reefs Area B Flex Space & Tenant Parking	Y	SL	30	Cost	\$2,159,643	\$2,246,028	\$2,335,869
					PMT	-\$54,414	-\$54,414	-\$54,414
					IPMT	-\$8,727	-\$5,986	-\$3,080
					PPMT	-\$45,687	-\$48,428	-\$51,334
					DEP	\$24,300	\$24,300	\$24,300
					MF	\$70,066	\$72,868	\$75,783
4	Orford Reefs Area C RV Park	Y	SL	30	Cost	\$3,234,111	\$3,363,476	\$3,498,015
					PMT	-\$81,486	-\$81,486	-\$81,486
					IPMT	-\$13,069	-\$8,964	-\$4,612
					PPMT	-\$68,417	-\$72,522	-\$76,874
					DEP	\$36,721	\$36,721	\$36,721
					MF	\$105,881	\$110,117	\$114,521
5	Battle Rock Beach Building Commercial Retail Module 1	Y	SL	30	Cost	\$3,286,889	\$3,418,365	\$3,555,100
					PMT	-\$82,816	-\$82,816	-\$82,816
					IPMT	-\$13,282	-\$9,110	-\$4,688
					PPMT	-\$69,534	-\$73,706	-\$78,128
					DEP	\$37,332	\$37,332	\$37,332
					MF	\$107,641	\$111,946	\$116,424
6	Humbug Mountain Building Commercial Retail Module 2	Y	SL	30	Cost	\$3,057,778	\$3,180,089	\$3,307,293
					PMT	-\$77,043	-\$77,043	-\$77,043
					IPMT	-\$12,356	-\$8,475	-\$4,361
					PPMT	-\$64,687	-\$68,568	-\$72,682
					DEP	\$34,683	\$34,683	\$34,683
					MF	\$100,004	\$104,004	\$108,164
7	Captain Tichenor Building Commercial Retail Module 3	Y	SL	30	Cost	\$3,057,778	\$3,180,089	\$3,307,293
					PMT	-\$77,043	-\$77,043	-\$77,043
					IPMT	-\$12,356	-\$8,475	-\$4,361
					PPMT	-\$64,687	-\$68,568	-\$72,682
					DEP	\$34,683	\$34,683	\$34,683
					MF	\$100,004	\$104,004	\$108,164

D. Financial Model								
Capital Expense & Depreciation								
8	Cedar Empire Building 5th & Washington 2 Story	Y	SL	30	Cost	\$12,100,559	\$12,584,581	\$13,087,965
					PMT	-\$304,884	-\$304,884	-\$304,884
					IPMT	-\$48,897	-\$33,538	-\$17,258
					PPMT	-\$255,986	-\$271,346	-\$287,626
					DEP	\$139,222	\$139,222	\$139,222
					MF	\$401,430	\$417,487	\$434,186
9	Cedar Empire Building 5th & Washington 3 Story	Y	SL	30	Cost	\$14,685,087	\$15,272,491	\$15,883,390
					PMT	-\$370,003	-\$370,003	-\$370,003
					IPMT	-\$59,341	-\$40,702	-\$20,944
					PPMT	-\$310,662	-\$329,302	-\$349,060
					DEP	\$169,101	\$169,101	\$169,101
					MF	\$487,581	\$507,084	\$527,367
10	Dock Road Realignment & Cedar Empire Parking	Y	SL	30	Cost	\$1,111,624	\$1,156,089	\$1,202,333
					PMT	-\$28,008	-\$28,008	-\$28,008
					IPMT	-\$4,492	-\$3,081	-\$1,585
					PPMT	-\$23,516	-\$24,927	-\$26,423
					DEP	\$12,184	\$12,184	\$12,184
11	Total with Cedar Empire 3 Story	Y	SL	30	Cost	\$40,934,984	\$42,572,384	\$44,275,279
					PMT	-\$1,031,392	-\$1,031,392	-\$1,031,392
					IPMT	-\$165,415	-\$113,457	-\$58,381
					PPMT	-\$865,976	-\$917,935	-\$973,011
					DEP	\$472,564	\$472,564	\$472,564

# Port of Port Orford

Note: This Table includes All Sites and is Not Repeated in Other Sections of this Plan

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Building Rent	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Debt Service + Depreciation	\$398,201	\$75,601	\$78,714	\$118,208	\$120,148	\$111,726	\$111,726	\$444,106	\$539,104	\$40,193
	Monthly	\$33,183	\$6,300	\$6,560	\$9,851	\$10,012	\$9,311	\$9,311	\$37,009	\$44,925	\$3,349
	Ground Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Second Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$14,975	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humber Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humber Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Rent & Mall Fees	Ground Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Second Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$16,757	\$0

# Port of Port Orford

Note: This Table includes All Sites and is Not Repeated in Other Sections of this Plan

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Condo Fee	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Dep or Debt + Depreciation	\$124,785	\$75,601	\$78,714	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$40,193
	Monthly	\$10,399	\$6,300	\$6,560	\$3,060	\$3,111	\$2,890	\$2,890	\$11,602	\$14,092	\$3,349
	Ground Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Second Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$4,697	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Condo & Mall Fees	Ground Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Second Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$6,479	\$0

# Port of Port Orford Facility Master Plan

Port of Port Orford  
Port Orford,  
Oregon, USA



## I. Introduction

## II. Fishery & Research Center

## III. 5<sup>th</sup> & Washington →

## IV. Commercial Retail, Flex Space & RV Park

## V. Addenda

**A. Background**

**B. Notional Layout**

**C. ROM Estimate**

**D. Financial Model**

## A. 5<sup>th</sup> & Washington Center Background

The Facility Master Plan includes a 5<sup>th</sup> and Washington Center on the undeveloped 30,000 SF (0.68 acre) site owned by the Port at this address. The site overlooks the Port, the beach, the Oregon Coast, and the Pacific Ocean and provides an incomparable panorama. The proposed facility development is detailed in this section.

### 1. Facility Concept

The focus of this development is the creation of a public attraction and a commercial-retail facility that will draw more visitors to the City and Port.

The design and use of the building retail, brew pub, and restaurant space on the ground floor. Commercial-retail space and vacation rentals will occupy the upper floor(s).

In addition to the concepts discussed in the 'Introduction' section of this plan, the follow asset concepts by the outreach effort apply to this facility.

- **Zoning = Commercial**

The zoning of the property is 'Commercial' and the proposed uses are allowed outright or are otherwise permitted uses.

- **45 Feet Height Limit = Three Stories, No Setback**

The zoning the property allows for a 45 foot height limit and no set backs required. In the proposed three story option, the building height will be about 35 feet. There will also be generous setbacks from the property boundaries. The set backs are also driven by creating a building that is less obstructive and has lots of views.



▪ **Three Stories May Interfere With Sight Lines**

During the outreach and workshop process, it was pointed out that some neighbors believe their current views may be obstructed by proposed development. The neighbors will have more opportunity to make comments when the actual architecture and engineering work is performed and during the permitting process.

▪ **Connect Development to Port**

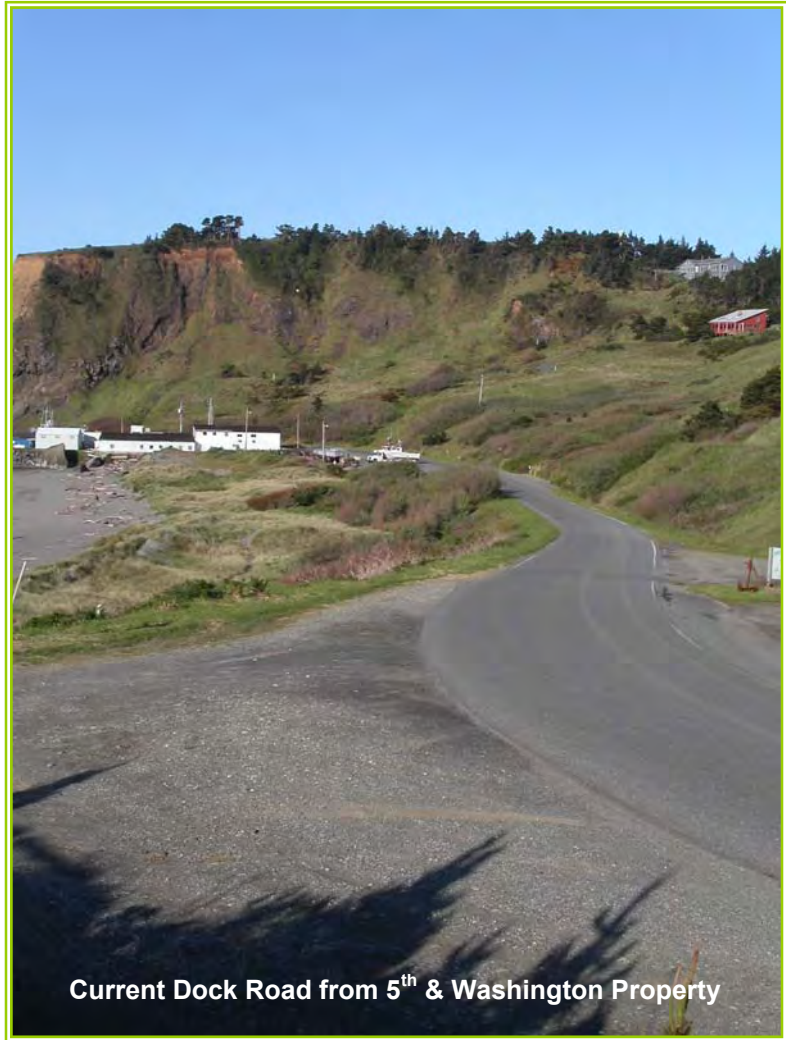
This development should use the same or similar ‘signature’ architecture that is used for the developments in the Port itself. Using the signature design will connect this development to the Fishery and Research Facility and the Oceanside Commercial Retail Center and draw more people to the refurbished and visitor-friendly facility.

▪ **Ground Floor Restaurant**

A large space on the ground floor is set aside for a restaurant. This space will have the best views available on this floor. It will also include large glass roller doors with air curtains that can be opened in nice weather for an alfresco dining experience.

▪ **Includes Ground Floor Microbrewery and Brewpub**

A microbrewery and brewpub is also included on the first floor. This business may be separate from or incorporated with the ground floor restaurant.



A microbrewery or craft brewery is one which produces a limited amount of beer. The maximum amount of beer a brewery can produce and still be classed as a microbrewery varies by region and by authority, though is usually around 15,000 barrels (18,000 hectolitres/ 475,000 US gallons) a year. A brewpub is a type of microbrewery that incorporates a pub or other eating establishment.

Oregon is famous for microbreweries and brewpubs. They generally achieve a high level of success here. The brewpub nearest to Port Orford is in Brookings. It is a chain in Southern Oregon. For more details see: <http://www.wildriverbrewing.com/restaurants.html>. For more statistical details see: <http://www.beertown.org/craftbrewing/statistics.html> and for more information about Oregon see: <http://oregonbeer.org/the-coast/>

- **Includes One Floor Professional Offices, or**

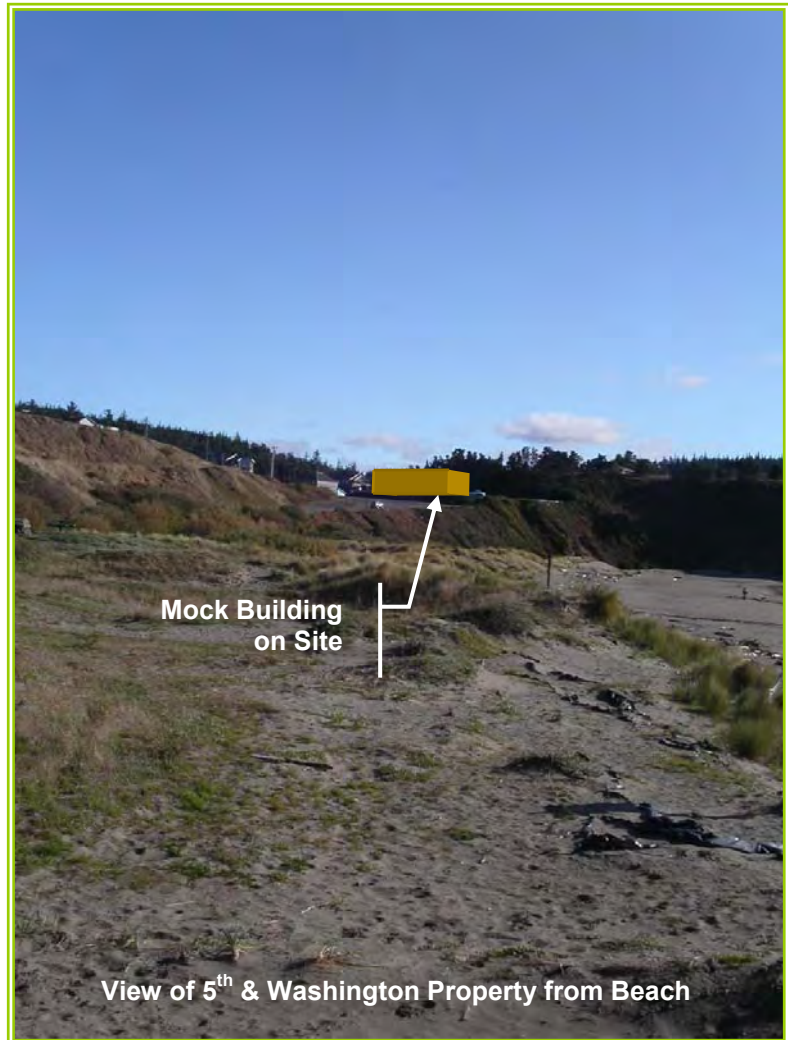
In the two story option, the second floor consists of professional offices or specialized commercial and retail facilities.

- **Includes One or Two Floors of Vacation Rentals**

In the three story building option, the second and third floors consist of a mix of professional offices, commercial-retail, and condominium vacation rentals. The arrangement of the space allows for flexibility in the proportion of the space that used of each purpose, and the space can be converted to other uses as desired.

- **Realign Dock Road to Provide Added Parking**

To provide additional parking space, the facility plan includes realignment of Dock Road which is described in more detail in the ‘Commercial-Retail, Flex, and RV Park’ section of this plan. While the ROM Estimate for realignment of the road does not include the cost of acquiring the property—the Port should pursue acquiring it.



View of 5<sup>th</sup> & Washington Property from Beach

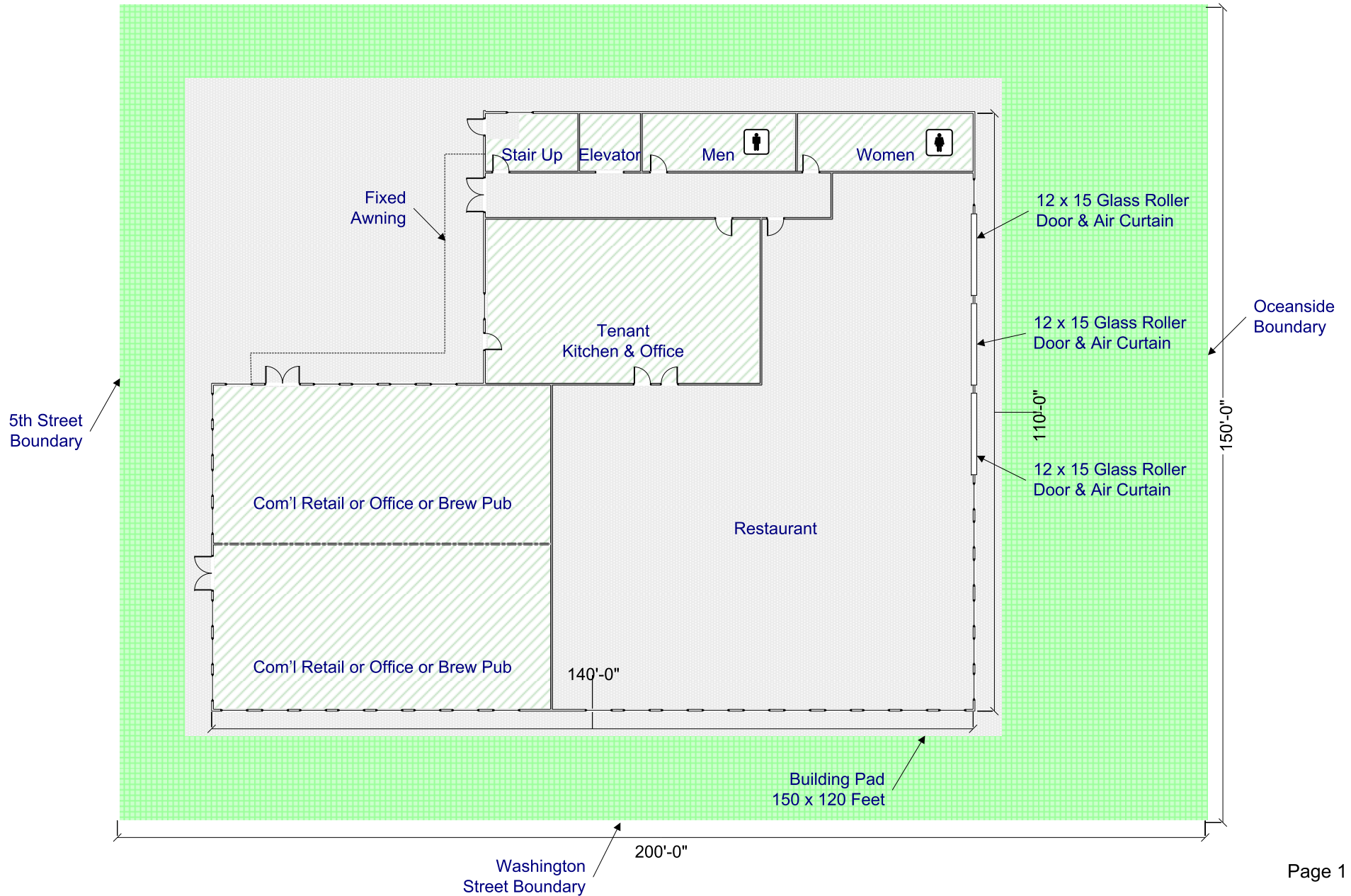
- **ROM Estimates Do Not Include Interior Finishes & Outfit**

The Rough Order of Magnitude Estimates for this facility do not include complete interior finishes and outfit. The estimate does include drywall, ceiling finish, floor finishes, and providing all of the utilities and their installed main supply systems. The costs of these use-driven interior improvements will be negotiated with the Port and borne by the tenant or condominium owner of that completed portion of the facility.

# B. 5<sup>th</sup> & Washington Center 1<sup>st</sup> Floor

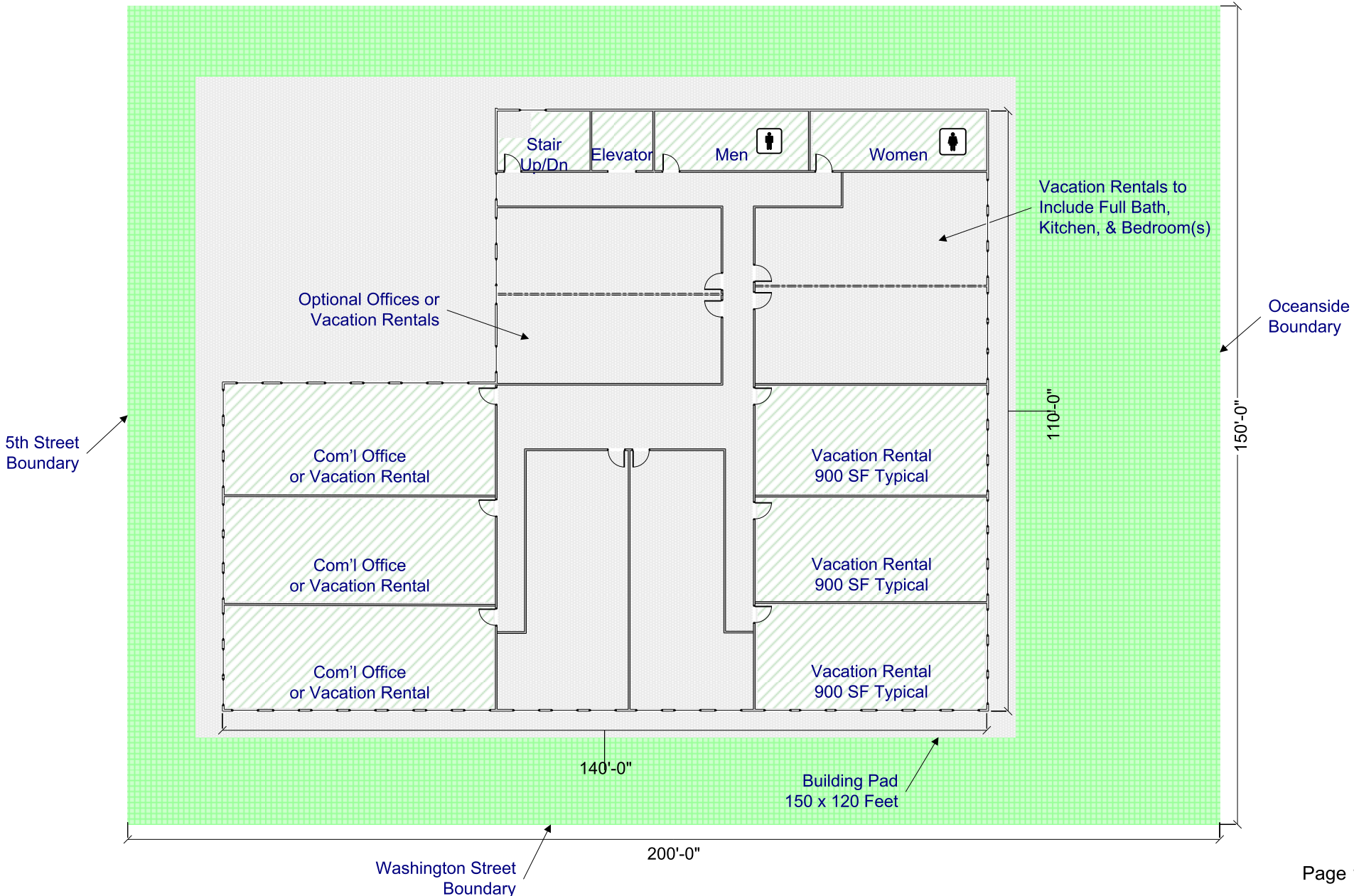
03/12/2009

Note: The Digital Version of this Notional Layout is Available on CD at the Port



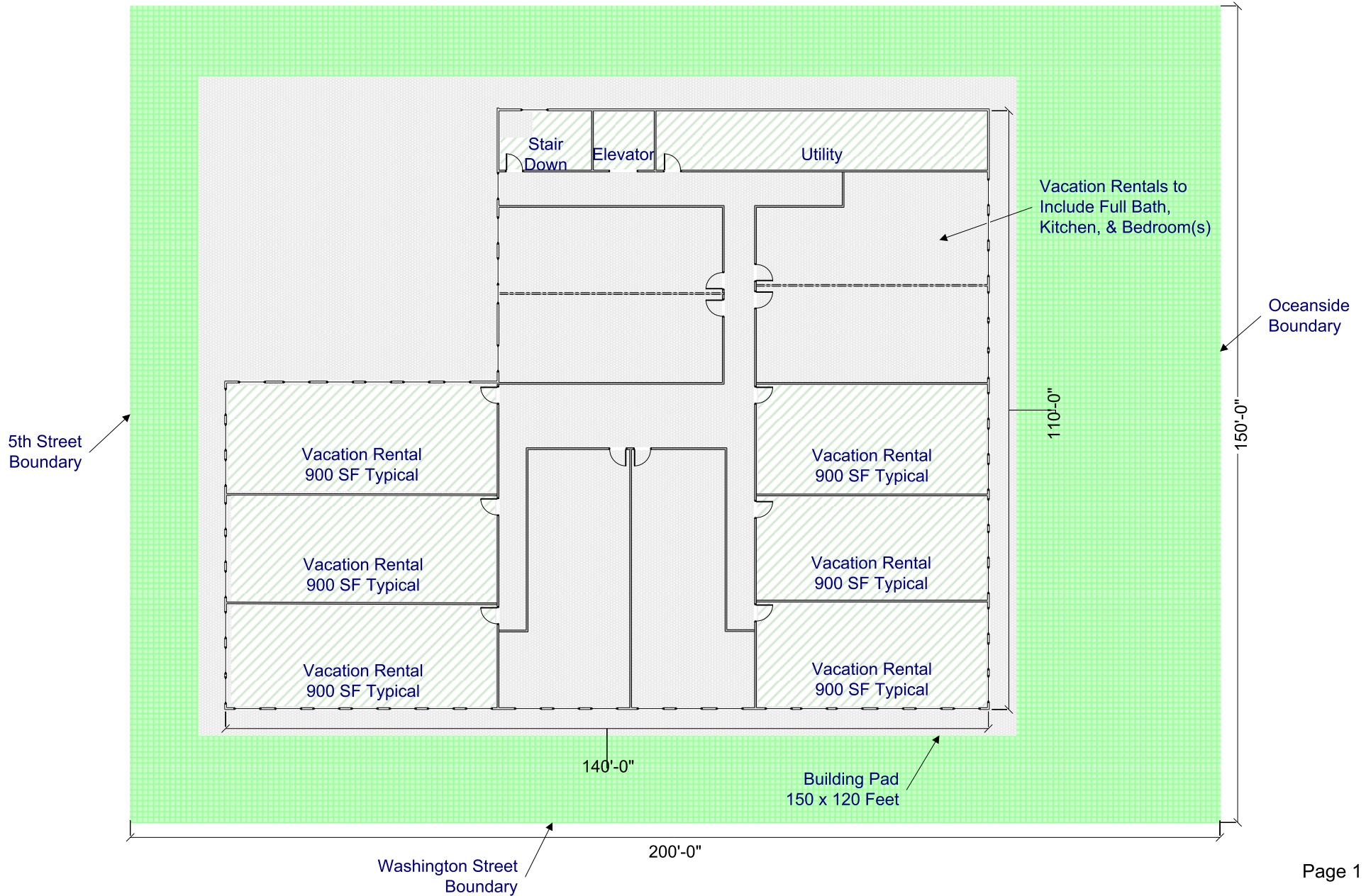
# B. 5<sup>th</sup> & Washington Center 2<sup>nd</sup> Floor

03/12/2009



# B. 5<sup>th</sup> & Washington Center 3<sup>rd</sup> Floor

03/12/2009



# C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1		<b>Detailed Assembly Estimate</b>									RS Means BCCD
2		<b>5th &amp; Washington 2 Story Building</b>									
3		Western Area	CF	140	60	25	8,400	210,000			
4		Eastern Area	CF	90	50	25	4,500	112,500			
5		Total Footprint	SF				12,900				
6		Total Floor Area	SF				25,800				
7		Total Volume	CF					322,500			
8		Perimeter	LF						500		
9											
10		<b>Site Preparation</b>									
11	A20101103440	Grade, Gravel, Compact	SF	150	120		18,000		\$5.55	\$99,900	
12											
13		<b>Utility Upgrades</b>									
14	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
15	Local Utility	Water 2"	Lot							\$10,000	Install
16	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
17											
18		<b>Substructure</b>									
19	1010	Standard Foundations	SF	140	110		12,900		\$2.26	\$29,154	
20	4560	Slab on Grade 4" Reinforced	SF	140	110		12,900		\$1.54	\$19,866	Heavy Industrial
21											
22		<b>Shell</b>									
23	2010	Steel Frame	SF	140	110		12,900		\$6.00	\$77,400	
24	1010	Second Floor Construction	SF	140	110		12,900		\$14.43	\$186,147	Open Steel Joists
25	1010	Third Floor Construction	SF	140	110		12,900		\$14.43	\$186,147	Open Steel Joists
26	1020	Roof Construction, Metal Deck	SF	140	110		12,900		\$9.01	\$116,229	
27	2010	Exterior Walls, EIFS Hardy Board	SF	280	220	24	15,848		\$18.65	\$295,565	4" EPS
28	3700	Exterior Entrance Door	EA	3					\$10,300	\$30,900	Double Swing

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		5th & Washington 2 Story Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
29	5850	Exterior Door	EA	2					\$2,085	\$4,170	Steel & Glass Prem
30	5600	Glass Roller Doors 15 x 12	EA	3					\$12,000	\$36,000	With Air Curtain
31	5750	Exterior Windows, Ground Floor	EA	40					\$1,290	\$51,600	Picture Insulated
32	5750	Exterior Windows, Second Floor	EA	46					\$1,290	\$59,340	Picture Insulated
33	5750	Exterior Windows, Third Floor	EA	0					\$1,290	\$0	Picture Insulated
34	6200	Roof Covering, Membrane	SF	140	110		12,900		\$2.57	\$33,153	
35											
36		<b>Interior, Ground Floor</b>									
37		<b>Excludes:</b> Restaurant, Pub, Kitchen, Office and/or Commercial Space Lease Improvements									
38		Perimeter Walls	SF	140	110	12	6,000				
39		Interior Walls	SF	485		12	5,820				
40	7400	Dry Wall	SF	625		12	11,820		\$8.60	\$101,652	Metal Studs
41		Perimeter Walls	SF	140	110	12	6,000				
42		Interior Walls	SF	485		12	5,820				
43	C1030110	Toilet Partition	EA	6					\$10,000	\$60,000	Stainless Steel
44	3010	Wall Finishes	SF	625		12	11,820		\$1.29	\$15,248	Paint
45	C3010230	Floor Finish	SF	140	110		12,900		\$7.03	\$90,687	Various
46	3030	Ceiling Finish	SF	140	110		12,900		\$4.74	\$61,146	Grid & Fiberglas
47											
48		<b>Interior, Second Floor</b>									
49		<b>Excludes:</b> Vacation Rental, Kitchen, Office and/or Commercial Space Lease Improvements									
50	7400	Perimeter Walls	SF	140	110	10	5,000				
51	3010	Interior Walls	SF	930		10	9,300				
52	C3010231	Dry Wall	SF	1070		10	14,300		\$8.60	\$122,980	Metal Studs
53	3030	Perimeter Walls	SF	140	110	10	5,000				
54	7400	Interior Walls	SF	930		10	9,300				
55	C1030110	Toilet Partition	EA	6					\$10,000	\$60,000	Stainless Steel
56	3010	Wall Finishes	SF	1070		10	14,300		\$1.29	\$18,447	Paint
57	C3010230	Floor Finish	SF	140	110		12,900		\$7.03	\$90,687	Various

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		5th & Washington 2 Story Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
58	3030	Ceiling Finish	SF	140	110		12,900		\$4.74	\$61,146	Grid & Fiberglas
59											
60		<b>Interior, Third Floor</b>									
61		<b>Excludes:</b> Vacation Rental, Kitchen, Office and/or Commercial Space Lease Improvements									
62	7400	Perimeter Walls	SF	0	0	0	0				
63	3010	Interior Walls	SF	0	0	0	0				
64	C3010231	Dry Wall	SF	0	0	0	0		\$8.60	\$0	Metal Studs
65	3030	Perimeter Walls	SF	0	0	0	0				
66	7400	Interior Walls	SF	0	0	0	0				
67	3010	Wall Finishes	SF	0	0	0	0		\$1.29	\$0	Paint
68	C3010230	Floor Finish	SF	0	0	0	0		\$7.03	\$0	Various
69	3030	Ceiling Finish	SF	0	0	0	0		\$4.74	\$0	Grid & Fiberglas
70											
71		<b>Conveying</b>									
72	C2010110	Stair Construction	Flight	3					\$6,925	\$20,775	Concrete
73	2800	Elevator, 4000 lb. 2 Floors	EA	1					\$59,900	\$59,900	Hydraulic
74											
75		<b>Plumbing Fixtures, Ground Floor</b>									
76	D20 2010	Toilet & Service Fixtures Supply	SF	140	110		12,900		\$1.79	\$23,091	No Fixtures
77	1760	WC Group (2)	GR	5					\$1,795	\$8,975	
78	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
79	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
80	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
81	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
82		Other Fixtures Added According to Lease									Not Included
83											
84		<b>Plumbing Fixtures, Second Floor</b>									
85	D20 2010	Toilet & Service Fixtures Supply	SF	140	110		12,900		\$1.79	\$23,091	No Fixtures
86	1760	WC Group (2)	GR	5					\$1,795	\$8,975	

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	5th & Washington 2 Story Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks	
87	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940		
88	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100		
89	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250		
90	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial	
91		Other Fixtures Added According to Lease										Not Included
92												
93		<b>Plumbing Fixtures, Third Floor</b>										
94	D20 2010	Toilet & Service Fixtures Supply	SF	0	0		0		\$1.79	\$0	No Fixtures	
95	1760	WC Group (2)	GR	0					\$1,795	\$0		
96	2000	Urinal, Wall Hung	EA	0					\$1,235	\$0		
97	2080	Lavatory, Vitreous Wall Hung	EA	0					\$1,410	\$0		
98	1840	Water Fountain, Vitreous Wall	EA	0					\$1,125	\$0		
99	1820	Water Heater, 50 Gallon	EA	0					\$5,850	\$0	Commercial	
100		Other Fixtures Added According to Lease										Not Included
101												
102		<b>HVAC, Ground Floor</b>										
103	1400	Electric Hot Water (1), 2500 SF	SF	140	110		12,900		\$13.35	\$172,215	Hydronic	
104	N/A	Air Conditioning									No A/C	
105												
106		<b>HVAC, Second Floor</b>										
107	1400	Electric Hot Water (1), 2500 SF	SF	140	110		12,900		\$13.35	\$172,215	Hydronic	
108	N/A	Air Conditioning									No A/C	
109												
110		<b>HVAC, Third Floor</b>										
111	1400	Electric Hot Water (1), 2500 SF	SF	0	0		0		\$13.35	\$0	Hydronic	
112	N/A	Air Conditioning									No A/C	
113												
114		<b>Fire Protection, Ground Floor</b>										
115	1080	Dry Pipe Sprinkler System	SF	140	110		12,900		\$3.96	\$51,084		

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	5th & Washington 2 Story Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
116											
117		<b>Fire Protection, Second Floor</b>									
118	1080	Dry Pipe Sprinkler System	SF	140	110		12,900		\$3.96	\$51,084	
119											
120		<b>Fire Protection, Third Floor</b>									
121	1080	Dry Pipe Sprinkler System	SF	0	0		0		\$3.96	\$0	
122											
123		<b>Electrical, Ground Floor</b>									
124	D50	Lighting, 3W/SF	SF	140	110		12,900		\$6.92	\$89,268	D50202100280
125	D50	Receptacles, 2W/SF	SF	140	110		12,900		\$4.10	\$52,890	D50201100640
126	D50	Heating, 4W/SF	SF	140	110		12,900		\$0.53	\$6,837	D50201400180
127	D50	Wall Switches, 2/1000 SF	SF	140	110		12,900		\$0.41	\$5,289	D50201300280
128	D50	400 Amp Service	EA	1					\$6,925	\$6,925	D50101200440
129	D50	Switchgear	EA	1					\$7,525	\$7,525	D50102400400
130	D50	Feeder	LF	100					\$91	\$9,050	D50102300560
131	D50	Elevator Power, 10 HP	EA	1					\$2,825	\$2,825	D50201450680
132	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
133	D50	Alarm, Internet, Phone, Exit Light	SF	140	110		12,900		\$4.68	\$60,372	5090
134											
135		<b>Electrical, Second Floor</b>									
136	D50	Lighting, 3W/SF	SF	140	110		12,900		\$6.92	\$89,268	D50202100280
137	D50	Receptacles, 2W/SF	SF	140	110		12,900		\$4.10	\$52,890	D50201100640
138	D50	Heating, 4W/SF	SF	140	110		12,900		\$0.53	\$6,837	D50201400180
139	D50	Wall Switches, 2/1000 SF	SF	140	110		12,900		\$0.41	\$5,289	D50201300280
140	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
141	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
142	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
143	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
144	D50	Alarm, Internet, Phone, Exit Light	SF	140	110		12,900		\$4.68	\$60,372	5090

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		5th & Washington 2 Story Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
145											
146		<b>Electrical, Third Floor</b>									
147	D50	Lighting, 3W/SF	SF	0	0		0		\$6.92	\$0	D50202100280
148	D50	Receptacles, 2W/SF	SF	0	0		0		\$4.10	\$0	D50201100640
149	D50	Heating, 4W/SF	SF	0	0		0		\$0.53	\$0	D50201400180
150	D50	Wall Switches, 2/1000 SF	SF	0	0		0		\$0.41	\$0	D50201300280
151	D50	200 Amp Service	EA	0	0		0		\$3,275	\$0	D50101200440
152	D50	Switchgear	EA	0	0		0		\$3,550	\$0	D50102400400
153	D50	Feeder	LF	0	0		0		\$45	\$0	D50102300560
154	D50	Fire System w/12 Detectors	EA	0	0		0		\$8,425	\$0	D50309100400
155	D50	Alarm, Internet, Phone, Exit Light	SF	0	0		0		\$4.68	\$0	5090
156											
157		<b>Total Detailed Estimate</b>								<b>\$3,085,761</b>	
158											
159		<b>Contingency</b>	%						105.00%	<b>\$3,240,049</b>	<b>\$154,288</b>
160											
161		<b>Overhead</b>	%						105.00%	<b>\$3,402,052</b>	<b>\$162,002</b>
162											
163		<b>Profit</b>	%						110.00%	<b>\$3,742,257</b>	<b>\$340,205</b>
164											
165		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$3,809,617</b>	<b>\$67,361</b>
166											
167		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$4,114,387</b>	<b>\$304,769</b>
168											
169		<b>Construction Management</b>	%						102.00%	<b>\$4,196,674</b>	<b>\$82,288</b>
170											
171		<b>Excludes:</b> Vacation Rental, Restaurant, Pub, Kitchen, Office and/or Commercial Space Lease Improvements									
172		<b>Cost per Square Foot</b>	SF				25,800			<b>\$162.66</b>	

## C. ROM Estimate 5<sup>th</sup> & Washington Two Story

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
173											
174		<b>Total Detailed Assembly Estimate</b>								<b>\$4,196,674</b>	RS Means BCCD
175											
176		<b>Quick Square Foot Estimate for Comparison</b>									RS Means SFCD
177											
178		<b>Site Preparation</b>									
179	A20101103440	Grade, Gravel, Compact	SF	140	110		15,400		\$5.55	\$85,470	
180											
181		<b>Utility Upgrades</b>									
182	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
183	Local Utility	Water 2"	Lot							\$10,000	Install
184	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
185											
186		<b>Best Comparison</b>									
187	M.460	<b>Office, 2 Story, Steel Frame</b>	SF	140	110	24	25,800		<b>\$139.95</b>	\$3,610,710	Concrete Block
188		Perimeter Difference	LF	140	110	500					500' V. 440'
189		Total Perimeter Adjustment	LF	60			25,800		\$3.00	\$77,400	\$5.00/100LF
190		Story Height Adjustment	LF	1			25,800		\$1.60	\$41,280	34' V. 36'
191											
192		<b>Cost per Square Foot</b>	SF				25,800			<b>\$147.70</b>	
193											
194		<b>Total Quick Square Foot Estimate for Comparison</b>								<b>\$3,810,580</b>	RS Means SFCD

## C. ROM Estimate 5th & Washington 3 Story

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1		<b>Detailed Assembly Estimate</b>									RS Means BCCD
2		<b>5th &amp; Washington 3 Story Building</b>									
3		Western Area	CF	140	60	35	8,400	294,000			
4		Eastern Area	CF	90	50	35	4,500	157,500			
5		Total Footprint	SF				12,900				
6		Total Floor Area	SF				38,700				
7		Total Volume	CF					451,500			
8		Perimeter	LF						500		
9											
10		<b>Site Preparation</b>									
11	A20101103440	Grade, Gravel, Compact	SF	150	120		18,000		\$5.55	\$99,900	
12											
13		<b>Utility Upgrades</b>									
14	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
15	Local Utility	Water 2"	Lot							\$10,000	Install
16	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
17											
18		<b>Substructure</b>									
19	1010	Standard Foundations	SF	140	110		12,900		\$2.26	\$29,154	
20	4560	Slab on Grade 4" Reinforced	SF	140	110		12,900		\$1.54	\$19,866	Heavy Industrial
21											
22		<b>Shell</b>									
23	2010	Steel Frame	SF	140	110		12,900		\$6.00	\$77,400	
24	1010	Second Floor Construction	SF	140	110		12,900		\$14.43	\$186,147	Open Steel Joists
25	1010	Third Floor Construction	SF	140	110		12,900		\$14.43	\$186,147	Open Steel Joists
26	1020	Roof Construction, Metal Deck	SF	140	110		12,900		\$9.01	\$116,229	
27	2010	Exterior Walls, EIFS Hardy Board	SF	280	220	34	15,848		\$18.65	\$295,565	4" EPS
28	3700	Exterior Entrance Door	EA	3					\$10,300	\$30,900	Double Swing

## C. ROM Estimate 5th & Washington 3 Story

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		5th & Washington 3 Story Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
29	5850	Exterior Door	EA	2					\$2,085	\$4,170	Steel & Glass Prem
30	5600	Glass Roller Doors 15 x 12	EA	3					\$12,000	\$36,000	With Air Curtain
31	5750	Exterior Windows, Ground Floor	EA	40					\$1,290	\$51,600	Picture Insulated
32	5750	Exterior Windows, Second Floor	EA	46					\$1,290	\$59,340	Picture Insulated
33	5750	Exterior Windows, Third Floor	EA	46					\$1,290	\$59,340	Picture Insulated
34	6200	Roof Covering, Membrane	SF	140	110		12,900		\$2.57	\$33,153	
35											
36		<b>Interior, Ground Floor</b>									
37		<b>Excludes:</b> Restaurant, Pub, Kitchen, Office and/or Commercial Space Lease Improvements									
38		Perimeter Walls	SF	140	110	12	6,000				
39		Interior Walls	SF	485		12	5,820				
40	7400	Dry Wall	SF	625		12	11,820		\$8.60	\$101,652	Metal Studs
41		Perimeter Walls	SF	140	110	12	6,000				
42		Interior Walls	SF	485		12	5,820				
43	C1030110	Toilet Partition	EA	6					\$10,000	\$60,000	Stainless Steel
44	3010	Wall Finishes	SF	625		12	11,820		\$1.29	\$15,248	Paint
45	C3010230	Floor Finish	SF	140	110		12,900		\$7.03	\$90,687	Various
46	3030	Ceiling Finish	SF	140	110		12,900		\$4.74	\$61,146	Grid & Fiberglas
47											
48		<b>Interior, Second Floor</b>									
49		<b>Excludes:</b> Vacation Rental, Kitchen, Office and/or Commercial Space Lease Improvements									
50	7400	Perimeter Walls	SF	140	110	10	5,000				
51	3010	Interior Walls	SF	930		10	9,300				
52	C3010231	Dry Wall	SF	1070		10	14,300		\$8.60	\$122,980	Metal Studs
53	3030	Perimeter Walls	SF	140	110	10	5,000				
54	7400	Interior Walls	SF	930		10	9,300				
55	C1030110	Toilet Partition	EA	6					\$10,000	\$60,000	Stainless Steel
56	3010	Wall Finishes	SF	1070		10	14,300		\$1.29	\$18,447	Paint
57	C3010230	Floor Finish	SF	140	110		12,900		\$7.03	\$90,687	Various

## C. ROM Estimate 5th & Washington 3 Story

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	5th & Washington 3 Story Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
58	3030	Ceiling Finish	SF	140	110		12,900		\$4.74	\$61,146	Grid & Fiberglas
59											
60		<b>Interior, Third Floor</b>									
61		<b>Excludes:</b> Vacation Rental, Kitchen, Office and/or Commercial Space Lease Improvements									
62	7400	Perimeter Walls	SF	140	110	10	5,000				
63	3010	Interior Walls	SF	930		10	9,300				
64	C3010231	Dry Wall	SF	1070		10	14,300		\$8.60	\$122,980	Metal Studs
65	3030	Perimeter Walls	SF	140	110	10	5,000				
66	7400	Interior Walls	SF	930		10	9,300				
67	3010	Wall Finishes	SF	1070		10	14,300		\$1.29	\$18,447	Paint
68	C3010230	Floor Finish	SF	140	110		12,900		\$7.03	\$90,687	Various
69	3030	Ceiling Finish	SF	140	110		12,900		\$4.74	\$61,146	Grid & Fiberglas
70											
71		<b>Conveying</b>									
72	C2010110	Stair Construction	Flight	4					\$6,925	\$27,700	Concrete
73	2800	Elevator, 4000 lb. 3 Floors	EA	1					\$71,100	\$71,100	Hydraulic
74											
75		<b>Plumbing Fixtures, Ground Floor</b>									
76	D20 2010	Toilet & Service Fixtures Supply	SF	140	110		12,900		\$1.79	\$23,091	No Fixtures
77	1760	WC Group (2)	GR	5					\$1,795	\$8,975	
78	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
79	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
80	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
81	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
82		Other Fixtures Added According to Lease									Not Included
83											
84		<b>Plumbing Fixtures, Second Floor</b>									
85	D20 2010	Toilet & Service Fixtures Supply	SF	140	110		12,900		\$1.79	\$23,091	No Fixtures
86	1760	WC Group (2)	GR	5					\$1,795	\$8,975	

## C. ROM Estimate 5th & Washington 3 Story

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	5th & Washington 3 Story Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
87	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
88	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
89	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
90	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
91		Other Fixtures Added According to Lease									Not Included
92											
93		<b>Plumbing Fixtures, Third Floor</b>									
94	D20 2010	Toilet & Service Fixtures Supply	SF	140	110		12,900		\$1.79	\$23,091	No Fixtures
95	1760	WC Group (2)	GR	5					\$1,795	\$8,975	
96	2000	Urinal, Wall Hung	EA	4					\$1,235	\$4,940	
97	2080	Lavatory, Vitreous Wall Hung	EA	10					\$1,410	\$14,100	
98	1840	Water Fountain, Vitreous Wall	EA	2					\$1,125	\$2,250	
99	1820	Water Heater, 50 Gallon	EA	2					\$5,850	\$11,700	Commercial
100		Other Fixtures Added According to Lease									Not Included
101											
102		<b>HVAC, Ground Floor</b>									
103	1400	Electric Hot Water (1), 2500 SF	SF	140	110		12,900		\$13.35	\$172,215	Hydronic
104	N/A	Air Conditioning									No A/C
105											
106		<b>HVAC, Second Floor</b>									
107	1400	Electric Hot Water (1), 2500 SF	SF	140	110		12,900		\$13.35	\$172,215	Hydronic
108	N/A	Air Conditioning									No A/C
109											
110		<b>HVAC, Third Floor</b>									
111	1400	Electric Hot Water (1), 2500 SF	SF	140	110		12,900		\$13.35	\$172,215	Hydronic
112	N/A	Air Conditioning									No A/C
113											
114		<b>Fire Protection, Ground Floor</b>									
115	1080	Dry Pipe Sprinkler System	SF	140	110		12,900		\$3.96	\$51,084	

## C. ROM Estimate 5th & Washington 3 Story

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	5th & Washington 3 Story Building

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
116											
117		<b>Fire Protection, Second Floor</b>									
118	1080	Dry Pipe Sprinkler System	SF	140	110		12,900		\$3.96	\$51,084	
119											
120		<b>Fire Protection, Third Floor</b>									
121	1080	Dry Pipe Sprinkler System	SF	140	110		12,900		\$3.96	\$51,084	
122											
123		<b>Electrical, Ground Floor</b>									
124	D50	Lighting, 3W/SF	SF	140	110		12,900		\$6.92	\$89,268	D50202100280
125	D50	Receptacles, 2W/SF	SF	140	110		12,900		\$4.10	\$52,890	D50201100640
126	D50	Heating, 4W/SF	SF	140	110		12,900		\$0.53	\$6,837	D50201400180
127	D50	Wall Switches, 2/1000 SF	SF	140	110		12,900		\$0.41	\$5,289	D50201300280
128	D50	400 Amp Service	EA	1					\$6,925	\$6,925	D50101200440
129	D50	Switchgear	EA	1					\$7,525	\$7,525	D50102400400
130	D50	Feeder	LF	100					\$91	\$9,050	D50102300560
131	D50	Elevator Power, 10 HP	EA	1					\$2,825	\$2,825	D50201450680
132	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
133	D50	Alarm, Internet, Phone, Exit Light	SF	140	110		12,900		\$4.68	\$60,372	5090
134											
135		<b>Electrical, Second Floor</b>									
136	D50	Lighting, 3W/SF	SF	140	110		12,900		\$6.92	\$89,268	D50202100280
137	D50	Receptacles, 2W/SF	SF	140	110		12,900		\$4.10	\$52,890	D50201100640
138	D50	Heating, 4W/SF	SF	140	110		12,900		\$0.53	\$6,837	D50201400180
139	D50	Wall Switches, 2/1000 SF	SF	140	110		12,900		\$0.41	\$5,289	D50201300280
140	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
141	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
142	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
143	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
144	D50	Alarm, Internet, Phone, Exit Light	SF	140	110		12,900		\$4.68	\$60,372	5090

## C. ROM Estimate 5th & Washington 3 Story

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		5th & Washington 3 Story Building									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
145											
146		<b>Electrical, Third Floor</b>									
147	D50	Lighting, 3W/SF	SF	140	110		12,900		\$6.92	\$89,268	D50202100280
148	D50	Receptacles, 2W/SF	SF	140	110		12,900		\$4.10	\$52,890	D50201100640
149	D50	Heating, 4W/SF	SF	140	110		12,900		\$0.53	\$6,837	D50201400180
150	D50	Wall Switches, 2/1000 SF	SF	140	110		12,900		\$0.41	\$5,289	D50201300280
151	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
152	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
153	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
154	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
155	D50	Alarm, Internet, Phone, Exit Light	SF	140	110		12,900		\$4.68	\$60,372	5090
156											
157		<b>Total Detailed Estimate</b>								<b>\$3,744,841</b>	
158											
159		<b>Contingency</b>	%						105.00%	<b>\$3,932,083</b>	<b>\$187,242</b>
160											
161		<b>Overhead</b>	%						105.00%	<b>\$4,128,687</b>	<b>\$196,604</b>
162											
163		<b>Profit</b>	%						110.00%	<b>\$4,541,556</b>	<b>\$412,869</b>
164											
165		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$4,623,304</b>	<b>\$81,748</b>
166											
167		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$4,993,168</b>	<b>\$369,864</b>
168											
169		<b>Construction Management</b>	%						102.00%	<b>\$5,093,032</b>	<b>\$99,863</b>
170											
171		<b>Excludes:</b> Vacation Rental, Restaurant, Pub, Kitchen, Office and/or Commercial Space Lease Improvements									
172		<b>Cost per Square Foot</b>	SF				38,700			<b>\$131.60</b>	

## C. ROM Estimate 5th & Washington 3 Story

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
173											
174		<b>Total Detailed Assembly Estimate</b>								<b>\$5,093,032</b>	RS Means BCCD
175											
176		<b>Quick Square Foot Estimate for Comparison</b>									RS Means SFCD
177											
178		<b>Site Preparation</b>									
179	A20101103440	Grade, Gravel, Compact	SF	140	110		15,400		\$5.55	\$85,470	
180											
181		<b>Utility Upgrades</b>									
182	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
183	Local Utility	Water 2"	Lot							\$10,000	Install
184	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
185											
186		<b>Best Comparison</b>									
187	M.460	<b>Office, 3 Story, Steel Frame</b>	SF	140	110	32	38,700		<b>\$139.95</b>	\$5,416,065	Concrete Block
188		Perimeter Difference	LF	140	110	500					500' V. 440'
189		Total Perimeter Adjustment	LF	60			38,700		\$3.00	\$116,100	\$5.00/100LF
190		Story Height Adjustment	LF	-2			38,700		(\$3.20)	-\$123,840	34' V. 36'
191											
192		<b>Cost per Square Foot</b>	SF				38,700			<b>\$146.11</b>	
193											
194		<b>Total Quick Square Foot Estimate for Comparison</b>								<b>\$5,654,635</b>	RS Means SFCD

# Port of Port Orford

Note: This Table includes All Sites and is Not Repeated in Other Sections of this Plan

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Building Rent	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Debt Service + Depreciation	\$398,201	\$75,601	\$78,714	\$118,208	\$120,148	\$111,726	\$111,726	\$444,106	\$539,104	\$40,193
	Monthly	\$33,183	\$6,300	\$6,560	\$9,851	\$10,012	\$9,311	\$9,311	\$37,009	\$44,925	\$3,349
	Ground Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Second Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$14,975	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humberg Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Rent & Mall Fees	Ground Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Second Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$16,757	\$0

# Port of Port Orford

Note: This Table includes All Sites and is Not Repeated in Other Sections of this Plan

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Condo Fee	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Dep or Debt + Depreciation	\$124,785	\$75,601	\$78,714	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$40,193
	Monthly	\$10,399	\$6,300	\$6,560	\$3,060	\$3,111	\$2,890	\$2,890	\$11,602	\$14,092	\$3,349
	Ground Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Second Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$4,697	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Condo & Mall Fees	Ground Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Second Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$6,479	\$0

# **Port of Port Orford Facility Master Plan**



## **I. Introduction**

## **II. Fishery & Research Center**

## **III. 5<sup>th</sup> & Washington**

## ***IV. Commercial Retail, Flex Space & RV Park →***

## **V. Addenda**

**A. Background**

**B. Notional Layout**

**C. ROM Estimate**

**D. Financial Model**

## A. Commercial Retail, Flex Space & RV Park Background

The Facility Master Plan includes developing an approximately 100 foot deep by 900 feet broad area (approximately 2 acres) of undeveloped Port property between Port Road and the vegetation line. The site adjoins the proposed Fishery and Research Facility development. It has beach and ocean access and panoramic views of both. The proposed commercial-retail, flex space, and RV Park developments are detailed in this section.



### 1. Facility Concept

The focus of this development is the creation of a public attraction, a commercial-retail facility, and a small boutique RV Park that will draw more visitors to the City and Port.

The commercial retail facility is contemplated for development in three distinct two-floor modules. It will include the ability to house one or more restaurants or eating establishments. In addition to the concepts discussed in the 'Introduction' section of this plan, the follow asset concepts developed by the outreach effort apply to this facility.

### 2. Zoning

The zoning of this property is 'MA' for 'Maritime Activity'. There are no limits on building height and footprint. The facility being proposed will be consistent with those zoning requirements.

1. New Asset Concept

Plan participants generally agreed on these concepts for the new assets described by the plan:

- **Open & Accessible**

Provide a design that is open and easily accessible to the public. Some examples are shown nearby.



- **Create Oregon’s Best Oceanside Port Attraction**

Two Oregon Ports offer Oceanside locations with tourist appeal or its potential—Brookings Harbor and Port Orford. Port of Port Orford has the opportunity to create an ocean-side attraction with unusual appeal. The quality of the development effort should be high. Pole and sheet metal buildings, such as the Port’s current office building, will not fill these expectations.

- **Create City & Port Signature Attraction**

Signature means ‘readily identifying its creator’. The Port has the opportunity, through new developments to establish the identity of the Port and the City and vice versa. In the Port’s past the City relationship has been distant. With the new facility developments the opportunity exists to improve that situation—through cooperative physical design.

- **Connect with Port District Residents**

Through its history the Port has had a remote physical and working connection to district citizens. The Port is viewed as the private domain of the commercial fishers. The commercial fishers and, to some extent, the Port do little to discourage that notion. The Port needs the support of Port district citizens and must increase the connections to and rapport with its citizens.

- **Make Port More Visitor Friendly, Appealing: LCD**

The Port is a fishing business and, like the fish processing plants in downtown Newport and elsewhere, shows mostly its backside to the community. It is unfriendly and unappealing to all but the fully initiated. The Port and its tenants need to open physical channels and create actual windows for visitors to see, understand, and appreciate the very interesting and unique nature of what transpires daily. This interest translates directly to visitor spending.

- **Make High Dock Visitor Accessible: ODOT Signage**

The idea of ‘the only dolly port on the US West Coast’ is unknown to most Oregonians among the thousands of tourist that travel Highway 101 through Port Orford each year. To most potential visitors, the place does not exist. Instead, these passersby stop to visit the more visitor friendly environments of Gold Beach and Bandon. The opportunity to capture visitor spending through accessibility needs to be capitalized upon.

- **Seasonal & Cyclical Tourism Driven Businesses**

The thorough and ongoing review and discussion is needed about the seasonal and cyclical nature of the Ports businesses. The Facility Master Plan puts focus on adding more seasonal and cyclical businesses, particularly those driven by tourism. Whenever the opportunity exists to attract businesses that are not seasonal or cyclical—it should be pursued.

## 2. **New Asset Details**

Plan participants generally agreed on these new asset details for the Facility Master Plan:

- **Built for Low Cost of Ownership**

The Oregon Coast is can be a harsh environment for building maintenance. Being on the ocean makes matters worse due to the corrosive effects of salt water and spray. Sea gulls are a source of waste that also accelerates building decline, especially roofs. The building exteriors must use designs, materials and assembly practices that reduce the effects of this corrosion.

- **Built for Wind, Wind, & Wind**

The area around Cape Blanco and Port Orford is notorious for high winds. Here as well, design, material selection and assembly practices must be used to eliminate the effects of wind.

- **Add Modern Publicly Accessible Restrooms**

The current restroom facilities are not adequate for the visitors that the Port is or should be trying to attract. Included in the design of all new Port facilities must be adequate modern public restroom facilities which are supplied and maintained to a high standard.



- **Add Direct Access: High Dock to Beach including ADA**

The current access from the High Dock to the beach is not convenient or ADA compliant. Included in the design of new Port facilities must be convenient access arrangements between the High Dock and the nearby beach. Access could be made part of the cooperative program between the Port and City to extend the Battle Rock walkway.

- **Add Direct Access: High Dock to Ocean & Jetty for Sport Diving**

The current access from the High Dock to the Ocean and Jetty for sport diving is not convenient. A program needs to be included for the addition of convenient sport diving access.

- **Add Day Use Fee**

The Port might consider adding a Day Use Fee. To get a token day or annual pass, the day visitor to the High Dock might be asked to make a small voluntary donation for Common Area Maintenance. Likened to the honor system at launch ramps, the fee might be paid 30 percent of the time.

- **Include ‘All-Tenant’ Common Area Maintenance Charge**

Port is a multi-user facility that includes many common-use areas; access roads, utility distribution systems, security lighting, sewage handling facilities, operating liability insurance, waste disposal, and shared open spaces among others. Port must recover the full cost of operation, maintenance, capital maintenance (to offset depreciation), and the value of the underlying land consumed by the common areas.

### 3. **New Business Lines**

Plan participants agreed generally about adding these new business lines:

- **Beachfront Flex Space RV Sites =  $\geq 20$  Slots High End Market**

Included in the Facility Master Plan is the development of a  $\geq 20$  slot high end RV Park. RV Parks are the cash generating engine that enable most marinas to approach financial breakeven. The RV Park requires little capital investment and maintenance in relation to the revenue produced. Operation of the RV Park requires a modest effort. When the RV Park is not longer needed, the utility infrastructure can be converted to support other development.

- **Guided Sport Fishing versus Charter Boats**

Currently, there is a charter boat operation at the Port. In addition to charter boats, there is a lively guided fishing industry in the Coos-Curry-Douglas area. Guided fishing attracts overnight guests that make a significantly larger contribution in terms of spending and economic impact. The Port needs to recruit more fishing guides to use Port facilities. A commercial-retail tenant that recruits these services should be developed.

- **Add Sport Launch Ramp: OSMB, Leave Space, Growth Market**

Prior to the construction of the current High Dock, the Port offered a sport launch ramp. A sport ramp is not included in this plan. However, the arrangement of the current developments must be done with care so that the future addition of a sport ramp is not foreclosed. Access across the beach should remain building-free until a suitable design can be developed by the Oregon State Marine Board.

- **Attract Adventure Tour Groups**

Adventure tourism is a growing Oregon phenomenon. Its devotees include tourist who want to hike, climb, ski, trek, bungee jump, bike, paddle, surf, and dive their way through an entire vacation. Adventure tourism is often done in groups. The Port needs to develop an outreach program for this market. Oregon is the home of Nike and Columbia Sports. Recruiting a commercial-retail tenant or two that serve this market with goods and repairs should be a Port target. For more details see: <http://opt.traveloregon.com/Itineraries/Unique-Experiences/Sports-Adventure.aspx>

- **Attract Birding**

Birding is one of the nation's largest outdoor pastimes. The Oregon Coast and estuaries attract a wide range of aficionados included daytrip and overnight tourists. This is another opportunity for pursuit by the Port when recruiting commercial-retail tenants. Port Orford's Wild Spring Resort is a leading sponsor of regional birding activities: <http://www.wildspring.com/>

- **Add Activities for Wide Range of Demographics & Affluence**

When recruiting commercial-retail tenants, the Port should reach out to the widest possible range of user demographics and affluence. The net result should be an array of choices for the visitor from high end to low.

#### 4. Specific Parking & Flex Space Concepts

The following design and implementation concepts apply to the Parking & Flex Space Areas.

- **Connect with New Battle Rock Walkway = ODOT Grant**

The Port should arrange a connection with the new Battle Rock Walkway with the City of Port Orford using Oregon Department of Transportation (ODOT) grant funding.

- **Add Rip Rap Revetment above Vegetation Line**

To provide protection from erosion and accretion, a rip rap revetment will be installed in sections as each parcel of the Parking, Flex Space, & RV Park Area is developed.

- **Add Convenient Access from Parking to Beach**

Parking, Flex Area, and RV Park developments must include a style access to the beach for pedestrians of all ages to safely cross the rip rap revetment.

- **Pink Sand-Verbena**

Pink sand-verbena is listed as an endangered species by the State of Oregon and is considered a Species of Concern by the US Fish & Wildlife Service. Historically, this species was known from beaches along the Pacific Coast from Vancouver Island (British Columbia) to northern California. Invasion by introduced European Beach Grass and disturbance by off-road vehicles have contributed to the steep decline in the number of pink sand-verbena; there are currently only about ten populations of pink sand-verbena in Oregon.



Care will be needed to remediate or otherwise offset any removal of this plant that is caused by facility development.

- **Develop & Pave Upland as Need & Resources Grow**

Development of the Parking and Flex Space should occur as the need for these resources grow.

- **Add Simple Family- & Kid-Friendly Activities**

The development should include simple family- and kid-friendly activities.

- **Add Port Development Display & Interpretive Center**

Developments must include a display and interpretive center showing the proposed layout and their phased construction.

**5. Specific Commercial-Retail Concepts**

The following concepts are specific to the Commercial-Retail development:

- **Commercial- Retail Services with Combined Dive, Bike, Hike, Surf, & Kayak Store**

Among the first commercial-retail tenants to be recruited should be a single tenant or combination of tenants that provide:

<b>Dive Equipment Sales &amp; Rental</b>	<b>Dive Equipment Repair</b>	<b>Diving Air Service</b>
<b>Bike &amp; Bike Equipment Sales</b>	<b>Bike Equipment Repair</b>	<b>Bike Equipment Rental</b>
<b>Kayak Equipment Sales</b>	<b>Kayak Equipment Repair</b>	<b>Kayak Equipment Rental</b>
<b>Fishing Equipment Sales</b>	<b>Fishing Equipment Repair</b>	<b>Fishing Equipment Rental</b>

- **More Commercial Retail Concepts**

Additional commercial-retail tenants to be recruited include:

<b>Gift Shop with Wide Range</b>	<b>Quality Fish Restaurant</b>	<b>Retail Fish Monger</b>
<b>Sea Water Day Spa</b>	<b>Weekly Farmers Market</b>	<b>FedEx &amp; UPS Kiosk</b>

- **Market to Adventure Tourists**

Marketing efforts need to include and invite adventure tourists of all kinds including: divers, bikers, hikers, surfers, kayakers, and fishers. The Port needs to establish formal affiliations with these groups.

- **Improve Web-based Marketing**

A web-based marketing campaign needs to be led by the Port. This effort would include any current and newly recruited businesses. Its target audience will include Port District citizens, regional customers of the services offered including adventure tourists, and additional business recruits.

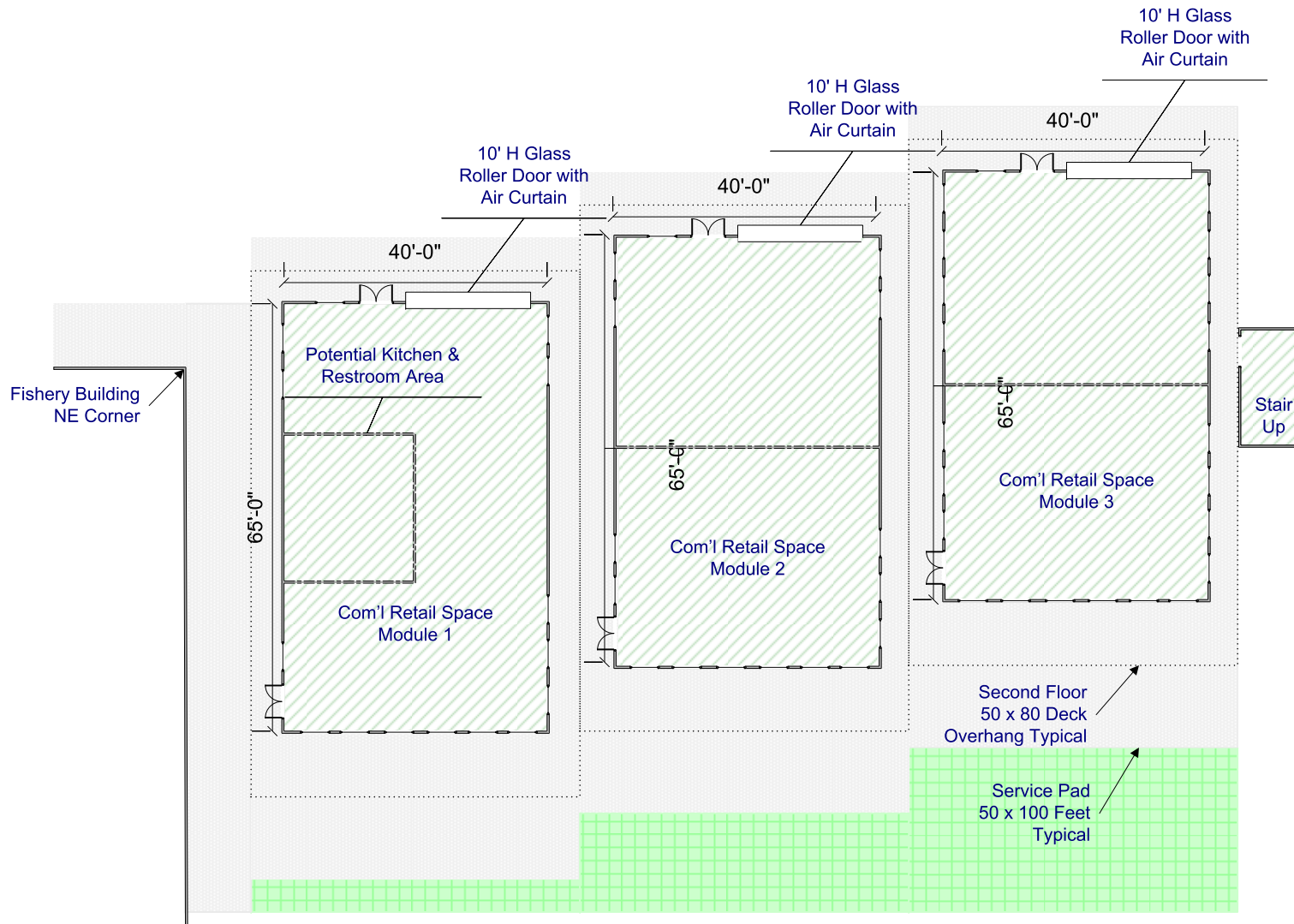
- **Web Assist from Local Educators & Tech Volunteers**

To assist with the web-based marketing effort, the Port should consider recruiting the local educational community—high school and community college.

# B. Commercial Retail 1<sup>st</sup> Floor

03/12/2009

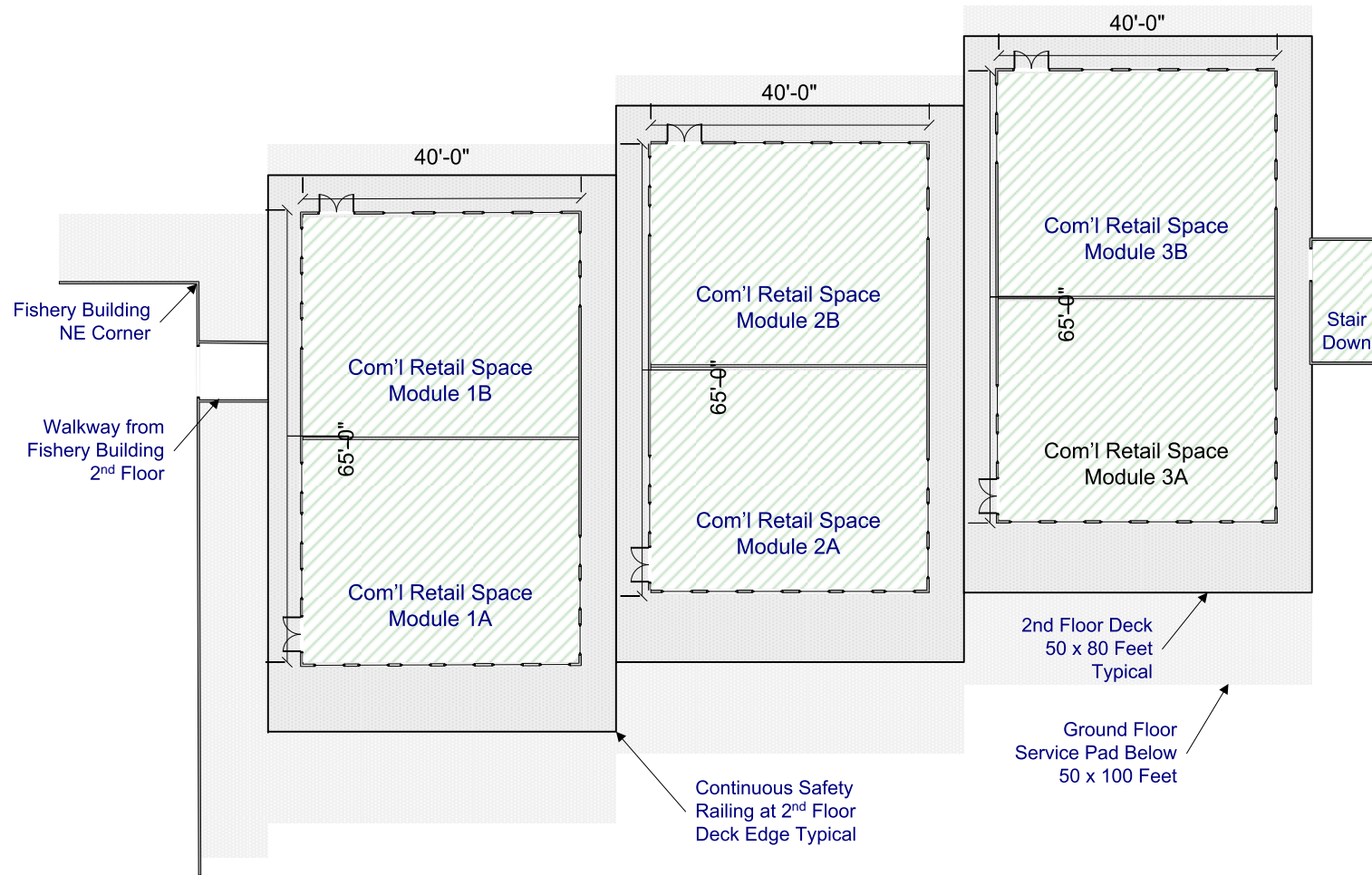
Note: The Digital Version of this Notional Layout is Available on CD at the Port



# B. Commercial Retail 2<sup>nd</sup> Floor Plan

03/12/2009

Note: The Digital Version of this Notional Layout is Available on CD at the Port





### B. Flex Areas & RV Park

03/12/2009

## C. ROM Estimate Flex Areas & RV Park

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1	<b>Detailed Assembly Estimate Area A</b>										RS Means BCCD
2		<b>Parking &amp; Flex Area A</b>	SF	400	125		50,000				
3			SY	133.3	41.7		5,556				
4											
5		<b>Site Preparation</b>									
6	A20101103440	Grade, Gravel, Compact	SF	300	100		30,000		\$5.55	\$166,500	
7	312316130050	Install 18" Perimeter Drain Swale	BCY	266.7	1	1		267	\$12.00	\$3,200	w/Geotech Fabric
8	3341132120	Set 12" Drive/Walkover Culvert	LF	120					\$40.00	\$4,800	
9	312316130050	Excavate Riprap Placement	BCY	133.3	3	2		800	\$12.00	\$9,600	w/Geotech Fabric
10	OSMB	Place Class 700 Riprap	BCY	133.3	3	3		1,200	\$100.00	\$120,000	w/Geotech Fabric
11											
12		<b>Utility Upgrades</b>									
13	Local Utility	Electrical, 50 Amp Light Feeder	Lot							\$4,000	Lighting Feeder
14	Local Utility	Water	Lot							N/A	
15	Local Utility	Sewer	Lot							N/A	
16											
17		<b>Paving</b>									
18	OSMB	Install 4" Pervious Concrete	SF	250	100		25,000		\$7.50	\$187,500	
19	321713191000	Install 6' Precast Wheelstops	EA	50					\$78.00	\$3,900	
20	321723140800	Pavement Markings/ Stall	EA	50					\$10.00	\$500	
21	321723140790	Pavement Markings/Misc	Lot	1						\$500	
22	101453201200	Traffic Signage	EA	10					\$150.00	\$1,500	
23											
24		<b>Landscaping</b>									
25	329623230100	Relocate Shrubs Onsite 24" Ball	EA	75					\$62.00	\$4,650	
26											

## C. ROM Estimate Flex Areas & RV Park

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Parking & Flex Areas A, B, C, & D									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
27		<b>Relocate Fisher Memorial</b>									
28	Estimate	Relocate Fisher Memorial	Lot	1					\$10,000	\$10,000	
29											
30		<b>Pole Lighting</b>									
31	265613103000	Lighting Poles, 20-foot Aluminum	EA	3					\$1,650	\$4,950	
32	265613104000	Lighting Arms, 2/Pole	Set	3					\$620	\$1,860	
33	255619202750	Lights, Metal Halide-180w-2/Pole	Set	3					\$1,890	\$5,670	
34											
35		<b>Total Detailed Estimate</b>								<b>\$529,130</b>	
36											
37		<b>Contingency</b>	%						105.00%	<b>\$555,587</b>	<b>\$26,457</b>
38											
39		<b>Overhead</b>	%						105.00%	<b>\$583,366</b>	<b>\$27,779</b>
40											
41		<b>Profit</b>	%						110.00%	<b>\$641,702</b>	<b>\$58,337</b>
42											
43		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$653,253</b>	<b>\$11,551</b>
44											
45		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$705,513</b>	<b>\$52,260</b>
46											
47		<b>Construction Management</b>	%						102.00%	<b>\$719,624</b>	<b>\$14,110</b>
48											
49		<b>Cost per Square Foot</b>	SF	400	125		50,000			<b>\$14.39</b>	
50											
51		<b>Total Detailed Assembly Estimate Area A</b>								<b>\$719,624</b>	RS Means BCCD

## C. ROM Estimate Flex Areas & RV Park

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
52											
53	<b>Detailed Assembly Estimate Area B</b>										RS Means BCCD
54		<b>Parking &amp; Flex Area B</b>	SF	300	125		37,500				
55			SY	100	41.7		4,167				
56											
57		<b>Site Preparation</b>									
58	312316420310	Remove Excess Overburden	BCY	100	30	2	6,000		\$10.00	\$60,000	Beach Disposal
59	A20101103440	Grade, Gravel, Compact	SF	300	100		30,000		\$5.55	\$166,500	
60	312316130050	Install 18" Perimeter Drain Swale	BCY	266.7	1	1		267	\$12.00	\$3,200	w/Geotech Fabric
61	3341132120	Set 12" Drive/Walkover Culvert	LF	120					\$40.00	\$4,800	
62	312316130050	Excavate Riprap Placement	BCY	100	3	2		600	\$12.00	\$7,200	w/Geotech Fabric
63	OSMB	Place Class 700 Riprap	BCY	100	3	3		900	\$100.00	\$90,000	w/Geotech Fabric
64											
65		<b>Utility Upgrades</b>									
66	Local Utility	Electrical, 50 Amp Light Feeder	Lot							\$8,000	Lighting Feeder
67	Local Utility	Water	Lot							N/A	
68	Local Utility	Sewer	Lot							N/A	
69											
70		<b>Paving</b>									
71	OSMB	Install 4" Pervious Concrete	SF	250	100		25,000		\$7.50	\$187,500	
72	321713191000	Install 6' Precast Wheelstops	EA	50					\$78.00	\$3,900	
73	321723140800	Pavement Markings/ Stall	EA	50					\$10.00	\$500	
74	321723140790	Pavement Markings/Misc	Lot	1						\$500	
75	101453201200	Traffic Signage	EA	10					\$150.00	\$1,500	
76											

## C. ROM Estimate Flex Areas & RV Park

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Parking & Flex Areas A, B, C, & D									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
77		<b>Landscaping</b>									
78	329623230100	Relocate Shrubs Onsite 24" Ball	EA	75					\$62.00	\$4,650	
79											
80		<b>Pole Lighting</b>									
81	265613103000	Lighting Poles, 20-foot Aluminum	EA	3					\$1,650	\$4,950	
82	265613104000	Lighting Arms, 2/Pole	Set	3					\$620	\$1,860	
83	255619202750	Lights, Metal Halide-180w-2/Pole	Set	3					\$1,890	\$5,670	
84											
85		<b>Total Detailed Estimate</b>								<b>\$550,730</b>	
86											
87		<b>Contingency</b>	%						105.00%	<b>\$578,267</b>	<b>\$27,537</b>
88											
89		<b>Overhead</b>	%						105.00%	<b>\$607,180</b>	<b>\$28,913</b>
90											
91		<b>Profit</b>	%						110.00%	<b>\$667,898</b>	<b>\$60,718</b>
92											
93		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$679,920</b>	<b>\$12,022</b>
94											
95		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$734,314</b>	<b>\$54,394</b>
96											
97		<b>Construction Management</b>	%						102.00%	<b>\$749,000</b>	<b>\$14,686</b>
98											
99		<b>Cost per Square Foot</b>	SF	300	125		37,500			<b>\$19.97</b>	
100											
101		<b>Total Detailed Assembly Estimate Area B</b>								<b>\$749,000</b>	RS Means BCCD

## C. ROM Estimate Flex Areas & RV Park

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
102											
103	<b>Detailed Assembly Estimate Area C</b>										RS Means BCCD
104		<b>Parking &amp; Flex Area C</b>	SF	300	125		37,500				
105			SY	100	41.7		4,167				
106											
107		<b>Site Preparation</b>									
108	312316420310	Remove Excess Overburden	BCY	100	30	2	6,000		\$10.00	\$60,000	Beach Disposal
109	A20101103440	Grade, Gravel, Compact	SF	300	100		30,000		\$5.55	\$166,500	
110	312316130050	Install 18" Perimeter Drain Swale	BCY	266.7	1	1		267	\$12.00	\$3,200	w/Geotech Fabric
111	3341132120	Set 12" Drive/Walkover Culvert	LF	120					\$40.00	\$4,800	
112	312316130050	Excavate Riprap Placement	BCY	100	3	2		600	\$12.00	\$7,200	w/Geotech Fabric
113	OSMB	Place Class 700 Riprap	BCY	100	3	3		900	\$100.00	\$90,000	w/Geotech Fabric
114											
115		<b>Utility Upgrades</b>									
116	Local Utility	Electrical, 50 Amp Light Feeder	Lot							\$12,000	Lighting Feeder
117	Local Utility	Electrical, 1000 Amp RV Feeder	Lot							\$25,000	
118	Local Utility	Water Service	Lot							\$15,000	
119	Local Utility	Sewer Service	Lot							\$30,000	
120											
121		<b>Paving</b>									
122	OSMB	Install 4" Pervious Concrete	SF	250	100		25,000		\$7.50	\$187,500	
123	321713191000	Install 6' Precast Wheelstops	EA	50					\$78.00	\$3,900	
124	321723140800	Pavement Markings/ Stall	EA	50					\$10.00	\$500	
125	321723140790	Pavement Markings/Misc	Lot	1						\$500	
126	101453201200	Traffic Signage	EA	10					\$150.00	\$1,500	
127											
128		<b>RV Slot Installation</b>									
129		Basic Service Installation	EA	20					\$7,000	\$140,000	H2O, Elect, Sewer

## C. ROM Estimate Flex Areas & RV Park

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Parking & Flex Areas A, B, C, & D									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
130		Added Service Installation	EA	20					\$3,000	\$60,000	Internet, Cable
131											
132		<b>Landscaping</b>									
133	329623230100	Relocate Shrubs Onsite 24" Ball	EA	75					\$62.00	\$4,650	
134											
135		<b>Pole Lighting</b>									
136	265613103000	Lighting Poles, 20-foot Aluminum	EA	3					\$1,650	\$4,950	
137	265613104000	Lighting Arms, 2/Pole	Set	3					\$620	\$1,860	
138	255619202750	Lights, Metal Halide-180w-2/Pole	Set	3					\$1,890	\$5,670	
139											
140		<b>Total Detailed Estimate</b>								<b>\$824,730</b>	
141											
142		<b>Contingency</b>	%						105.00%	<b>\$865,967</b>	<b>\$41,237</b>
143											
144		<b>Overhead</b>	%						105.00%	<b>\$909,265</b>	<b>\$43,298</b>
145											
146		<b>Profit</b>	%						110.00%	<b>\$1,000,191</b>	<b>\$90,926</b>
147											
148		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$1,018,195</b>	<b>\$18,003</b>
149											
150		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$1,099,650</b>	<b>\$81,456</b>
151											
152		<b>Construction Management</b>	%						102.00%	<b>\$1,121,643</b>	<b>\$21,993</b>
153											
154		<b>Cost per Square Foot</b>	SF	300	125		37,500			<b>\$29.91</b>	
155											
156		<b>Total Detailed Assembly Estimate Area C</b>								<b>\$1,121,643</b>	RS Means BCCD

## C. ROM Estimate Flex Areas & RV Park

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
157											
158	<b>Detailed Assembly Estimate Area D</b>										RS Means BCCD
159		<b>Parking &amp; Flex Area D</b>	SF	200	125		25,000				
160			SY	66.67	41.7		2,778				
161											
162		<b>Site Preparation</b>									
163	024113175050	Remove Existing Paving 6"	SY	10	70		700		\$7.60	\$5,320	
164	312316462000	Excavate & Fill to New Contours	CY	10	70	4	2,800		\$9.00	\$25,200	
165	A20101103440	Grade, Gravel, Compact	SF	200	125		25,000		\$5.55	\$138,750	
166	312316130050	Install 18" Perimeter Drain Swale	BCY	70	1	1		70	\$12.00	\$840	w/Geotech Fabric
167	3341132120	Set 12" Drive/Walkover Culvert	LF	120					\$40.00	\$4,800	
168											
169		<b>Utility Upgrades</b>									
170	Local Utility	Electrical, 50 Amp Light Feeder	Lot							\$8,000	Lighting Feeder
171											
172		<b>Paving</b>									
173	321216130200	Install Roadway Asphaltic 4"	SY	10	70		700		\$14.15	\$9,905	
174	OSMB	Install 4" Pervious Concrete	SF	100	100		10,000		\$7.50	\$75,000	
175	321713191000	Install 6' Precast Wheelstops	EA	30					\$78.00	\$2,340	
176	321723140800	Pavement Markings/ Stall	EA	30					\$10.00	\$300	
177	321723140790	Pavement Markings/Misc	Lot	1						\$500	
178	101453201200	Traffic Signage	EA	3					\$150.00	\$450	
179											
180		<b>Landscaping</b>									
181	329623230100	Relocate Shrubs Onsite 24" Ball	EA	30					\$62.00	\$1,860	
182											
183		<b>Pole Lighting</b>									
184	265613103000	Lighting Poles, 20-foot Aluminum	EA	2					\$1,650	\$3,300	

## C. ROM Estimate Flex Areas & RV Park

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Parking & Flex Areas A, B, C, & D									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
185	265613104000	Lighting Arms, 2/Pole	Set	2					\$620	\$1,240	
186	255619202750	Lights, Metal Halide-180w-2/Pole	Set	3					\$1,890	\$5,670	
187											
188		<b>Total Detailed Estimate</b>								<b>\$283,475</b>	
189											
190		<b>Contingency</b>	%						105.00%	<b>\$297,649</b>	<b>\$14,174</b>
191											
192		<b>Overhead</b>	%						105.00%	<b>\$312,531</b>	<b>\$14,882</b>
193											
194		<b>Profit</b>	%						110.00%	<b>\$343,784</b>	<b>\$31,253</b>
195											
196		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$349,972</b>	<b>\$6,188</b>
197											
198		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$377,970</b>	<b>\$27,998</b>
199											
200		<b>Construction Management</b>	%						102.00%	<b>\$385,530</b>	<b>\$7,559</b>
201											
202		<b>Cost per Square Foot</b>	SF	200	125		25,000			<b>\$15.42</b>	
203											
204		<b>Total Detailed Assembly Estimate Area D</b>								<b>\$385,530</b>	RS Means BCCD

## C. ROM Estimate Commercial Retail Module 1

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Commercial Retail Module 1									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1		<b>Detailed Assembly Estimate</b>									RS Means BCCD
2		<b>Commercial Retail Module</b>	CF	40	65	30	5,200	156,000			
3											
4		<b>Site Preparation</b>									
5	A20101103440	Grade, Gravel, Compact	SF	50	100		5,000		\$5.55	\$27,750	
6											
7		<b>Utility Upgrades</b>									
8	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
9	Local Utility	Water 2"	Lot							\$10,000	Install
10	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
11											
12		<b>Substructure</b>									
13	1010	Standard Foundations	SF	40	65		2,600		\$2.26	\$5,876	
14	4560	Slab on Grade 4" Reinforced	SF	40	65		2,600		\$1.54	\$4,004	Heavy Industrial
15											
16		<b>Shell</b>									
17	2010	Steel Frame	SF	40	65		2,600		\$6.00	\$15,600	
18	1010	Second Floor Construction	SF	50	80		4,000		\$14.43	\$57,720	Open Steel Joists
19	1020	Roof Construction, Metal Deck	SF	50	80		4,000		\$9.01	\$36,040	
20	2010	Exterior Walls, Metal Sandwich	SF	40	65	30	15,848		\$13.22	\$209,511	2 Side 2" Core
21	3700	Exterior Entrance Door	EA	4					\$10,300	\$41,200	Double Swing
22	5600	Glass Roller Doors 10 x 20	EA	1					\$10,000	\$10,000	With Air Curtain
23	5750	Exterior Windows, Ground Floor	EA	15					\$1,290	\$19,350	Picture Insulated
24	5750	Exterior Windows, Second Floor	EA	21					\$1,290	\$27,090	Picture Insulated
25	6200	Roof Covering, Membrane	SF	50	80		4,000		\$2.57	\$10,280	
26	Estimated	Deck Edge Safety Railing	LF	50	80		260		\$12.00	\$3,120	
27											
28		<b>Interior, Ground Floor</b>									

## C. ROM Estimate Commercial Retail Module 1

Client:	Port of Port Orford										
Project:	Facility Master Plan										
Estimate:	Commercial Retail Module 1										

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
29	7400	Dry Wall	SF	210		12	2,520		\$4.75	\$11,970	Metal Studs
30	3010	Wall Finishes	SF	210		12	2,520		\$1.00	\$2,520	Paint
31	C3010230	Floor Finish	SF	40	65		2,600		\$5.00	\$13,000	Various
32	3030	Ceiling Finish	SF	40	65		2,600		\$3.53	\$9,178	Grid & Fiberglas
33											
34		<b>Interior, Second Floor</b>									
35	7400	Dry Wall	SF	210	12	12	2,520		\$4.75	\$11,970	Metal Studs
36	3010	Wall Finishes	SF	210		12	2,520		\$1.00	\$2,520	Paint
37	C3010231	Floor Finish	SF	40	65		2,600		\$5.00	\$13,000	Various
38	3030	Ceiling Finish	SF	40	65		2,600		\$3.53	\$9,178	Grid & Fiberglas
39											
40		<b>Conveying, Stair Tower</b>									
41	2010	Steel Frame	SF	8	16		128		\$6.00	\$768	
42	2010	Exterior Walls, Metal Sandwich	SF	8	16	30	960		\$13.22	\$12,691	2 Side 2" Core
43	C20101100780	24 Riser w/Landing, Picket Rail	EA	1					\$16,950	\$16,950	
44	1020	Roof Construction, Metal Deck	SF	8	16		128		\$9.01	\$1,153	
45	6200	Roof Covering, Membrane	SF	8	16		128		\$2.57	\$329	
46											
47		<b>Conveying, Bridge</b>									
48	2010	Steel Frame	SF	8	12		96		\$6.00	\$576	
49	1010	Second Floor Construction	SF	8	12		96		\$14.43	\$1,385	Open Steel Joists
50	1020	Roof Construction, Metal Deck	SF	8	12		96		\$9.01	\$865	
51	6200	Roof Covering, Membrane	SF	8	12		96		\$2.57	\$247	
52											
53		<b>Plumbing Fixtures, Ground Floor</b>									
54	D20 2010	Toilet & Service Fixtures Supply	SF	40	65		2,600		\$1.79	\$4,654	No Fixtures
55		Fixtures Added According to Lease									Not Included
56											
57		<b>Plumbing Fixtures, Second Floor</b>									

## C. ROM Estimate Commercial Retail Module 1

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Commercial Retail Module 1

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
58	D20 2010	Toilet & Service Fixtures Supply	SF	40	65		2,600		\$1.79	\$4,654	No Fixtures
59		Fixtures Added According to Lease									Not Included
60											
61		<b>HVAC, Ground Floor</b>									
62	1400	Electric Hot Water (1), 2500 SF	SF	40	65		2,600		\$13.35	\$34,710	Hydronic
63	N/A	Air Conditioning									No A/C
64											
65		<b>HVAC, Second Floor</b>									
66	1400	Electric Hot Water (1), 2500 SF	SF	40	65		2,600		\$13.35	\$34,710	Hydronic
67	N/A	Air Conditioning									No A/C
68											
69		<b>Fire Protection, Ground Floor</b>									
70	1080	Dry Pipe Sprinkler System	SF	40	65		2,600		\$3.96	\$10,296	
71											
72		<b>Fire Protection, Second Floor</b>									
73	1080	Dry Pipe Sprinkler System	SF	40	65		2,600		\$3.96	\$10,296	
74											
75		<b>Electrical, Ground Floor</b>									
76	D50	Office Lighting, 3W/SF	SF	40	65		2,600		\$6.92	\$17,992	D50202100280
77	D50	Office Receptacles, 2W/SF	SF	40	65		2,600		\$4.10	\$10,660	D50201100640
78	D50	Heating, 4W/SF	SF	40	65		2,600		\$0.53	\$1,378	D50201400180
79	D50	Wall Switches, 2/1000 SF	SF	40	65		2,600		\$0.41	\$1,066	D50201300280
80	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
81	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
82	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
83	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
84	D50	Alarm, Internet, Phone, Exit Light	SF	40	65		2,600		\$4.68	\$12,168	5090
85											
86		<b>Electrical, Second Floor</b>									

## C. ROM Estimate Commercial Retail Module 1

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Commercial Retail Module 1

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
87	D50	Office Lighting, 3W/SF	SF	40	65		2,600		\$6.92	\$17,992	D50202100280
88	D50	Office Receptacles, 2W/SF	SF	40	65		2,600		\$4.10	\$10,660	D50201100640
89	D50	Heating, 4W/SF	SF	40	65		2,600		\$0.53	\$1,378	D50201400180
90	D50	Wall Switches, 2/1000 SF	SF	40	65		2,600		\$0.41	\$1,066	D50201300280
91	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
92	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
93	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
94	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
95	D50	Alarm, Internet, Phone, Exit Light	SF	40	65		2,600		\$4.68	\$12,168	5090
96											
97		<b>Total Detailed Estimate</b>								<b>\$838,189</b>	
98											
99		<b>Contingency</b>	%						105.00%	<b>\$880,098</b>	<b>\$41,909</b>
100											
101		<b>Overhead</b>	%						105.00%	<b>\$924,103</b>	<b>\$44,005</b>
102											
103		<b>Profit</b>	%						110.00%	<b>\$1,016,514</b>	<b>\$92,410</b>
104											
105		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$1,034,811</b>	<b>\$18,297</b>
106											
107		<b>Architect, Engineering &amp; Permits</b>	%						108.00%	<b>\$1,117,596</b>	<b>\$82,785</b>
108											
109		<b>Construction Management</b>	%						102.00%	<b>\$1,139,948</b>	<b>\$22,352</b>
110											
111		<b>Cost per Square Foot</b>	SF	40	65	2	5,200			<b>\$219.22</b>	
112											
113		<b>Total Detailed Assembly Estimate</b>								<b>\$1,139,948</b>	RS Means BCCD
114											

## C. ROM Estimate Commercial Retail Module 1

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Commercial Retail Module 1									
115	<b>Quick Square Foot Estimate for Comparison</b>										RS Means SFCD
116											
117		<b>Site Preparation</b>									
118	A20101103440	Grade, Gravel, Compact	SF	50	100		5,000		\$5.55	\$27,750	
119											
120		<b>Utility Upgrades</b>									
121	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
122	Local Utility	Water 2"	Lot							\$10,000	Install
123	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
124											
125		<b>Conveying, Stair Tower</b>									
126	2010	Steel Frame	SF	8	16		128		\$6.00	\$768	
127	2010	Exterior Walls, Metal Sandwich	SF	8	16	30	960		\$13.22	\$12,691	2 Side 2" Core
128	C20101100780	24 Riser w/Landing, Picket Rail	EA	1					\$16,950	\$16,950	
129	1020	Roof Construction, Metal Deck	SF	8	16		128		\$9.01	\$1,153	
130	6200	Roof Covering, Membrane	SF	8	16		128		\$2.57	\$329	
131											
132		<b>Conveying, Bridge</b>									
133	2010	Steel Frame	SF	8	12		96		\$6.00	\$576	
134	1010	Second Floor Construction	SF	8	12		96		\$14.43	\$1,385	Open Steel Joists
135	1020	Roof Construction, Metal Deck	SF	8	12		96		\$9.01	\$865	
136	6200	Roof Covering, Membrane	SF	8	12		96		\$2.57	\$247	
137											
138		<b>Best Comparison</b>									
139	M.210	<b>Office, 2 Story, Steel Frame</b>	SF	40	65	24	5,200	124,800	<b>\$222.20</b>	\$1,155,440	Concrete Block
140		Perimeter Difference	LF	40	65						110 V. 220
141		Total Perimeter Adjustment	LF	100					<b>(\$10.00)</b>	-\$52,000	
142		Story Height Adjustment	LF	6					\$5.70	\$177,840	30 V. 24

## C. ROM Estimate Commercial Retail Module 1

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Commercial Retail Module 1									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
143											
144		<b>Cost per Square Foot</b>	SF	40	65	2	5,200			<b>\$231.38</b>	
145											
146		<b>Total Quick Square Foot Estimate for Comparison</b>								<b>\$1,203,154</b>	RS Means SFCD

## C. ROM Estimate Commerical Retail Module 2 or 3

Note: The Digital Version of this ROM Estimate is Available on CD at the Port.

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Commercial Retail Module 2 or 3									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
1		<b>Detailed Assembly Estimate</b>									RS Means BCCD
2		<b>Commercial Retail Module</b>	CF	40	65	30	5,200	156,000			
3											
4		<b>Site Preparation</b>									
5	A20101103440	Grade, Gravel, Compact	SF	50	100		5,000		\$5.55	\$27,750	
6											
7		<b>Utility Upgrades</b>									
8	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
9	Local Utility	Water 2"	Lot							\$5,000	Install
10	Local Utility	Sewer 4" & Lift Station	Lot							\$12,500	Install
11											
12		<b>Substructure</b>									
13	1010	Standard Foundations	SF	40	65		2,600		\$2.26	\$5,876	
14	4560	Slab on Grade 4" Reinforced	SF	40	65		2,600		\$1.54	\$4,004	Heavy Industrial
15											
16		<b>Shell</b>									
17	2010	Steel Frame	SF	40	65		2,600		\$6.00	\$15,600	
18	1010	Second Floor Construction	SF	50	80		4,000		\$14.43	\$57,720	Open Steel Joists
19	1020	Roof Construction, Metal Deck	SF	50	80		4,000		\$9.01	\$36,040	
20	2010	Exterior Walls, Metal Sandwich	SF	40	65	30	15,848		\$13.22	\$209,511	2 Side 2" Core
21	3700	Exterior Entrance Door	EA	4					\$10,300	\$41,200	Double Swing
22	5600	Glass Roller Door 10 x 20	EA	1					\$10,000	\$10,000	With Air Curtain
23	5750	Exterior Windows, Ground Floor	EA	15					\$1,290	\$19,350	Picture Insulated
24	5750	Exterior Windows, Second Floor	EA	21					\$1,290	\$27,090	Picture Insulated
25	6200	Roof Covering, Membrane	SF	50	80		4,000		\$2.57	\$10,280	
26	Estimated	Deck Edge Safety Railing	LF	50	80		260		\$12.00	\$3,120	
27											
28		<b>Interior, Ground Floor</b>									

## C. ROM Estimate Commercial Retail Module 2 or 3

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Commercial Retail Module 2 or 3

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
29	7400	Dry Wall	SF	210		12	2,520		\$4.75	\$11,970	Metal Studs
30	3010	Wall Finishes	SF	210		12	2,520		\$1.00	\$2,520	Paint
31	C3010230	Floor Finish	SF	40	65		2,600		\$5.00	\$13,000	Various
32	3030	Ceiling Finish	SF	40	65		2,600		\$3.53	\$9,178	Grid & Fiberglas
33											
34		<b>Interior, Second Floor</b>									
35	7400	Dry Wall	SF	210	12	12	2,520		\$4.75	\$11,970	Metal Studs
36	3010	Wall Finishes	SF	210		12	2,520		\$1.00	\$2,520	Paint
37	C3010231	Floor Finish	SF	40	65		2,600		\$5.00	\$13,000	Various
38	3030	Ceiling Finish	SF	40	65		2,600		\$3.53	\$9,178	Grid & Fiberglas
39											
40		<b>Conveying, Stair Tower, Relocate</b>									
41	2010	Steel Frame	SF	8	16		128		\$6.00	\$768	
42	2010	Exterior Walls, Metal Sandwich	SF	8	16	30	960		\$13.22	\$12,691	2 Side 2" Core
43	C20101100780	24 Riser w/Landing, Picket Rail	EA	1					\$16,950	\$16,950	
44	1020	Roof Construction, Metal Deck	SF	8	16		128		\$9.01	\$1,153	
45	6200	Roof Covering, Membrane	SF	8	16		128		\$2.57	\$329	
46											
47		<b>Plumbing Fixtures, Ground Floor</b>									
48	D20 2010	Toilet & Service Fixtures Supply	SF	40	65		2,600		\$1.79	\$4,654	No Fixtures
49		Fixtures Added According to Lease									Not Included
50											
51		<b>Plumbing Fixtures, Second Floor</b>									
52	D20 2010	Toilet & Service Fixtures Supply	SF	40	65		2,600		\$1.79	\$4,654	No Fixtures
53		Fixtures Added According to Lease									Not Included
54											
55		<b>HVAC, Ground Floor</b>									
56	1400	Electric Hot Water (1), 2500 SF	SF	40	65		2,600		\$13.35	\$34,710	Hydronic
57	N/A	Air Conditioning									No A/C

## C. ROM Estimate Commerical Retail Module 2 or 3

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Commercial Retail Module 2 or 3

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
58											
59		<b>HVAC, Second Floor</b>									
60	1400	Electric Hot Water (1), 2500 SF	SF	40	65		2,600		\$13.35	\$34,710	Hydronic
61	N/A	Air Conditioning									No A/C
62											
63		<b>Fire Protection, Ground Floor</b>									
64	1080	Dry Pipe Sprinkler System	SF	40	65		2,600		\$3.96	\$10,296	
65											
66		<b>Fire Protection, Second Floor</b>									
67	1080	Dry Pipe Sprinkler System	SF	40	65		2,600		\$3.96	\$10,296	
68											
69		<b>Electrical, Ground Floor</b>									
70	D50	Office Lighting, 3W/SF	SF	40	65		2,600		\$6.92	\$17,992	D50202100280
71	D50	Office Receptacles, 2W/SF	SF	40	65		2,600		\$4.10	\$10,660	D50201100640
72	D50	Heating, 4W/SF	SF	40	65		2,600		\$0.53	\$1,378	D50201400180
73	D50	Wall Switches, 2/1000 SF	SF	40	65		2,600		\$0.41	\$1,066	D50201300280
74	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
75	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400
76	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
77	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
78	D50	Alarm, Internet, Phone, Exit Light	SF	40	65		2,600		\$4.68	\$12,168	5090
79											
80		<b>Electrical, Second Floor</b>									
81	D50	Office Lighting, 3W/SF	SF	40	65		2,600		\$6.92	\$17,992	D50202100280
82	D50	Office Receptacles, 2W/SF	SF	40	65		2,600		\$4.10	\$10,660	D50201100640
83	D50	Heating, 4W/SF	SF	40	65		2,600		\$0.53	\$1,378	D50201400180
84	D50	Wall Switches, 2/1000 SF	SF	40	65		2,600		\$0.41	\$1,066	D50201300280
85	D50	200 Amp Service	EA	1					\$3,275	\$3,275	D50101200440
86	D50	Switchgear	EA	1					\$3,550	\$3,550	D50102400400

## C. ROM Estimate Commerical Retail Module 2 or 3

Client:	Port of Port Orford
Project:	Facility Master Plan
Estimate:	Commercial Retail Module 2 or 3

Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
87	D50	Feeder	LF	100					\$45	\$4,500	D50102300560
88	D50	Fire System w/12 Detectors	EA	1					\$8,425	\$8,425	D50309100400
89	D50	Alarm, Internet, Phone, Exit Light	SF	40	65		2,600		\$4.68	\$12,168	5090
90											
91		<b>Total Detailed Estimate</b>								<b>\$817,616</b>	
92											
93		<b>Contingency</b>	%						105.00%	<b>\$858,497</b>	<b>\$40,881</b>
94											
95		<b>Overhead</b>	%						105.00%	<b>\$901,422</b>	<b>\$42,925</b>
96											
97		<b>Profit</b>	%						110.00%	<b>\$991,564</b>	<b>\$90,142</b>
98											
99		<b>Medford Area Multiplier</b>	%						101.80%	<b>\$1,009,412</b>	<b>\$17,848</b>
100											
101		<b>Reduced Architect, Engineering &amp; Permits</b>	%						103.00%	<b>\$1,039,694</b>	<b>\$30,282</b>
102											
103		<b>Construction Management</b>	%						102.00%	<b>\$1,060,488</b>	<b>\$20,794</b>
104											
105		<b>Cost per Square Foot</b>	SF	40	65	2	5,200			<b>\$203.94</b>	
106											
107		<b>Total Detailed Assembly Estimate</b>								<b>\$1,060,488</b>	RS Means BCCD
108											
109		<b>Quick Square Foot Estimate for Comparison</b>									RS Means SFCD
110											
111		<b>Site Preparation</b>									
112	A20101103440	Grade, Gravel, Compact	SF	50	100		5,000		\$5.55	\$27,750	
113											

## C. ROM Estimate Commerical Retail Module 2 or 3

Client:		Port of Port Orford									
Project:		Facility Master Plan									
Estimate:		Commercial Retail Module 2 or 3									
Line	Code	Description	Unit	Length	Width	Height	Area	Volume	Multiplier	Total	Remarks
114		<b>Utility Upgrades</b>									
115	Local Utility	Electrical, Building Feeder	Lot							\$2,000	New Feeder
116	Local Utility	Water 2"	Lot							\$10,000	Install
117	Local Utility	Sewer 4" & Lift Station	Lot							\$25,000	Install
118											
119		<b>Conveying, Stair Tower, Relocate</b>									
120	2010	Steel Frame	SF	8	16		128		\$6.00	\$768	
121	2010	Exterior Walls, Metal Sandwich	SF	8	16	30	960		\$13.22	\$12,691	2 Side 2" Core
122	C20101100780	24 Riser w/Landing, Picket Rail	EA	1					\$16,950	\$16,950	
123	1020	Roof Construction, Metal Deck	SF	8	16		128		\$9.01	\$1,153	
124	6200	Roof Covering, Membrane	SF	8	16		128		\$2.57	\$329	
125											
126		<b>Best Comparison</b>									
127	M.210	<b>Office, 2 Story, Steel Frame</b>	SF	40	65	24	5,200	124,800	<b>\$222.20</b>	\$1,155,440	Concrete Block
128		Perimeter Difference	LF	40	65						110 V. 220
129		Total Perimeter Adjustment	LF	100					(\$10.00)	-\$52,000	
130		Story Height Adjustment	LF	6					\$5.70	\$177,840	30 V. 24
131											
132		<b>Cost per Square Foot</b>	SF	40	65	2	5,200			<b>\$230.78</b>	
133											
134		<b>Total Quick Square Foot Estimate for Comparison</b>								<b>\$1,200,081</b>	RS Means SFCD

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Building Rent	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Debt Service + Depreciation	\$398,201	\$75,601	\$78,714	\$118,208	\$120,148	\$111,726	\$111,726	\$444,106	\$539,104	\$40,193
	Monthly	\$33,183	\$6,300	\$6,560	\$9,851	\$10,012	\$9,311	\$9,311	\$37,009	\$44,925	\$3,349
	Ground Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Second Floor	\$16,592	N/A	N/A	N/A	\$5,006	\$4,655	\$4,655	\$18,504	\$14,975	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$14,975	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Rent Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility	Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humberg Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking	
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Rent & Mall Fees	Ground Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Second Floor	\$21,588	\$0	\$0	\$0	\$6,527	\$6,103	\$6,103	\$21,177	\$16,757	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$16,757	\$0

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Condo Fee	SF Area	23,300	N/A	N/A	N/A	5,200	5,200	5,200	25,800	38,700	N/A
	Capital Expense	\$3,763,536	\$719,624	\$749,000	\$1,121,643	\$1,139,948	\$1,060,488	\$1,060,488	\$4,196,674	\$5,093,032	\$385,530
	Debt Service	\$273,417	\$52,280	\$54,414	\$81,486	\$82,816	\$77,043	\$77,043	\$304,884	\$370,003	\$28,008
	Depreciation	\$124,785	\$23,321	\$24,300	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$12,184
	Dep or Debt + Depreciation	\$124,785	\$75,601	\$78,714	\$36,721	\$37,332	\$34,683	\$34,683	\$139,222	\$169,101	\$40,193
	Monthly	\$10,399	\$6,300	\$6,560	\$3,060	\$3,111	\$2,890	\$2,890	\$11,602	\$14,092	\$3,349
	Ground Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Second Floor	\$5,199	N/A	N/A	N/A	\$1,555	\$1,445	\$1,445	\$5,801	\$4,697	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$4,697	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Land Rent	SF Area	16,250	50,000	37,500	37,500	5,000	5,000	5,000	18,000	18,000	10,000
	Value	\$372,279	\$1,145,475	\$859,107	\$859,107	\$114,548	\$114,548	\$114,548	\$412,371	\$412,371	\$229,095
	Land Rent	\$37,228	\$114,548	\$85,911	\$85,911	\$11,455	\$11,455	\$11,455	\$41,237	\$41,237	\$22,910
	Monthly Rent	\$3,102	\$9,546	\$7,159	\$7,159	\$955	\$955	\$955	\$3,436	\$3,436	\$1,909
	Ground Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Second Floor	\$1,551	N/A	N/A	N/A	\$477	\$477	\$477	\$1,718	\$1,145.48	N/A
	Third Floor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$1,145.48	N/A

# Port of Port Orford

## Condominium Price Model

Inputs	Inflation▶	4.00%	Interest, Prime +1.00%▶	6.00%	Land Price/Acre ▶	\$1,000,000	Land Price/SF▶	\$22.91			
Facility		Pacific Building, Fishery	Orford Reefs Area A Commercial Retail & Guest Parking	Orford Reefs Area B Flex Space & Tenant Parking	Orford Reefs Area C RV Park	Battle Rock Beach Building Commercial Retail Module 1	Humbug Mountain Building Commercial Retail Module 2	Captain Tichenor Building Commercial Retail Module 3	Cedar Empire Building 5th & Washington <b>Two</b> Story	Cedar Empire Building 5th & Washington <b>Three</b> Story	Dock Road Realignment & Cedar Empire Parking
Target Mall Fees	Allocation	54%	0%	0%	0%	16%	15%	15%	100%	100%	0%
	Parking A & B	\$12,860	\$0	\$0	\$0	\$12,860	\$12,860	\$12,860	N/A	N/A	0%
	Parking D	N/A	\$0	\$0	\$0	N/A	N/A	N/A	\$1,909	\$1,909	0%
	Total	\$6,890	\$0	\$0	\$0	\$2,087	\$1,941	\$1,941	\$1,909	\$1,909	0%
	Ground Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Second Floor	\$3,445	\$0	\$0	\$0	\$1,043	\$971	\$971	\$955	\$636	0%
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$636	0%
Monthly Condo & Mall Fees	Ground Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Second Floor	\$10,195	\$0	\$0	\$0	\$3,076	\$2,893	\$2,893	\$8,474	\$6,479	\$0
	Third Floor	N/A	\$0	\$0	\$0	N/A	N/A	N/A	N/A	\$6,479	\$0

# **Port of Port Orford Facility Master Plan**



## **I. Introduction**

## **II. Fishery & Research Center**

## **III. 5<sup>th</sup> & Washington**

## **IV. Commercial Retail, Flex Space & RV Park**

## **V. Addenda →**

**A. Port Financial History**

**B. Port Breakeven Model**

**C. Plan Interview Guide**

**D. Support Documents**

*Port of Port Orford*  
*Port Orford,*  
*Oregon, USA*



**A**

**Port of Port Orford  
10-Year Financial  
History**

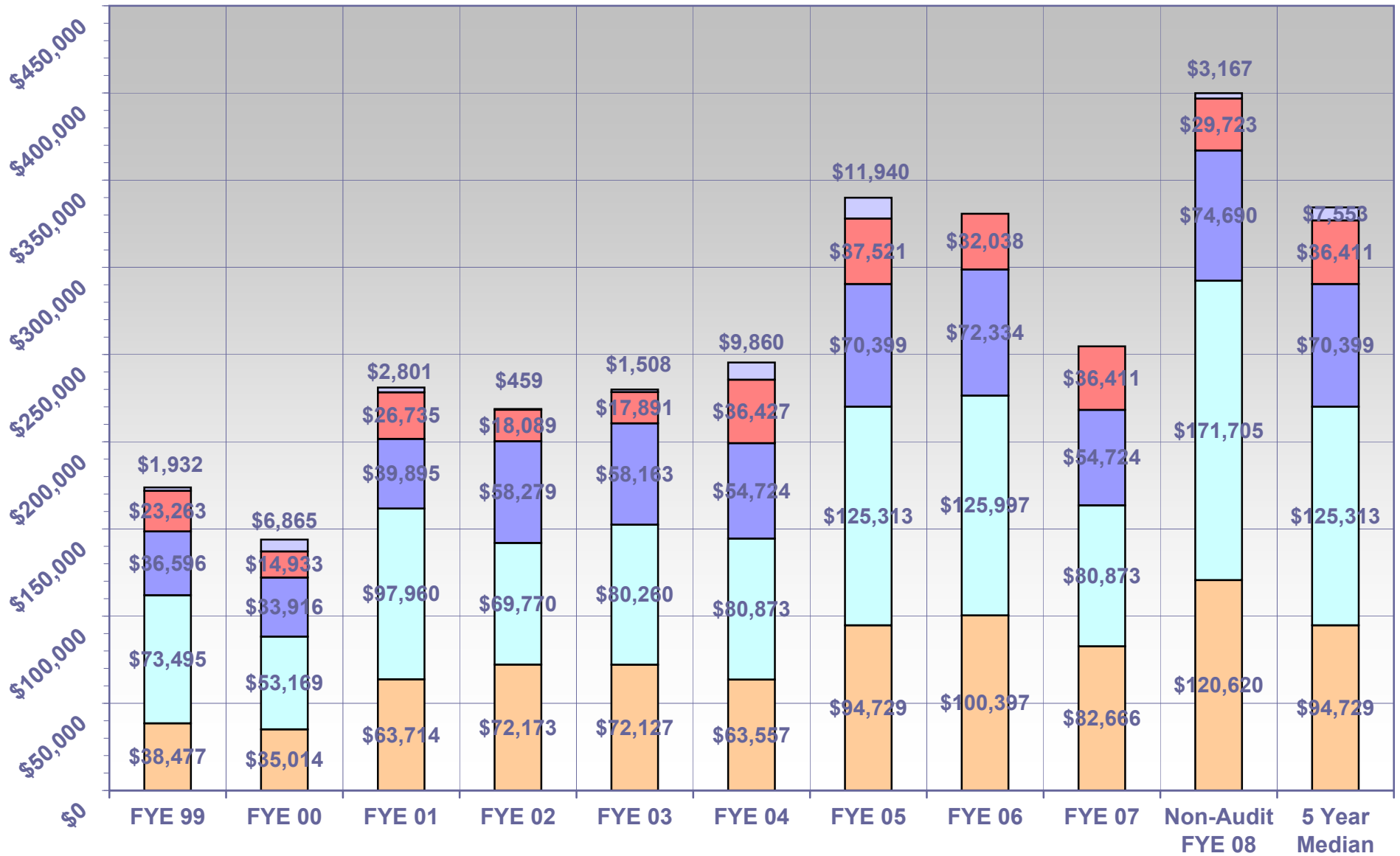
## A. Port of Port Orford 10-Year Financial History

		1	2	3	4	5	6	7	8	9	10	11
Item	Description	FYE 99	FYE 00	FYE 01	FYE 02	FYE 03	FYE 04	FYE 05	FYE 06	FYE 07	FYE 08	5 Year Median
	Revenue	audit	audit	audit	audit	audit	audit	audit	audit	audit	non-audit	non-audit
<b>110</b>	<b>Earned Revenue</b>											
111	Dockage	\$38,477	\$35,014	\$63,714	\$72,173	\$72,127	\$82,666	\$94,729	\$100,397	\$82,666	\$120,620	\$94,729
112	Commercial Hoist	\$19,797	\$10,672	\$8,394	\$3,705	\$3,375	\$0	\$0	\$0	\$0	\$0	\$0
113	Day & Charter Hoist	\$0	\$926	\$8,016	\$7,515	\$9,914	\$0	\$0	\$0	\$0	\$0	\$0
114	Fuel Sales	\$73,495	\$53,169	\$97,960	\$69,770	\$80,260	\$80,873	\$125,313	\$125,997	\$80,873	\$171,705	\$125,313
115	Facility Rent	\$36,596	\$33,916	\$39,895	\$58,279	\$58,163	\$54,724	\$70,399	\$72,334	\$54,724	\$74,690	\$70,399
116	Variable Rent	\$23,263	\$14,933	\$26,735	\$18,089	\$17,891	\$36,411	\$37,521	\$32,038	\$36,411	\$29,723	\$36,411
115	Other Earned Revenue	\$1,932	\$6,865	\$2,801	\$459	\$1,508	\$14,902	\$11,940	\$0		\$3,167	\$7,553
	<b>Total Earned Revenue</b>	<b>\$193,560</b>	<b>\$155,495</b>	<b>\$247,515</b>	<b>\$229,990</b>	<b>\$243,238</b>	<b>\$254,674</b>	<b>\$327,962</b>	<b>\$330,766</b>	<b>\$254,674</b>	<b>\$399,905</b>	<b>\$327,962</b>
<b>120</b>	<b>Passive Revenue</b>											
121	Tax General Fund	\$43,206	\$51,715	\$53,570	\$55,001	\$59,437	\$60,209	\$61,947	\$64,834	\$60,209	\$69,467	\$61,947
122	Tax Debt Fund	\$142,360	\$147,649	\$147,331	\$117,804	\$115,639	\$10,177	\$6,238	\$6,208	\$6,417	\$109,210	\$6,417
123	Investment Interest	\$7,050	\$14,061	\$20,046	\$12,651	\$7,088	\$19,088	\$5,430	\$6,000	\$4,186	\$16,413	\$6,000
124	Asset Sales	\$0	\$0	\$851	\$0	\$0	\$0	\$964	\$0	\$0	\$0	\$0
125	Loans	\$0	\$2,000,000	\$298,352	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
126	Grants	\$147,301	\$1,822,869	\$919,230	\$124,794	\$13,693	\$22,500	\$58,986	\$28,694	\$22,500	\$0	\$22,500
127	Interest Expense	\$0	\$0	-\$58,295	-\$97,441	-\$69,716	-\$101,739	-\$91,355	-\$90,553	-\$101,739	-\$55,804	-\$91,355
128	Other Unearned Revenue	\$0	\$0	\$0	\$0	\$273	\$0	\$11,940	\$102,995	\$14,902	\$0	\$11,940
	<b>Total Passive Revenue</b>	<b>\$339,917</b>	<b>\$4,036,294</b>	<b>\$1,381,085</b>	<b>\$212,809</b>	<b>\$126,414</b>	<b>\$10,235</b>	<b>\$54,150</b>	<b>\$118,178</b>	<b>\$6,475</b>	<b>\$139,285</b>	<b>\$54,150</b>
	<b>Total Revenue</b>	<b>\$533,477</b>	<b>\$4,191,789</b>	<b>\$1,628,600</b>	<b>\$442,799</b>	<b>\$369,652</b>	<b>\$264,909</b>	<b>\$382,112</b>	<b>\$448,944</b>	<b>\$261,149</b>	<b>\$539,190</b>	<b>\$382,112</b>
	<b>Expenses</b>											
<b>200</b>	<b>Personal Services</b>											
201	Personal Services, Staff	\$139,512	\$113,257	\$158,466	\$138,376	\$135,460	\$133,269	\$148,062	\$140,811	\$133,269	\$152,567	\$140,811
202	Personal Services, Legal	\$4,717	\$3,715	\$3,787	\$3,572	\$790	\$483	\$0	\$0	\$0	\$0	\$0
203	Personal Services, Finance	\$0	\$10,145	\$12,969	\$4,029	\$3,908	\$21,045	\$0	\$0	\$0	\$0	\$0
204	Personal Services, Engineering	\$0	\$1,501	\$10,671	-\$26,874	-\$27,000	\$0	\$0	\$0	\$0	\$0	\$0
205	Personal Services, Other	\$0	\$0	\$6,614	\$4,998	\$13,693	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Personal Services</b>	<b>\$144,229</b>	<b>\$128,618</b>	<b>\$192,507</b>	<b>\$124,101</b>	<b>\$126,851</b>	<b>\$154,797</b>	<b>\$148,062</b>	<b>\$140,811</b>	<b>\$133,269</b>	<b>\$152,567</b>	<b>\$148,062</b>
<b>210</b>	<b>Material &amp; Services</b>											
211	Fuel Purchases	\$59,127	\$38,459	\$86,656	\$61,981	\$73,328	\$63,692	\$0	\$0	\$0	\$152,707	\$0
212	Electricity	\$19,236	\$10,529	\$11,475	\$14,720	\$16,579	\$16,843	\$0	\$0	\$0	\$20,172	\$0
213	Water & Sewer	\$0	\$3,210	\$1,874	\$2,149	\$3,238	\$2,063	\$0	\$0	\$0	\$13,206	\$0
214	Telephone	\$0	\$2,030	\$2,698	\$3,054	\$2,338	\$1,281	\$0	\$0	\$0	\$1,717	\$0
215	Maintenance & Repair	\$3,857	\$9,817	\$11,925	\$13,736	\$19,490	\$50,594	\$0	\$0	\$0	\$45,437	\$0
	<b>Material &amp; Services</b>	<b>\$82,220</b>	<b>\$64,045</b>	<b>\$114,628</b>	<b>\$95,640</b>	<b>\$114,973</b>	<b>\$211,882</b>	<b>\$238,167</b>	<b>\$230,200</b>	<b>\$211,882</b>	<b>\$233,240</b>	<b>\$230,200</b>
<b>220</b>	<b>General &amp; Administrative</b>											
221	Office Expense	\$2,360	\$11,518	\$3,833	\$3,653	\$3,848	\$2,220	\$0	\$0	\$0	\$3,772	\$0

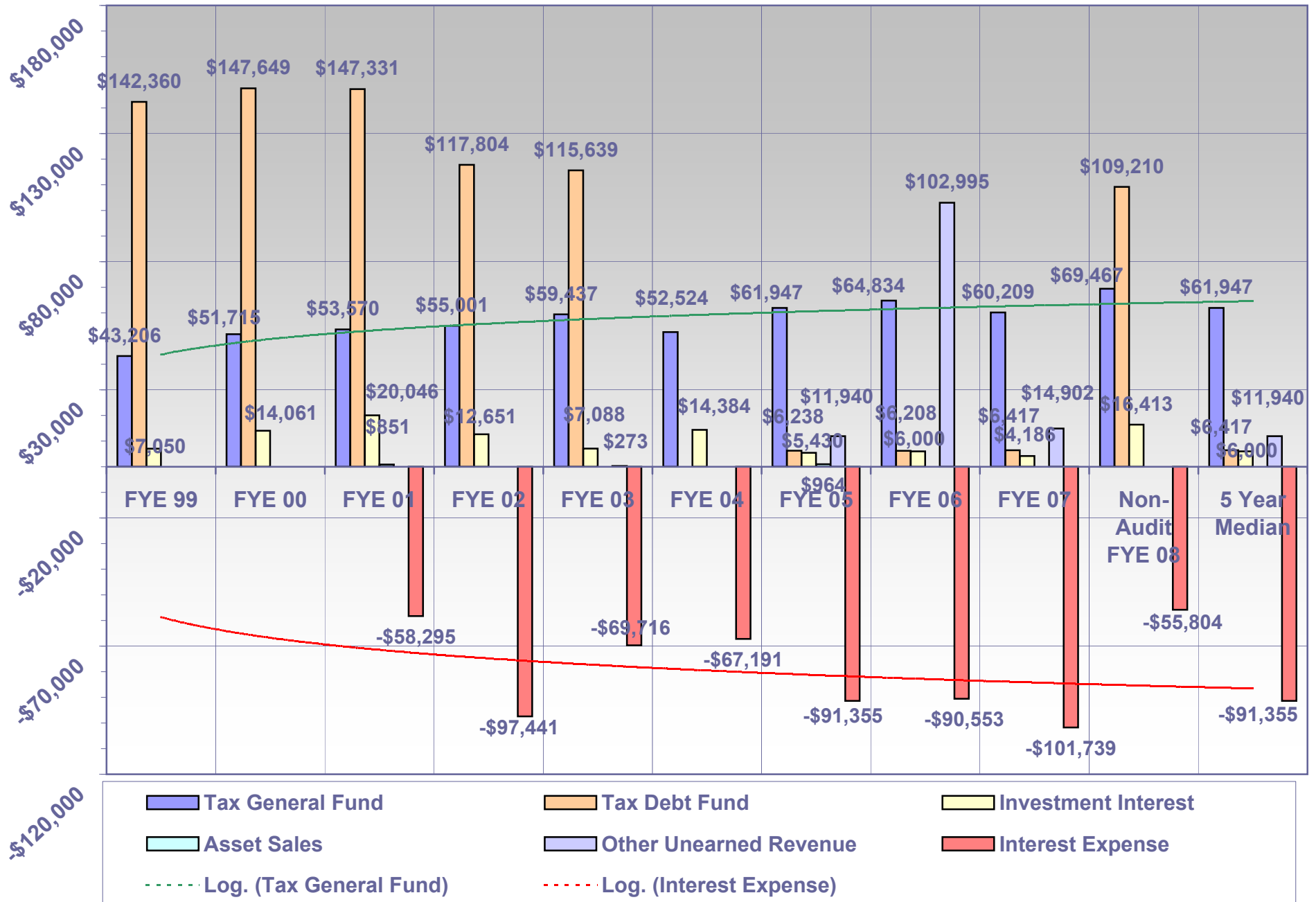
## A. Port of Port Orford 10-Year Financial History

		1	2	3	4	5	6	7	8	9	10	11
Item	Description	FYE 99	FYE 00	FYE 01	FYE 02	FYE 03	FYE 04	FYE 05	FYE 06	FYE 07	FYE 08	5 Year Median
222	Insurance	\$13,677	\$13,759	\$13,056	\$16,357	\$17,632	\$14,158	\$0	\$0	\$0	\$32,523	\$0
223	DSL Lease	\$2,588	\$2,211	\$2,277	\$2,345	\$2,413	\$2,485	\$0	\$0	\$0	\$2,792	\$0
224	Travel & Marketing	\$1,774	\$2,195	\$886	\$1,268	\$326	\$303	\$0	\$0	\$0	\$7,620	\$0
225	Dues, Subscriptions	\$810	\$812	\$316	\$496	\$0	\$509	\$0	\$0	\$0	\$1,723	\$0
226	Other Gen. & Admin.	\$972	\$587	\$400	\$356	\$0	\$1,458	\$0	\$0	\$0	\$8,958	\$0
	<b>Gen. &amp; Admin.</b>	\$22,181	\$31,082	\$20,768	\$24,475	\$24,219	\$21,133	\$0	\$0	\$0	\$57,388	\$0
	<b>Total Expenses</b>	\$248,630	\$223,745	\$327,903	\$244,216	\$266,043	\$387,812	\$386,229	\$371,011	\$345,151	\$443,195	\$386,229
300	<b>Capital Outlay</b>	\$63,240	\$4,790,564	\$531,307	\$172,814	\$0	\$0	\$2,500	\$2,500	\$0	\$0	\$0
400	<b>Debt Service</b>	\$0	\$1,187	\$100,608	\$119,917	\$125,000	\$115,718	\$118,618	\$188,627	\$159,708	\$116,269	\$118,618
500	<b>Depreciation</b>	\$46,150	\$17,867	\$125,248	\$127,643	\$130,000	\$127,928	\$126,957	\$127,182	\$127,928	\$130,000	\$127,928
600	<b>Total Debt Service &amp; Dep.</b>	\$46,150	\$19,054	\$225,856	\$247,560	\$255,000	\$243,646	\$245,575	\$315,809	\$287,636	\$246,269	\$246,269
700	<b>Current Assets</b>	\$942,191	\$983,374	\$523,748	\$176,258	\$200,000	\$91,919	\$130,105	\$256,685	\$91,919	\$200,000	\$130,105
800	<b>Fixed Assets</b>	\$1,429,133	\$5,374,466	\$5,954,208	\$6,076,518	\$5,900,000	\$5,379,387	\$5,265,657	\$5,150,975	\$5,379,387	\$5,300,000	\$5,300,000
900	<b>(Total Liabilities)</b>	\$50,129	\$3,082,013	\$2,484,782	\$2,120,402	\$2,000,000	\$1,944,099	\$1,894,451	\$1,838,438	\$1,944,099	\$1,900,000	\$1,900,000
1000	<b>Total Port Equity</b>	\$892,062	\$3,275,827	\$4,001,034	\$4,046,551	\$4,000,000	\$3,803,088	\$3,664,812	\$3,619,355	\$3,803,088	\$3,700,000	\$3,700,000
<b>Ratios</b>												
	<b>Net Operating Income (=OI-OE)</b>	-\$55,070	-\$68,250	-\$80,388	-\$14,226	-\$22,805	-\$133,138	-\$58,267	-\$40,245	-\$90,477	-\$43,290	-\$58,267
	<b>Net Asset Ratio (=CA/CL)</b>	-18.80	-0.32	-0.21	-0.08	-0.10	-0.05	-0.07	-0.14	-0.05	-0.11	-0.07
	<b>Revenue Expense Ratio (=OR/OE)</b>	0.78	0.69	0.75	0.94	0.91	0.66	0.85	0.89	0.74	0.90	0.85
	<b>Return on Investment (=NOI/FA)</b>	-0.0385	-0.0127	-0.0135	-0.0023	-0.0039	-0.0247	-0.0111	-0.0078	-0.0168	-0.0082	-0.0111
	<b>Operating Income-(Debt+Deprec.)</b>	\$147,410	\$136,441	\$21,659	-\$17,570	-\$11,762	\$11,028	\$82,387	\$14,957	-\$32,962	\$153,635	\$14,957

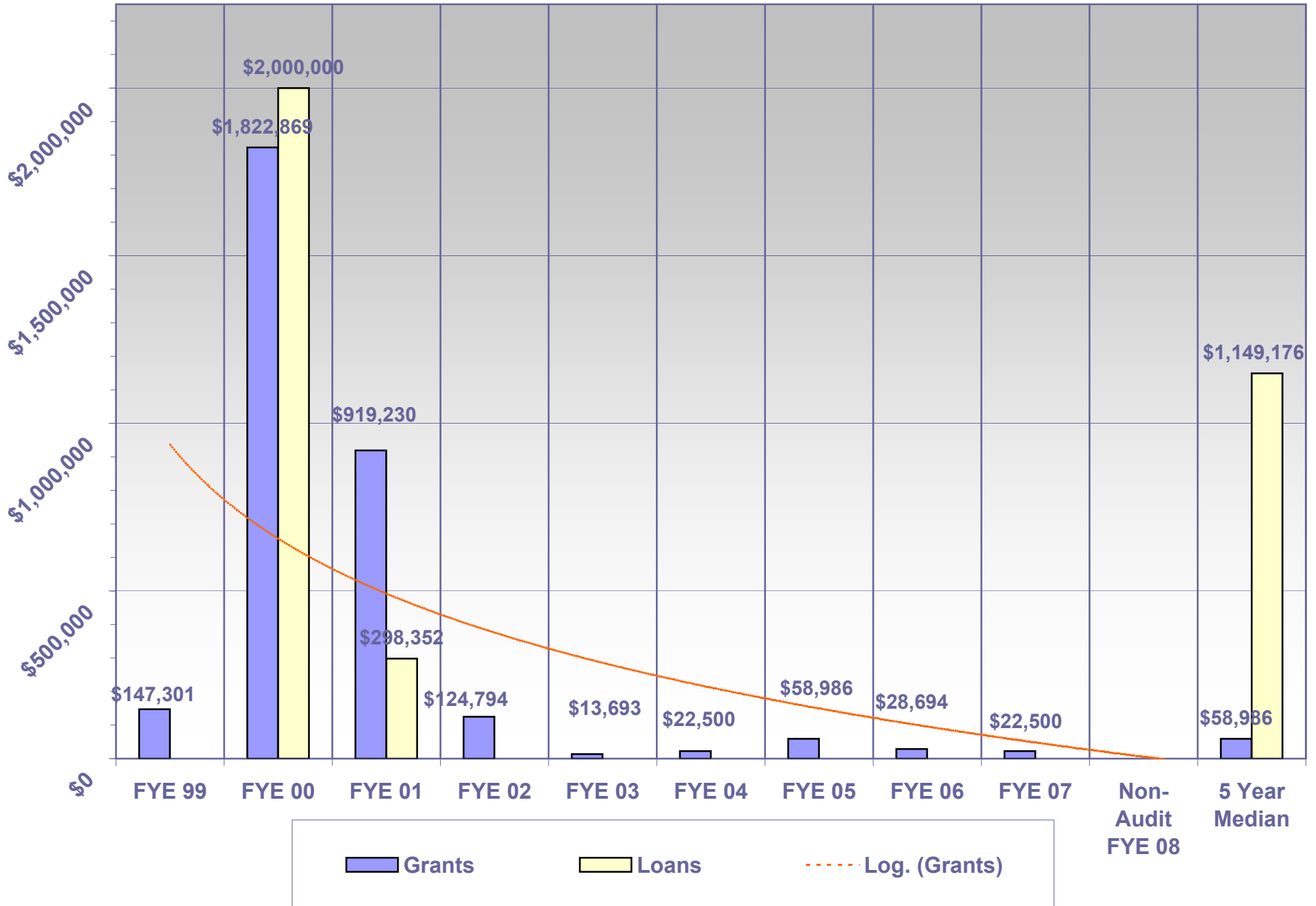
# Earned Revenue



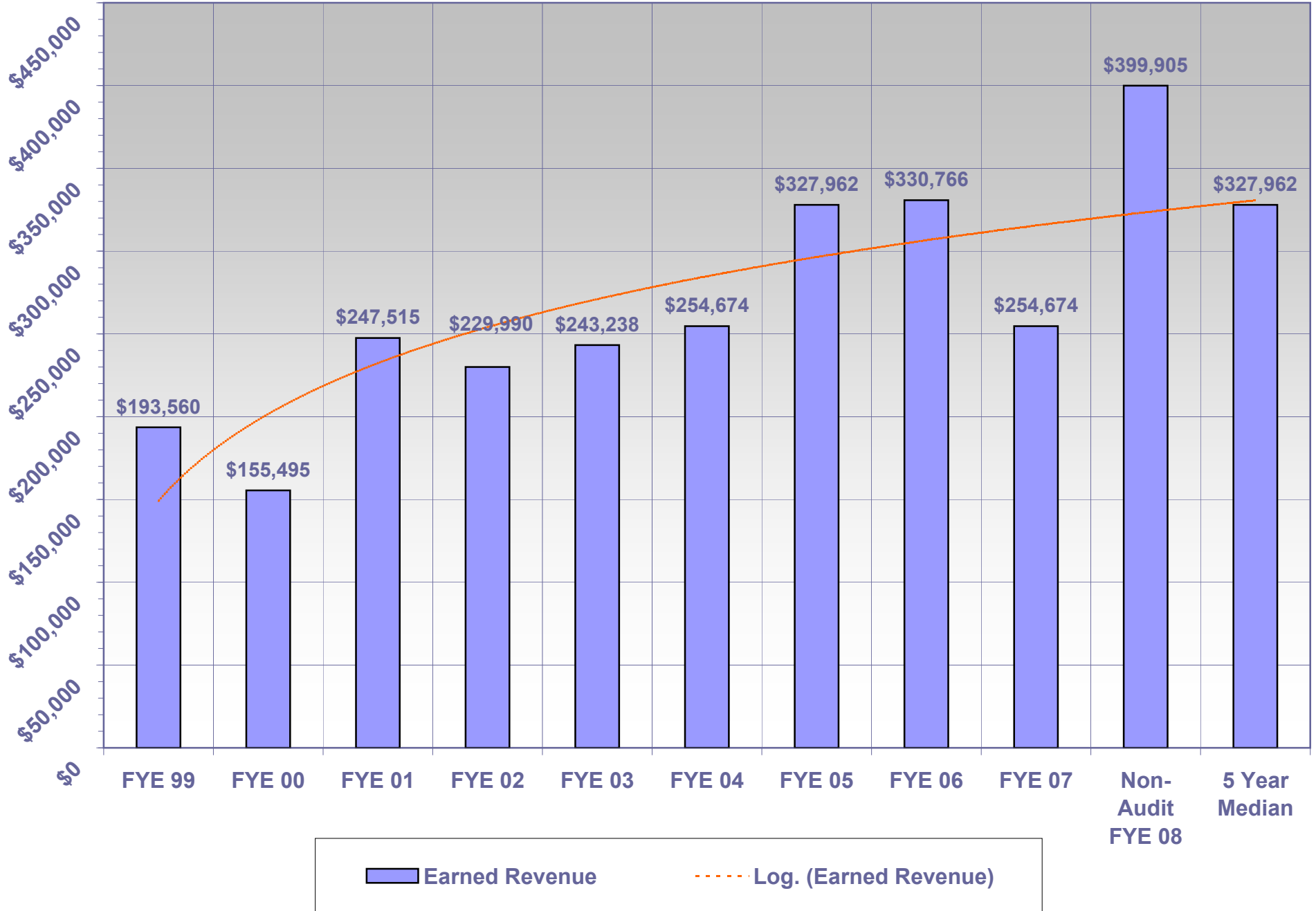
# Passive Revenue, No Loans or Grants



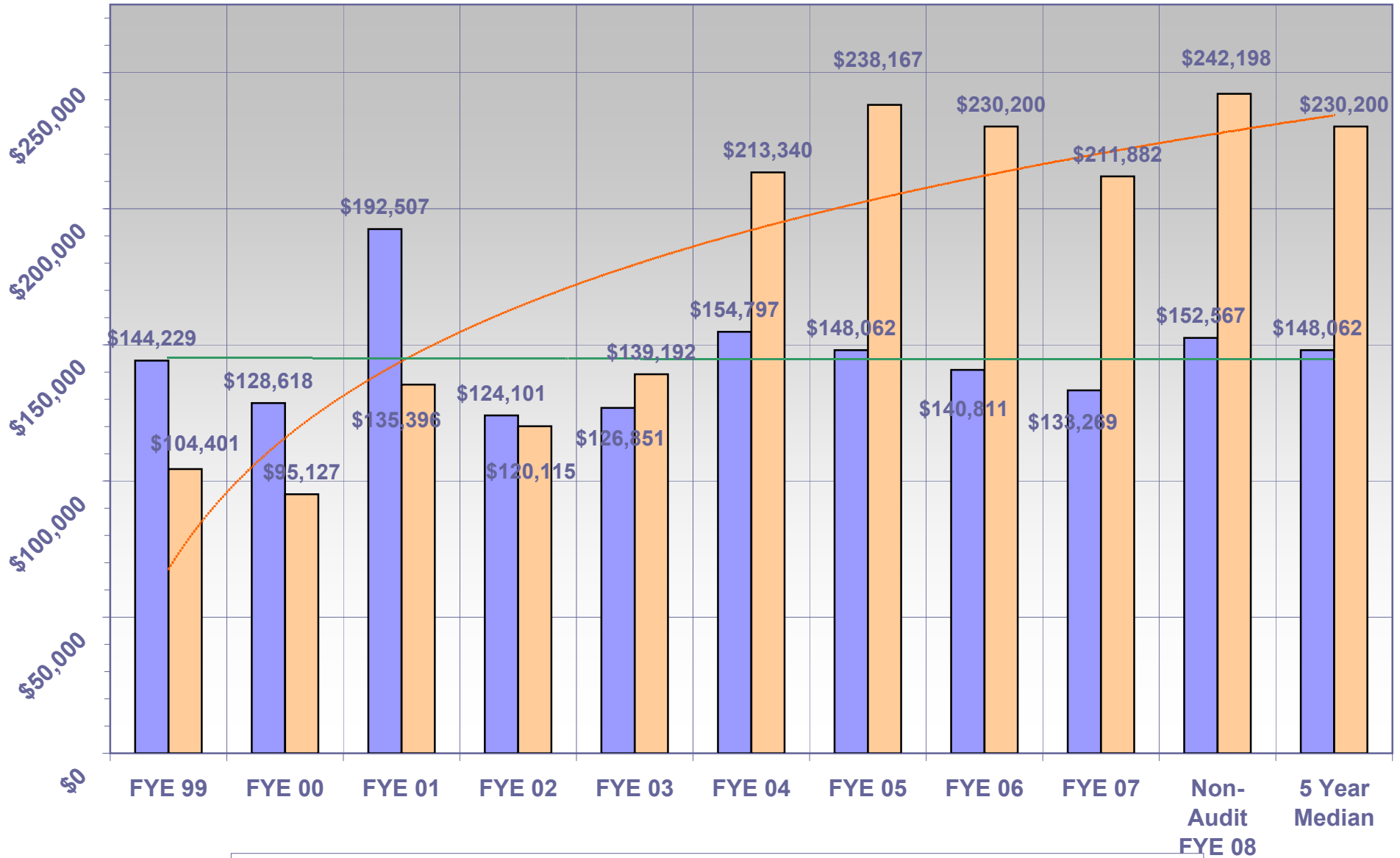
# Loans & Grants



# Total Revenue



# Expenses



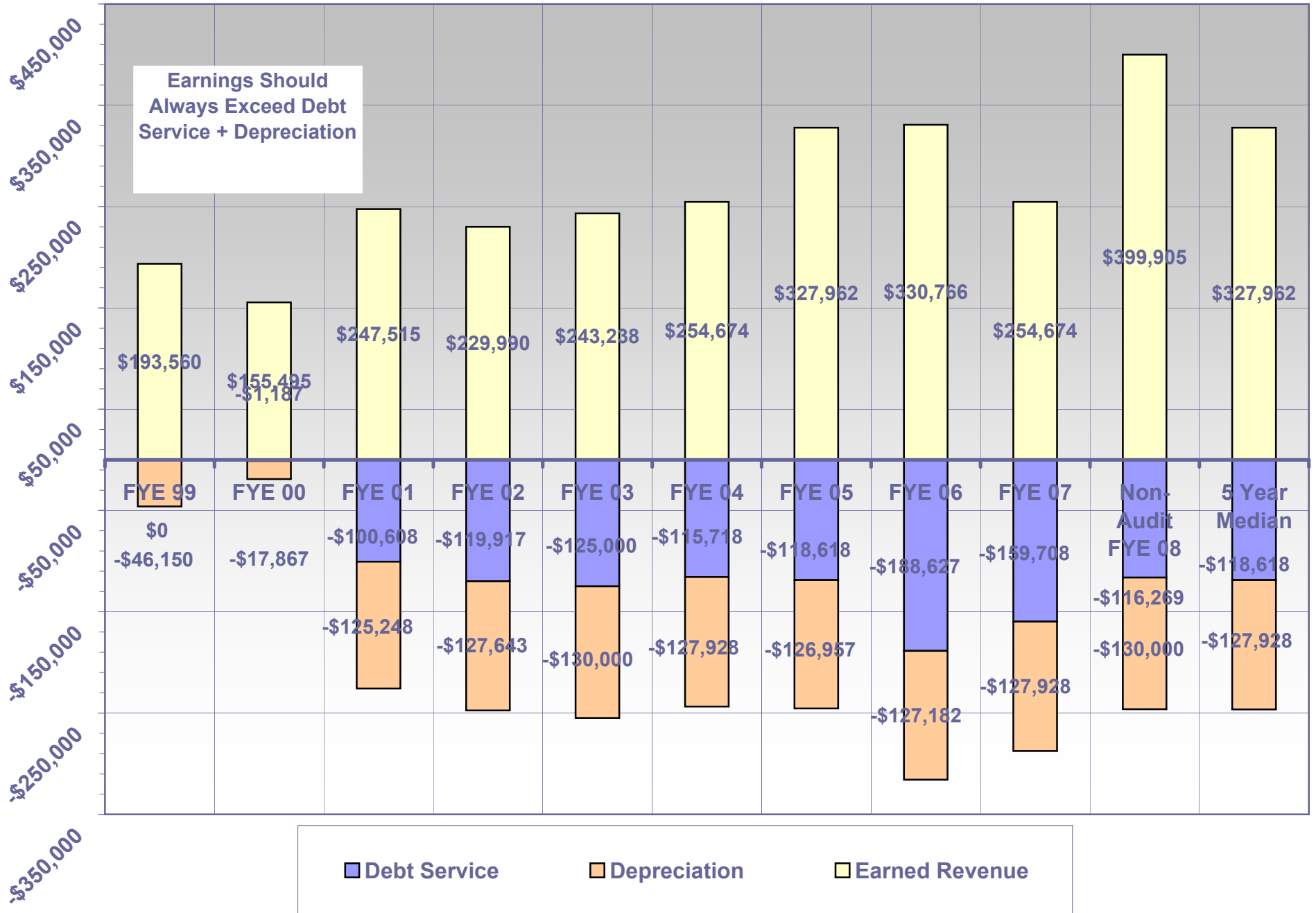
Personal Services

Material, Services, Fuel

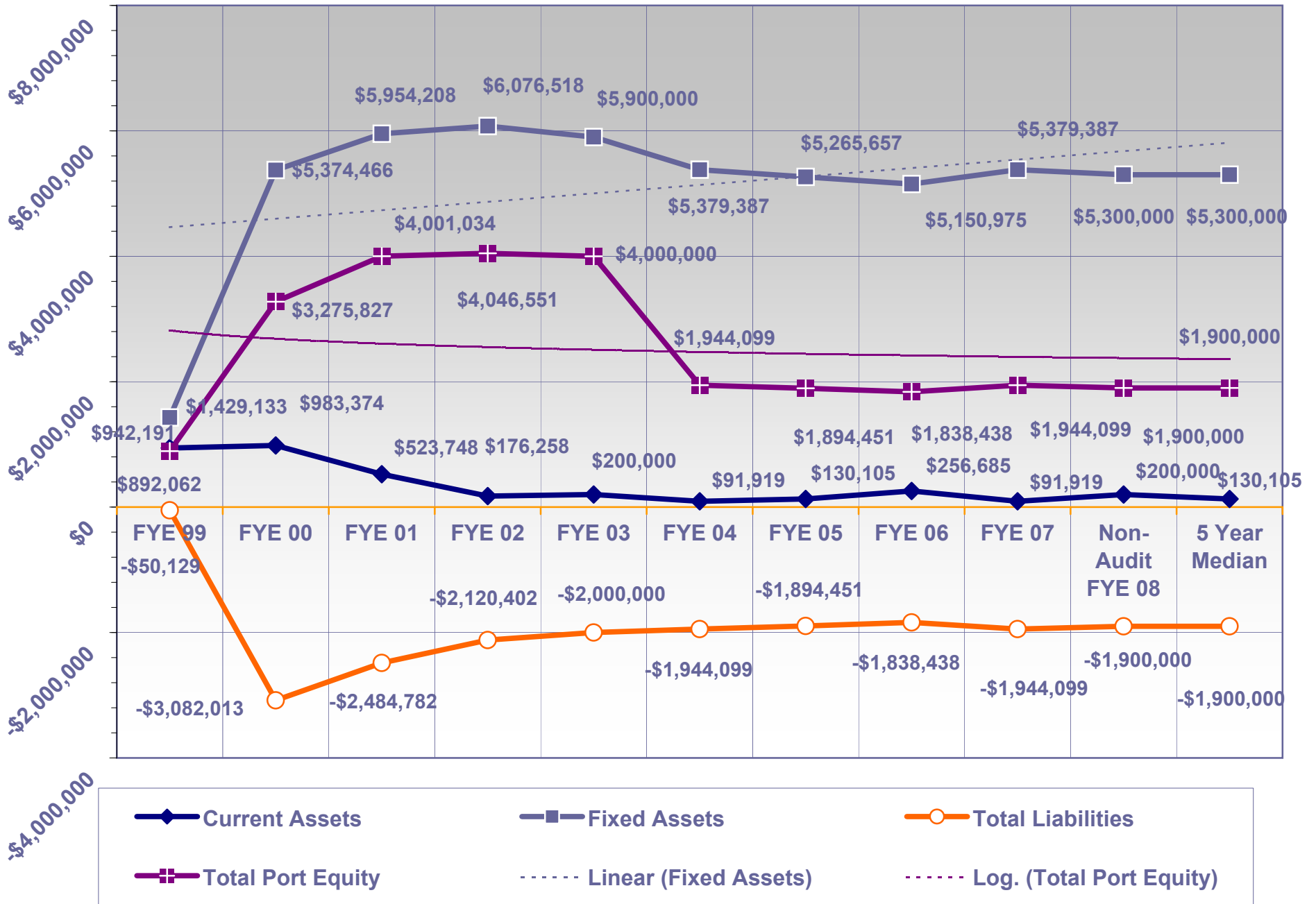
Log. (Material, Services, Fuel)

Log. (Personal Services)

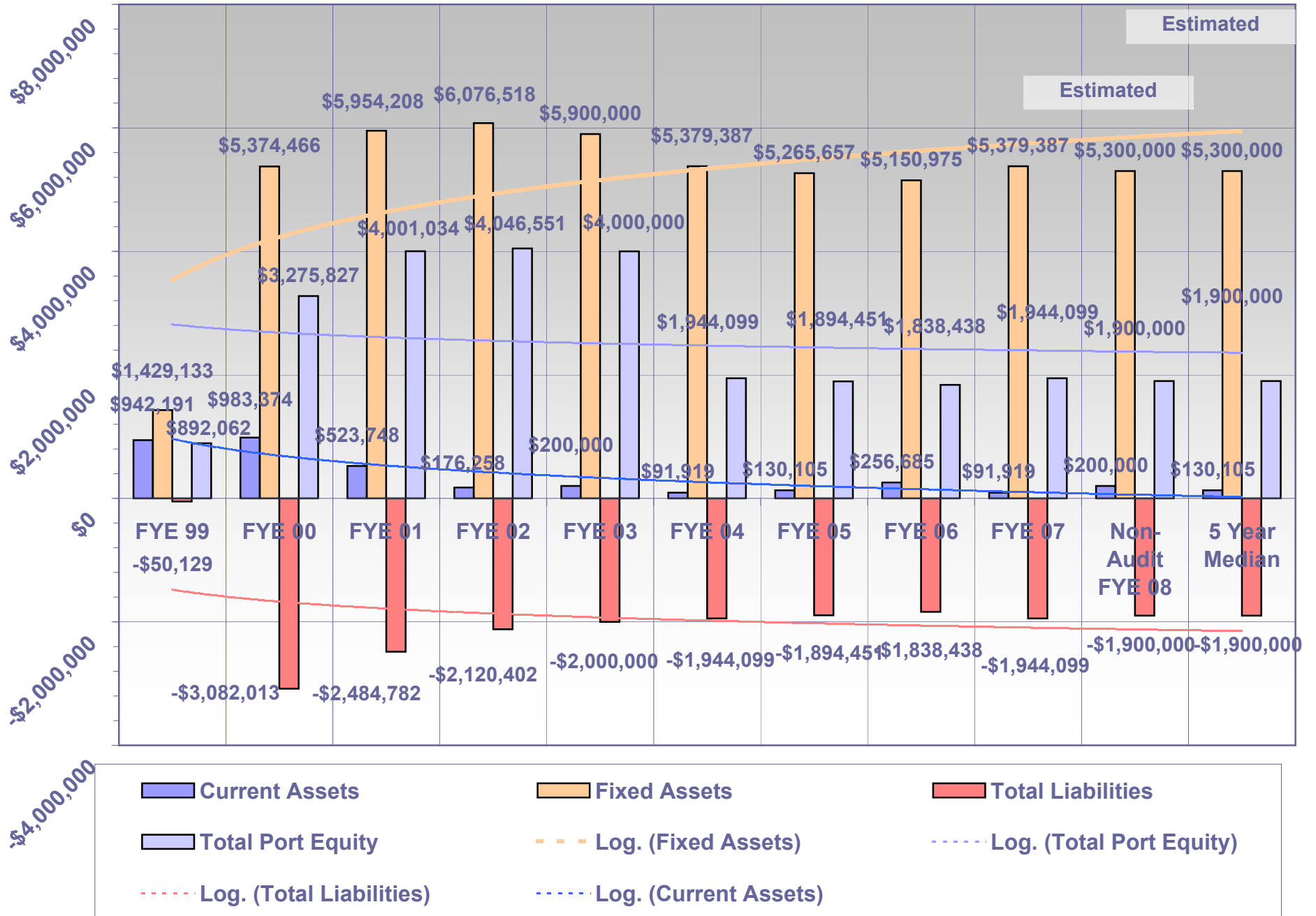
# Earnings - Debt Service + Depreciation



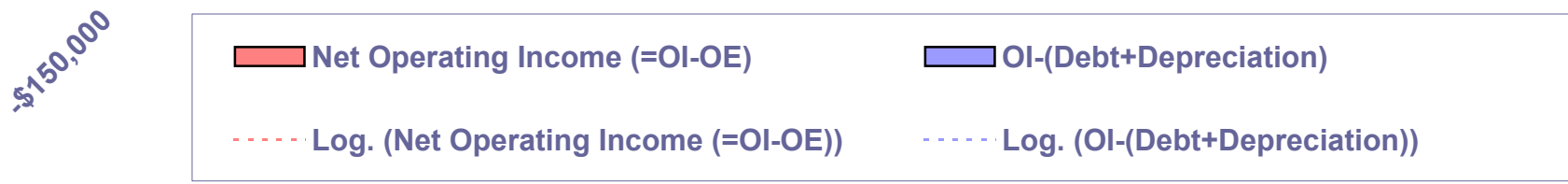
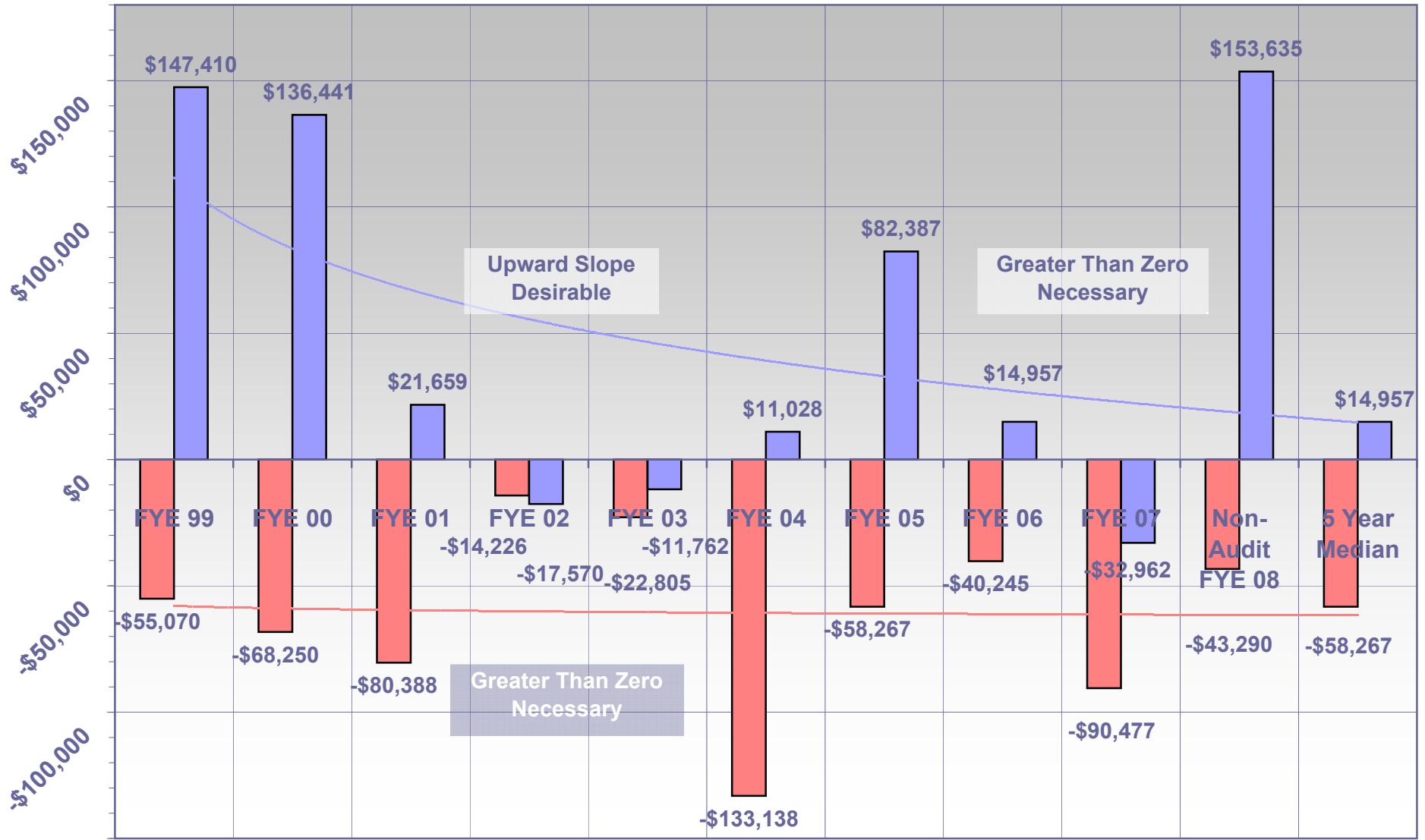
# Financial Indicators



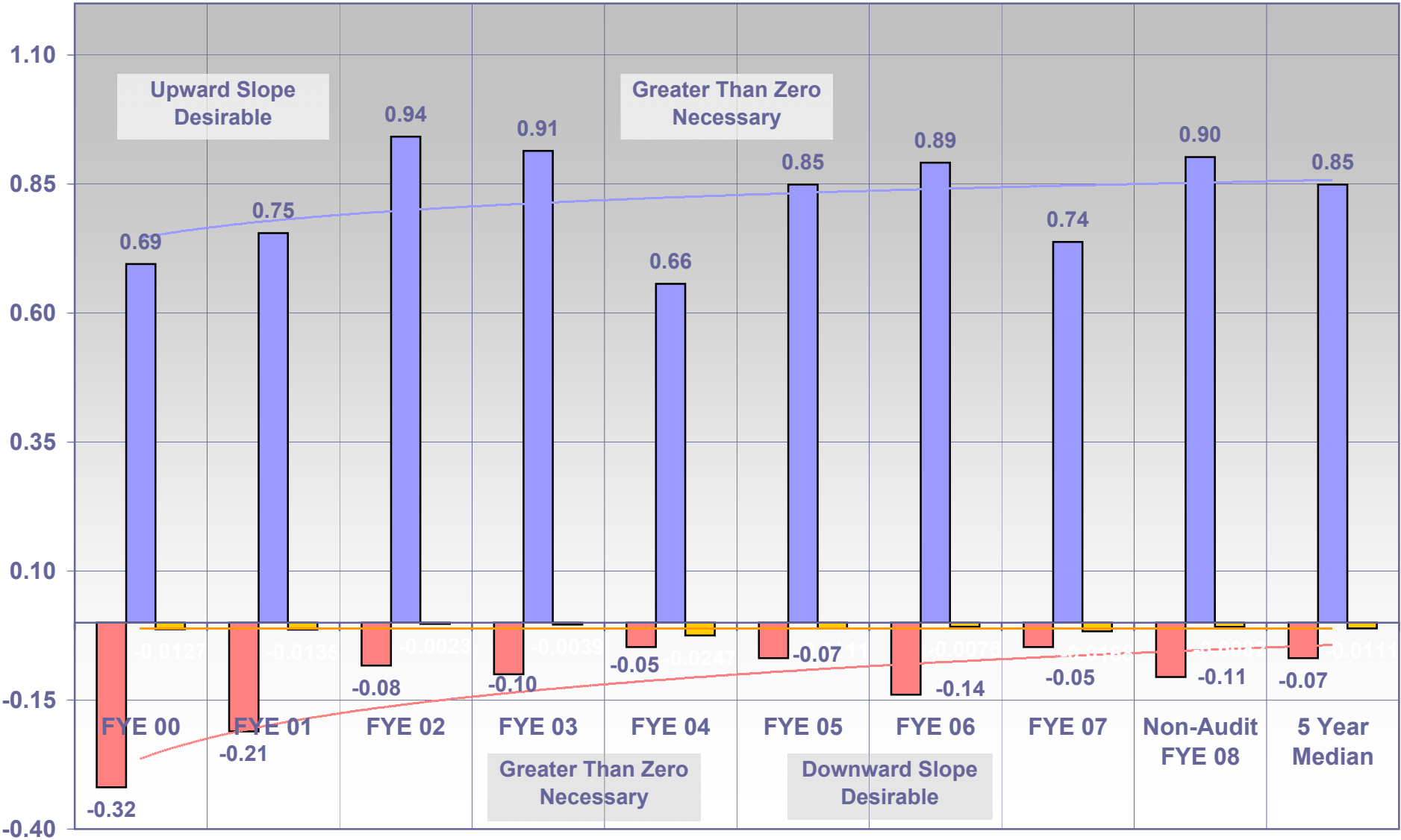
# Financial Indicators



# Operating Indicators

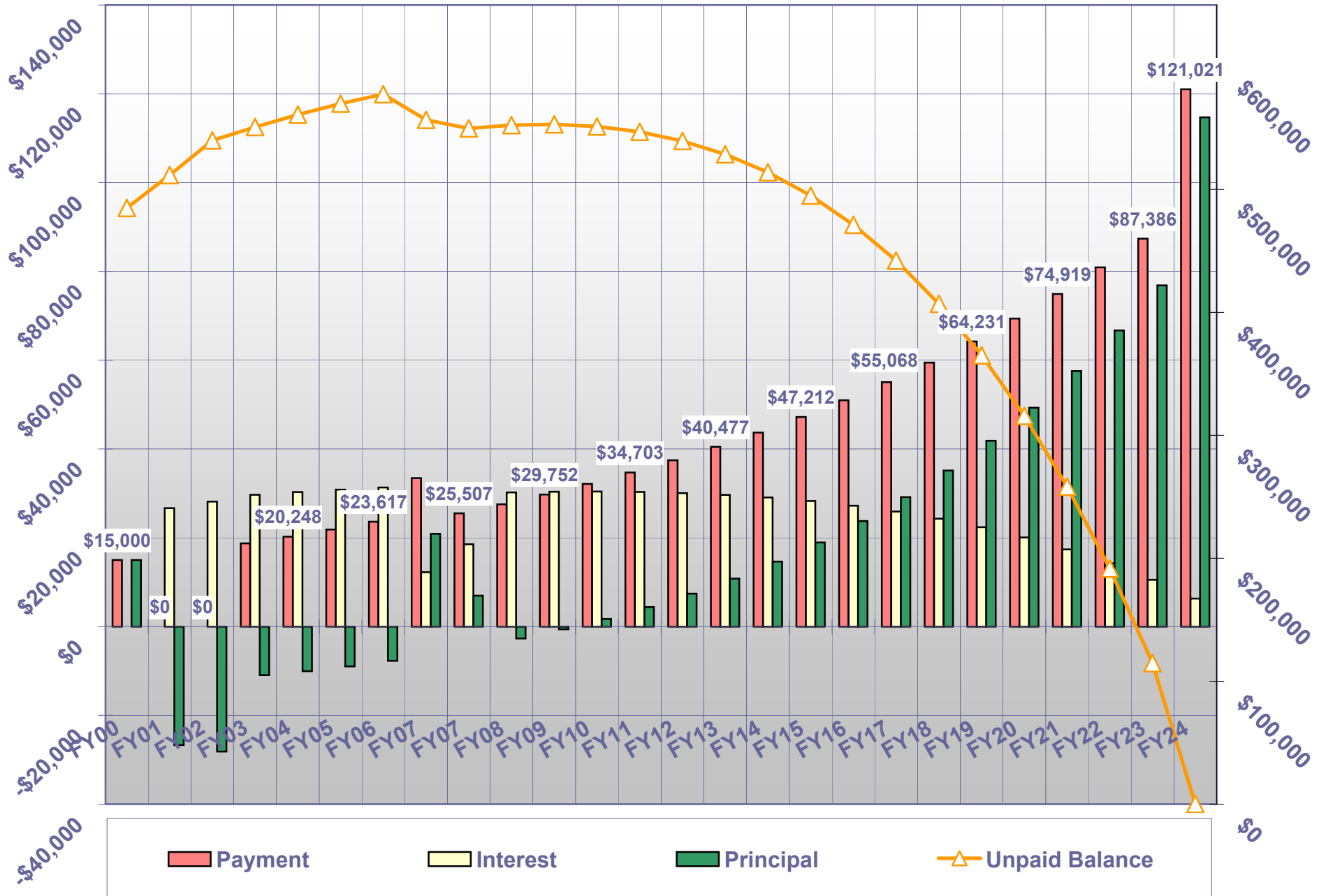


# Operating Ratios

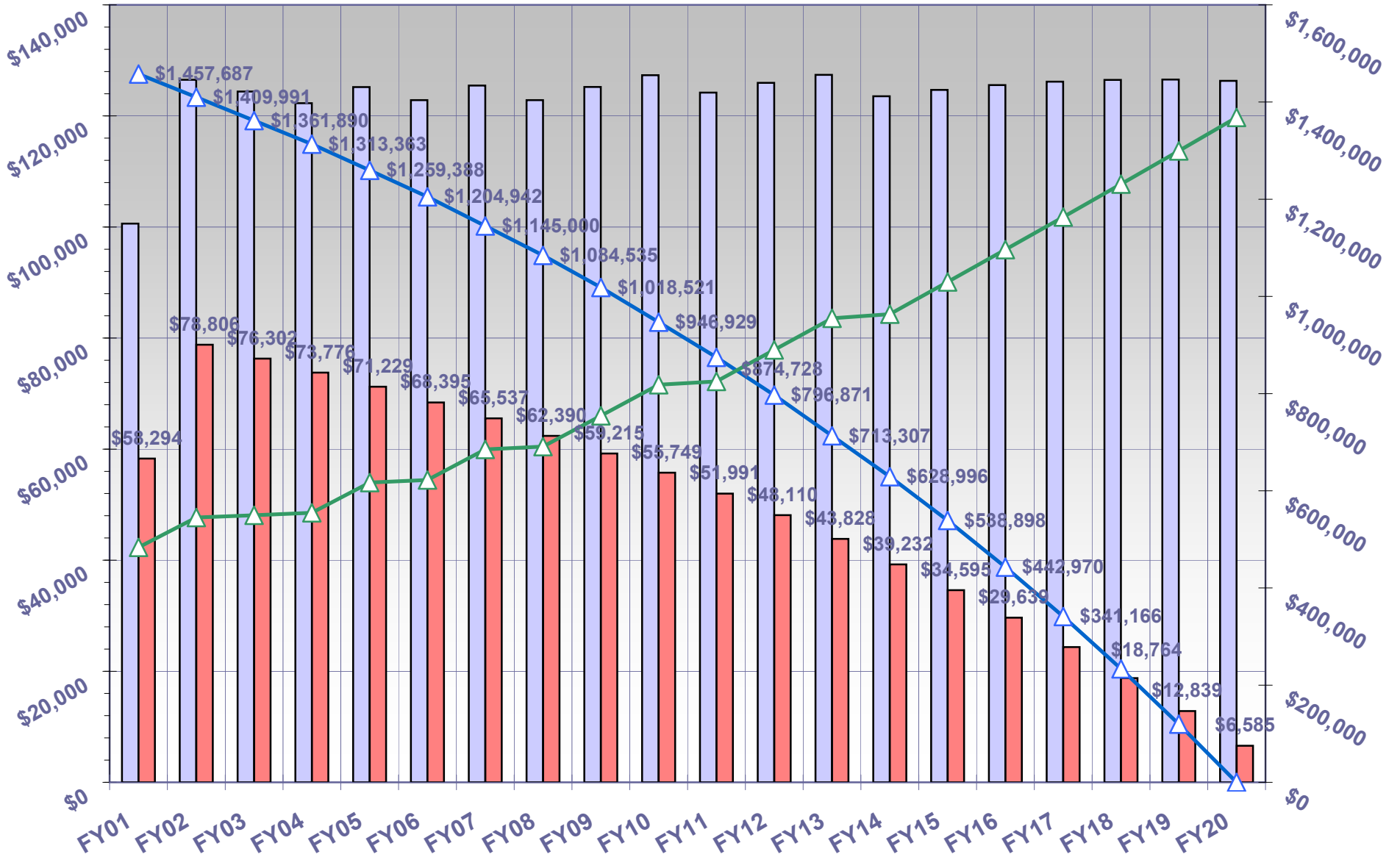


<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Net Asset Ratio (=CA/CL)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Return on Investment (=NOI/FA)</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed red; margin-right: 5px;"></span> Log. (Net Asset Ratio (=CA/CL))</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Log. (Revenue Expense Ratio (=OR/OE))</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black; margin-right: 5px;"></span> Revenue Expense Ratio (=OR/OE)</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed red; margin-right: 5px;"></span> Log. (Net Asset Ratio (=CA/CL))</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Log. (Revenue Expense Ratio (=OR/OE))</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed yellow; margin-right: 5px;"></span> Log. (Return on Investment (=NOI/FA))</li> </ul>
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# SPWF Loan: Revenue Funded



# GO Bond: Tax Levy Funded



*Port of Port Orford  
Port Orford,  
Oregon, USA*



**B**

**Port of Port Orford  
FYE 08 Breakeven  
Analysis**

## B. Port of Port Orford FYE 08 Breakeven

Business Line	Dockage	Comm'l Hoist	Day & Charter Hoist	Fuel Sales	Facility Rent	Variable Rent	Other Earned Revenue	FY08 Total
Sales	\$101,544	\$8,898	\$10,177	\$171,705	\$74,690	\$29,723	\$3,167	\$399,905
Percent	25.4%	2.2%	2.5%	42.9%	18.7%	7.4%	0.8%	100.0%
<b>Cost of Sales</b>								
<b>Allocation</b>	<b>65%</b>	<b>10%</b>	<b>3%</b>	<b>5%</b>	<b>15%</b>	<b>0%</b>	<b>2%</b>	<b>100%</b>
Personal Services, Staff	\$79,012	\$12,156	\$3,647	\$6,078	\$18,234	\$0	\$2,431	\$121,557
Personal Services, Legal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Personal Services, Finance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Personal Services, Engineer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Personal Services, Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Personal Services</b>	<b>\$79,013</b>	<b>\$12,156</b>	<b>\$3,647</b>	<b>\$6,078</b>	<b>\$18,234</b>	<b>\$0</b>	<b>\$2,431</b>	<b>\$121,557</b>
<b>Allocation</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
Fuel Purchases	\$0	\$0	\$0	\$152,707	\$0	\$0	\$0	\$152,707
<b>Allocation</b>	<b>93%</b>	<b>3%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
Electricity	\$18,760	\$605	\$403	\$403	\$0	\$0	\$0	\$20,172
Water & Sewer	\$4,855	\$157	\$104	\$104	\$0	\$0	\$0	\$5,220
Telephone	\$1,597	\$52	\$34		\$0	\$0	\$0	\$1,717
Garbage	\$7,427	\$240	\$160	\$160	\$0	\$0	\$0	\$7,986
<b>Allocation</b>	<b>50%</b>	<b>25%</b>	<b>10%</b>	<b>5%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
Maintenance & Repair	\$22,718	\$11,359	\$4,544	\$2,272	\$4,544	\$0	\$0	\$45,437
<b>Material &amp; Services</b>	<b>\$47,931</b>	<b>\$12,172</b>	<b>\$5,086</b>	<b>\$155,647</b>	<b>\$4,544</b>	<b>\$0</b>	<b>\$0</b>	<b>\$233,241</b>
<b>Allocation</b>	<b>75%</b>	<b>10%</b>	<b>5%</b>	<b>4%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>100%</b>
Office Expense	\$2,829	\$377	\$189	\$151	\$75	\$75	\$75	\$3,772
Insurance	\$24,392	\$3,252	\$1,626	\$1,301	\$650	\$650	\$650	\$32,523
DSL Lease	\$2,094	\$279	\$140	\$112	\$56	\$56	\$56	\$2,792
Travel & Marketing	\$3,097	\$413	\$206	\$165	\$83	\$83	\$83	\$4,130
Dues, Subscriptions	\$3,910	\$521	\$261	\$209	\$104	\$104	\$104	\$5,213
Other Gen. & Admin.	\$348	\$46	\$23	\$19	\$9	\$9	\$9	\$464
<b>Gen. &amp; Admin.</b>	<b>\$36,670</b>	<b>\$4,889</b>	<b>\$2,445</b>	<b>\$1,956</b>	<b>\$978</b>	<b>\$978</b>	<b>\$978</b>	<b>\$24,545</b>
<b>Cost of Sales Subtotal</b>	<b>\$163,614</b>	<b>\$29,218</b>	<b>\$11,177</b>	<b>\$163,680</b>	<b>\$23,755</b>	<b>\$978</b>	<b>\$3,409</b>	<b>\$379,343</b>
<b>Profit (Loss) Before Debt Service &amp; Depreciation</b>	<b>(\$62,069)</b>	<b>(\$20,319)</b>	<b>(\$1,000)</b>	<b>\$8,025</b>	<b>\$50,935</b>	<b>\$28,745</b>	<b>(\$242)</b>	<b>\$20,561</b>
Price Change to Breakeven	61%	228%	10%	-5%	-68%	-97%	8%	-5%
<b>Allocation</b>	<b>90%</b>	<b>4%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>
<u>Current Debt Service</u>	\$127,599	\$5,671	\$2,836	\$2,836	\$2,836	\$0	\$0	\$141,777
<u>Current Depreciation</u>	\$117,000	\$5,200	\$2,600	\$2,600	\$2,600	\$0	\$0	\$130,000
<b>Total Cost of Sales</b>	<b>\$408,212</b>	<b>\$40,089</b>	<b>\$16,613</b>	<b>\$169,116</b>	<b>\$29,191</b>	<b>\$978</b>	<b>\$3,409</b>	<b>\$651,120</b>
<b>Profit (Loss) After Debt Service &amp; Depreciation</b>	<b>(\$306,668)</b>	<b>(\$31,190)</b>	<b>(\$6,436)</b>	<b>\$2,589</b>	<b>\$45,499</b>	<b>\$28,745</b>	<b>(\$242)</b>	<b>(\$251,215)</b>
Price Change to Breakeven	302%	351%	63%	-2%	-61%	-97%	8%	63%

## B. Port of Port Orford FYE 08 Operations & Tax Support

Item	6-Year Average	High Dock Total	High Dock Per Pad
<b>Operating Income</b>			
Dockage	\$57,510		
Commercial Hoist	\$8,552		
Day Hoist	\$5,274		
<b>Total Operating Income</b>		<b>\$71,336</b>	<b>\$1,877</b>
<b>Operating Cost</b>			
Personal Services	\$144,105		
Material & Services	\$100,997		
General & Administrative	\$24,545		
<b>Total Operating Cost</b>		<b>\$269,647</b>	<b>\$7,096</b>
<b>Operating Gain (Loss)</b>		<b>(\$198,310)</b>	<b>(\$5,219)</b>
<b>Direct Tax Support</b>			
General Fund Taxes	\$52,576		
Debt Fund Taxes	\$111,797		
Investment Interest	\$12,547		
Grants (ex High Dock Construction)	\$53,662		
Interest Expense	(\$48,774)		
<b>Total Direct Tax Support</b>		<b>\$181,808</b>	<b>\$4,784</b>
<b>Operating Gain (Loss)</b>		<b>(\$16,503)</b>	<b>(\$434)</b>

## B. Port of Port FYE 08 Orford Dockage

Item	Amount
Units Available	38
Projected Utilization	90%
Units Sold	34
Breakeven Cost, No Debt Service, No Depreciation	\$149,475
Breakeven Unit Price per Year	\$3,934
Breakeven Cost, With Debt Service & Depreciation	\$383,475
Breakeven Unit Price Per Year	\$10,091
Current Price Per Month	\$170
Current Annual Price Basis \$170/Month	\$2,040
Add Annual Electricity, Trash, Insurance & 10% Rate Increase	\$1,059
New Annual Price	\$3,099
New Price Per Month	\$258
Maximum Annual Fisher Incentive	\$1,500
Target Fisher Trips/Year	100
Fisher Rebate Per Trip	\$15.00
New Annual Price with Fisher Incentive	\$4,599
New Price Per Month with Fisher Incentive	\$383
Average' Incentive Price Reduction Earned, 77 Trips	-\$1,155
New Annual Price with 'Average' Rebate	\$3,444
Price Per Month	\$287
Price Increase for 'Average' Fisher above Current Price	69%
New Price with 'Maximum' Rebate	\$3,099
Price Per Month	\$258
Price Increase for 'Maximum' Fisher above Current Price	52%
Port Dockage Revenue, Basis Current 'Average' Fishing Trips	\$117,785

## B. Port of Port FYE 08 Orford Dockage

Item	Amount
Port Dockage Revenue, Basis 'Maximum' Rebate	\$105,986
Port Dockage Revenue, Basis 'Most Likely' Rebate	\$111,885
Dockage Breakeven Before Debt Service & Depreciation	\$149,475
Breakeven Shortfall Basis 'Most Likely' Revenue	(\$37,589)
Dockage Breakeven Including Debt Service & Depreciation	\$383,475
Breakeven Shortfall Basis 'Most Likely' Revenue	(\$271,589)
Fisher Incentive Rebate Terms:	
Eligibility for rebate requires continuous twelve (12) full months of dock use and payment.	
Rebate is fully refundable based only on fisher activity.	
Rebate is paid in full at the end of twelve (12) full months based on fish sale tickets at Port Orford Dock.	

*Port of Port Orford*  
*Port Orford,*  
*Oregon, USA*



**Port of Port Orford  
Plan Interview  
Guide**

Port of Port Orford invites your participation in its Facility Master Plan. Please read this Guide BEFORE your scheduled interview.

1	5 <sup>th</sup> & Washington Commercial Retail Development
2	Parking, Storage, Flex Space Development
3	Fish Buyer & Processor 1 <sup>st</sup> Stage Development
4	Dockside Commercial Retail Development
5	Dockside Commercial Retail Development
6	Dockside Commercial Retail Development
7	Research Facility, Fishery Display & Port Office Development
8	Expansion & Flex Space for Future Development



**A. Mission**

The long-term mission of the Port of Port Orford is simple, achievable, and prioritized in this Mission Statement.

‘We are stewards of public trust who:

- Provide ocean access for commerce and recreation.
- Retain current businesses and attract new ones.
- Build our port’s financial strength.
- Increase and diversify our operating revenues.
- Make the highest and best use of our financial tools, people, and property assets.
- Improve our region’s special quality of place.
- Create diverse means for regional economic well-being.

**B. Strategic Goals & Action Programs**

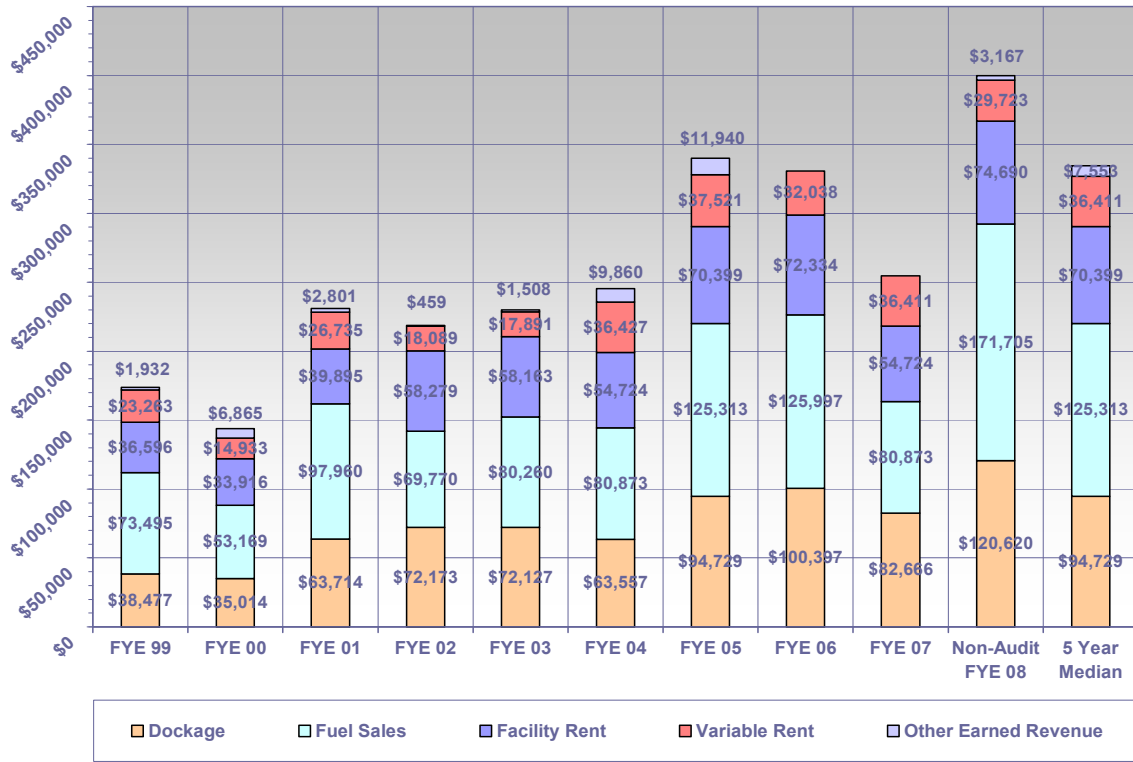


### C. Overview

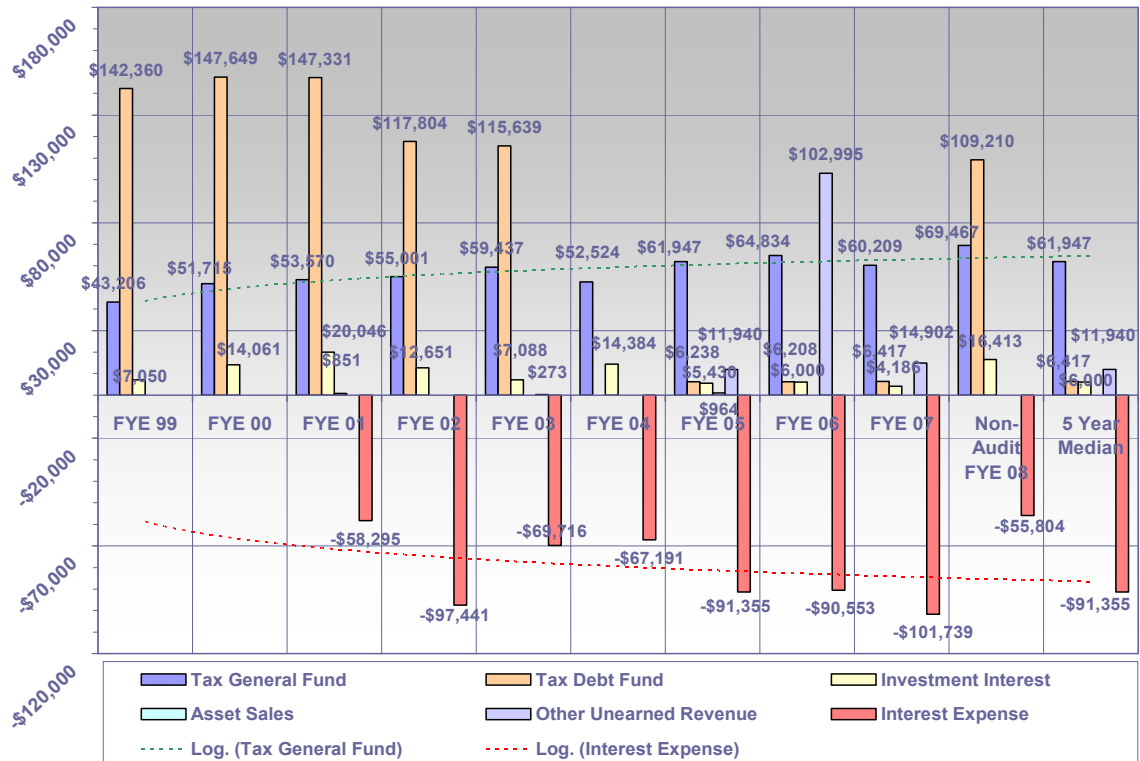
1. Port of Port Orford (Port) is a major contributor to the economic well-being of Port Orford, the Port district, Curry County, and the South Coast of Oregon—with over \$3.3 million in direct impact and over 130 direct full-time equivalent jobs. Adding induced and indirect economic impacts will easily double that total.
2. Port is a single market business—commercial and sport fishing. The Port provides an annual subsidy in debt service and depreciation to the fishing industry of about \$250,000 per year. A rising payment loan will significantly increase the required subsidy in coming years—this is not sustainable.
3. Port provides the additional benefit to fishers in the form of daily haul-out. Daily haul-out minimizes boat maintenance and enables easy self-performed hull and machinery maintenance.
4. Port provides access to one of Oregon’s premier commercial and sport fishing grounds. Port’s fishery is high-value, targeted, and uses eco-friendly techniques. However, several near-water conservation and energy production initiatives threaten to reduce fishing, its revenue, and jobs.
5. Except for the relatively new High Dock, Port facilities are dilapidated and need replacement. The Port also has undeveloped property that is rising in value. Using these assets, the Port must create new profit-making enterprises to close its financial gap.
6. Port’s financial weakness limits spending on the management resources essential to implement fund raising and management of new facility developments. Getting these essential resources will require even more Port revenue.
7. Port now has one phone line for voice, fax, and data. Adding short-term bootstrap Port revenue will require improving such infrastructure, raising prices, and getting large doses of grants.
8. Grant funds will be federal, private, or from other sources since Oregon’s Economic & Community Development Department does not offer grants to fund day-to-day Port operations.
9. Financing of design and construction of new facilities will require a mix of grant funds, federal and state loans, and bank loans. Funding efforts will also consume large amounts of Port management resources.
10. Port new facility development must include first: new diversified and profit-making business, second: new facilities for current fish buyers and processors, and third: new profit-making commercial and retail facilities supporting district resident and tourism needs.
11. There may be an opportunity to attract an ocean science laboratory or other research facility as a Port profit-making enterprise. Adding a science and educational facility, and requiring its proper display, will prove a useful magnet for commercial, recreational, and tourism activity.
12. For more details see the Port’s *Strategic Business Plan*.

D. Financial History

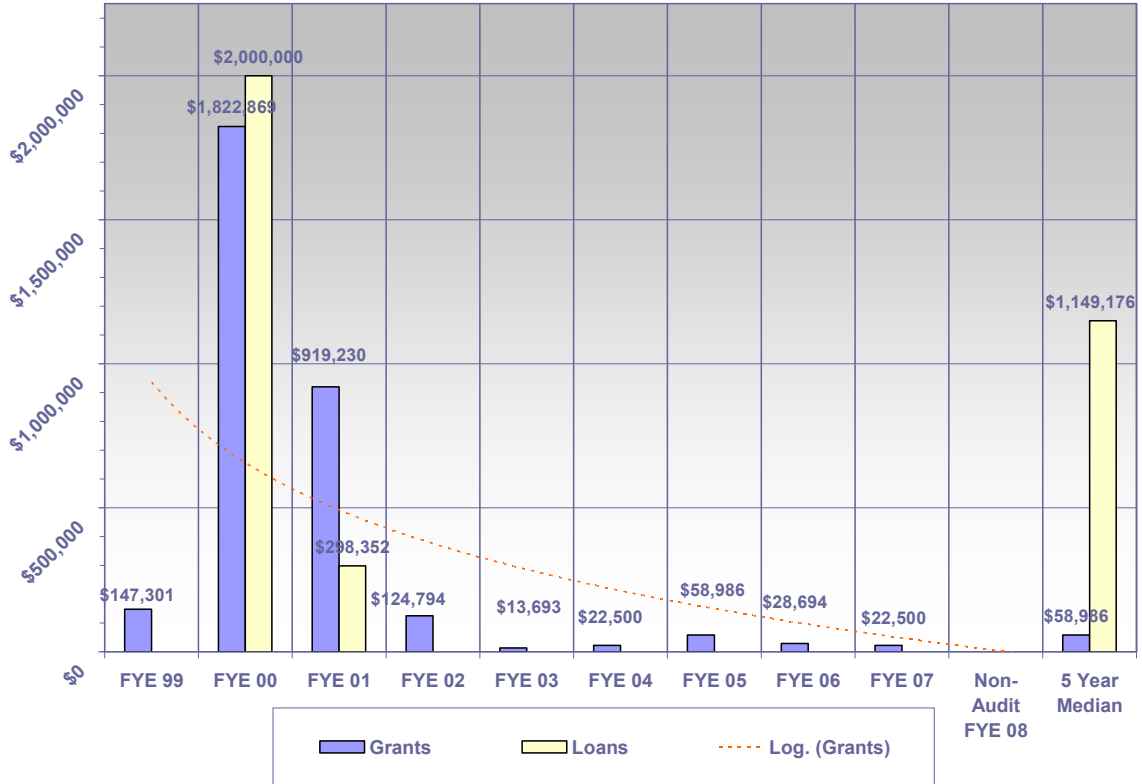
Earned Revenue



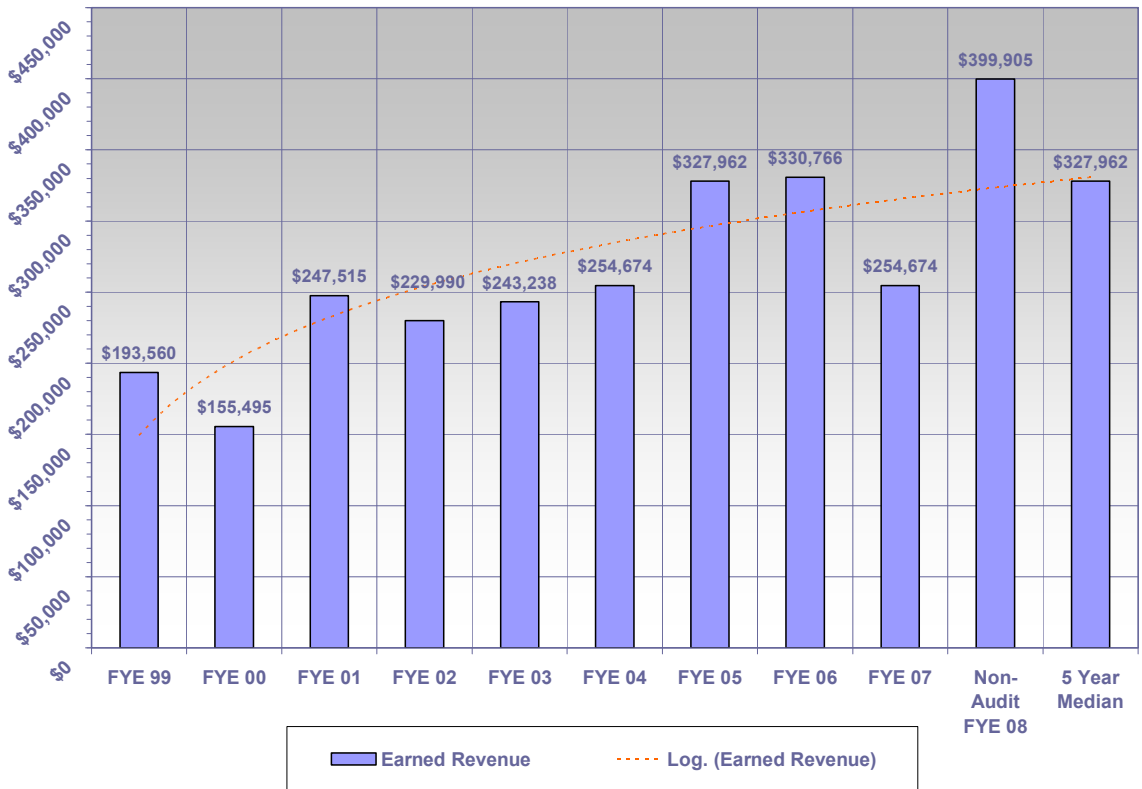
Passive Revenue, No Loans or Grants



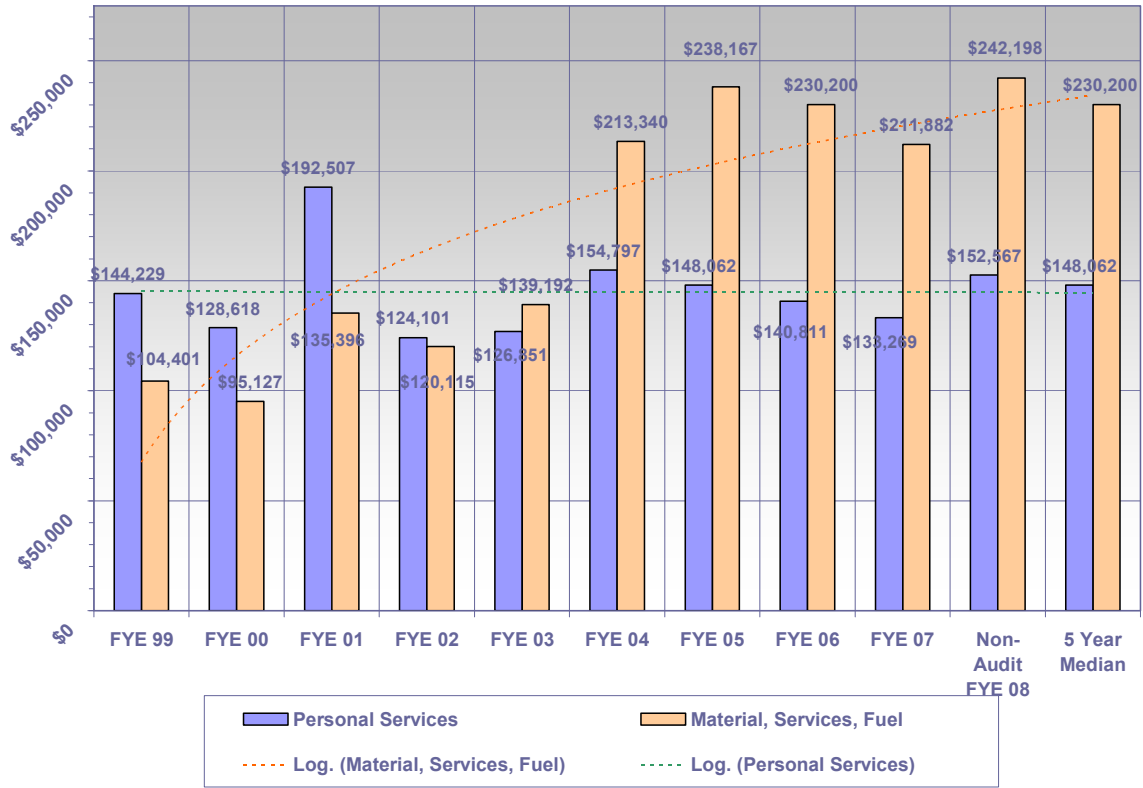
### Loans & Grants



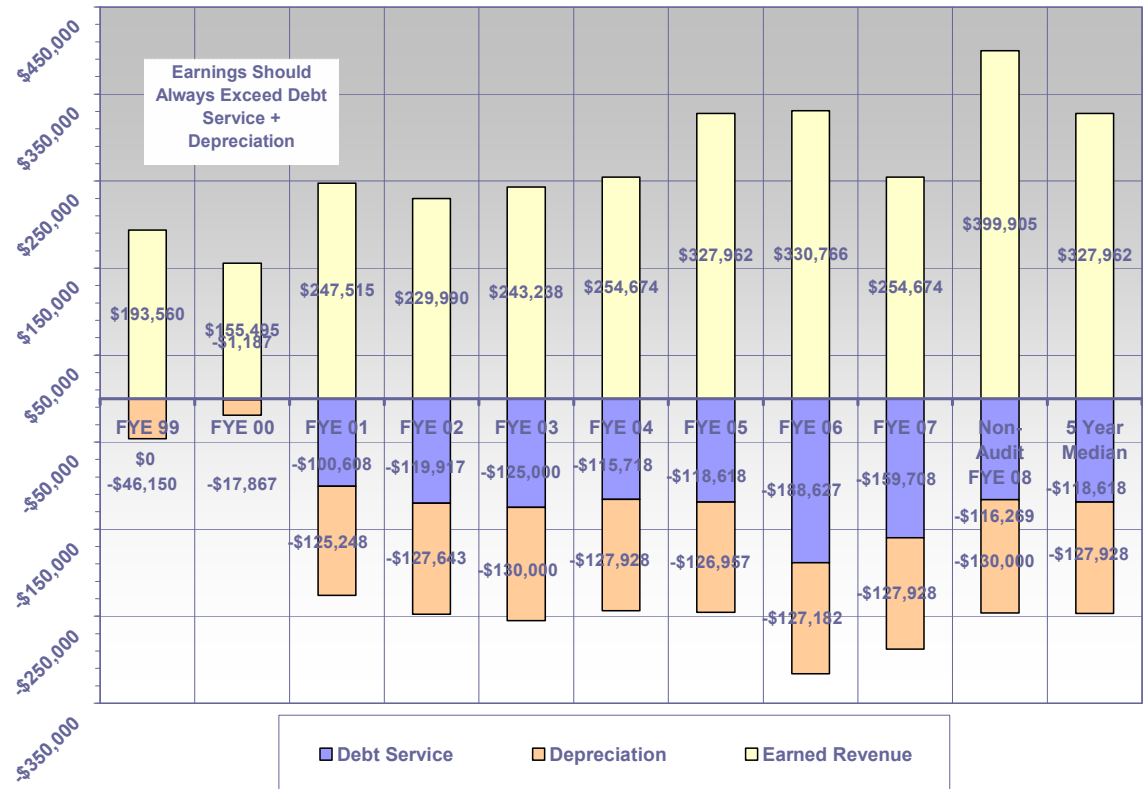
### Total Revenue



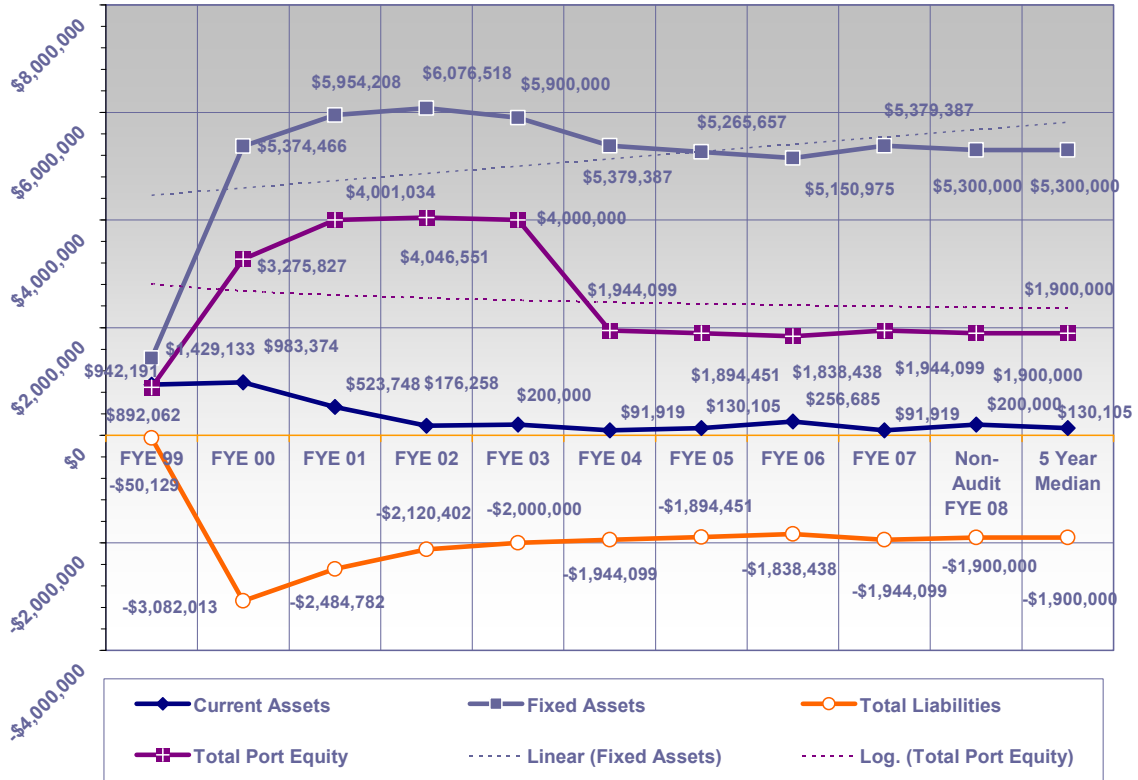
### Expenses



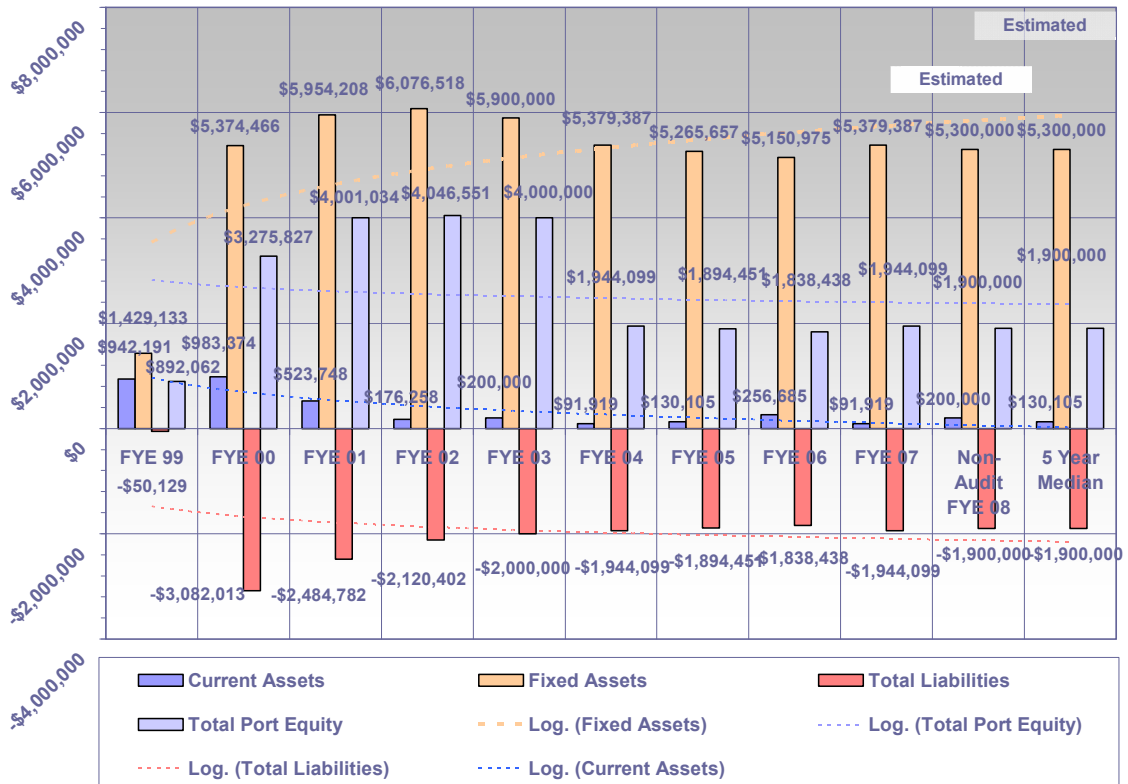
### Earnings - Debt Service + Depreciation



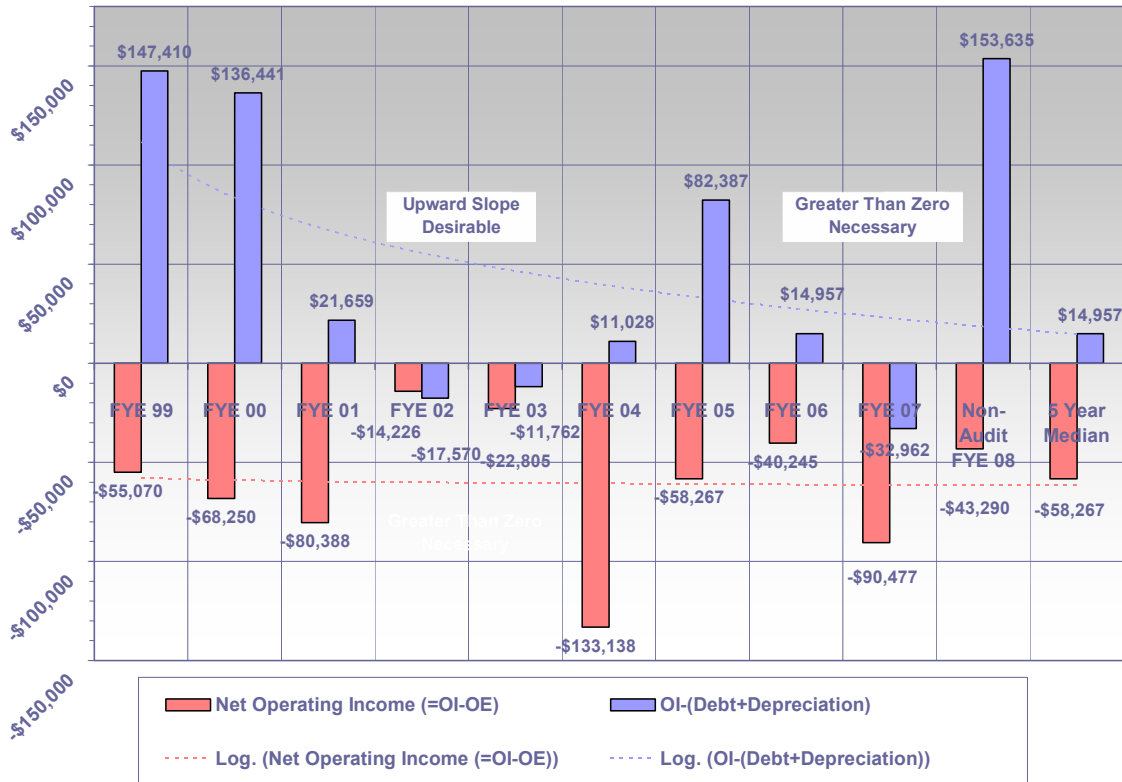
### Financial Indicators



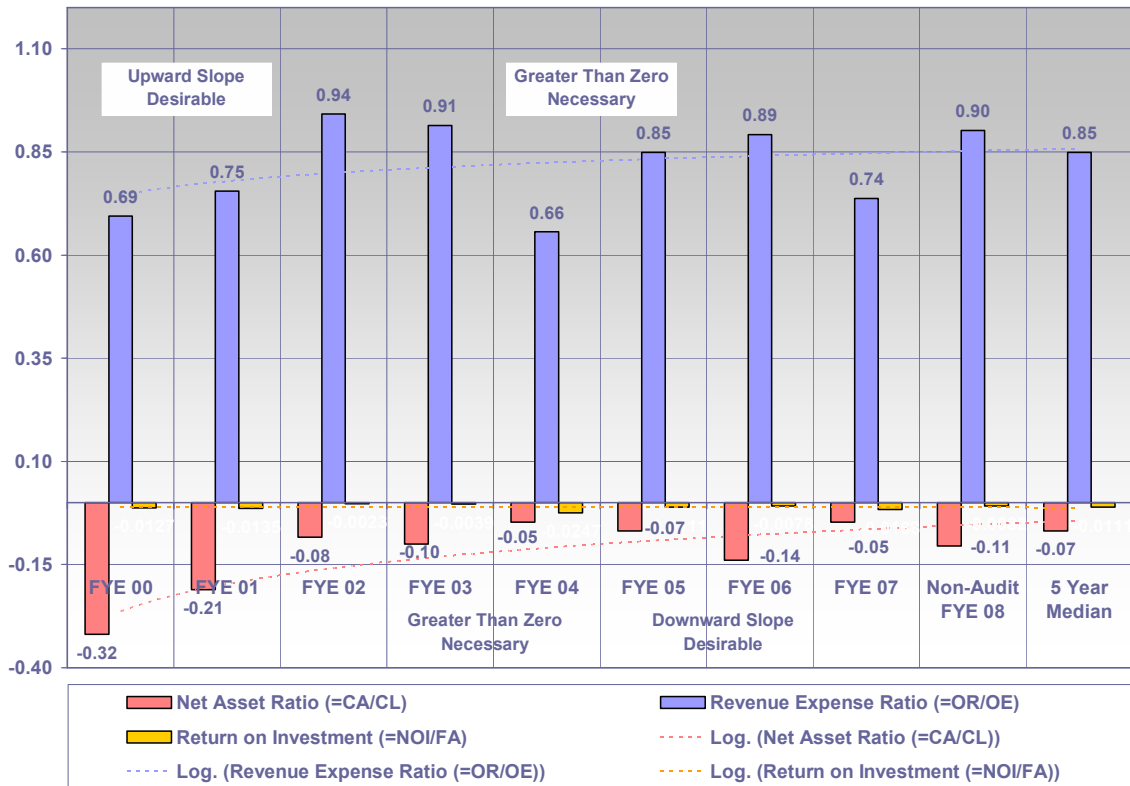
### Financial Indicators



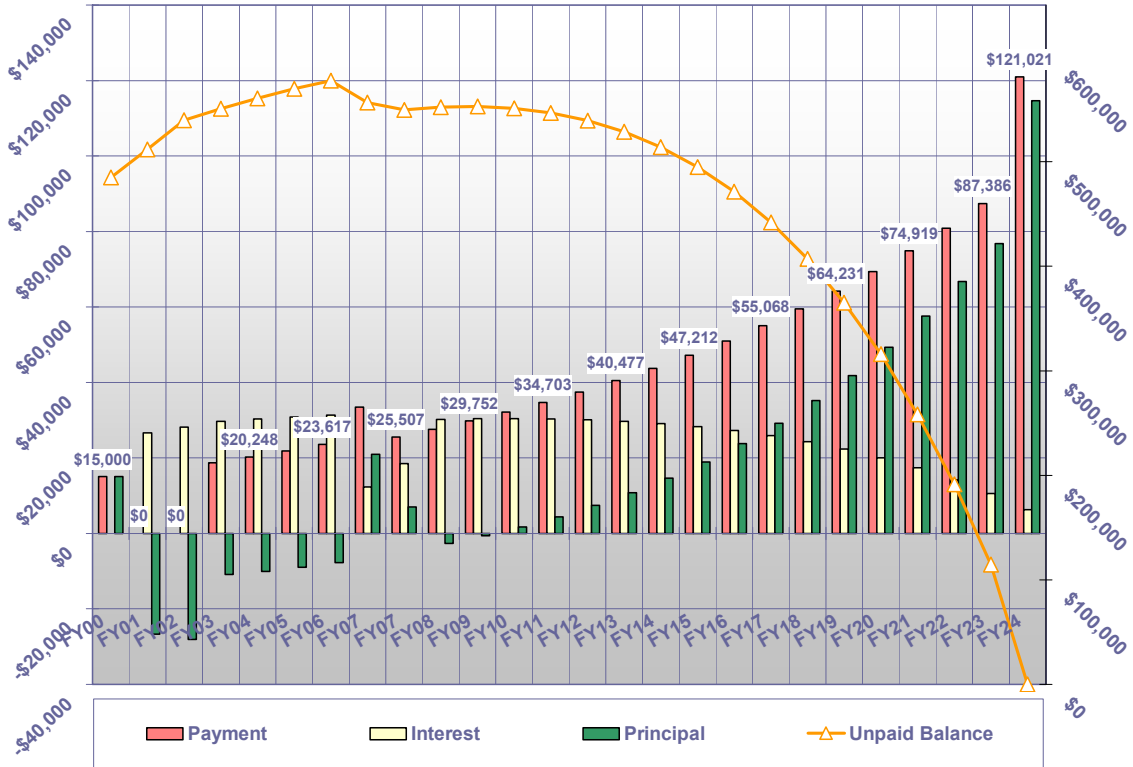
### Operating Indicators



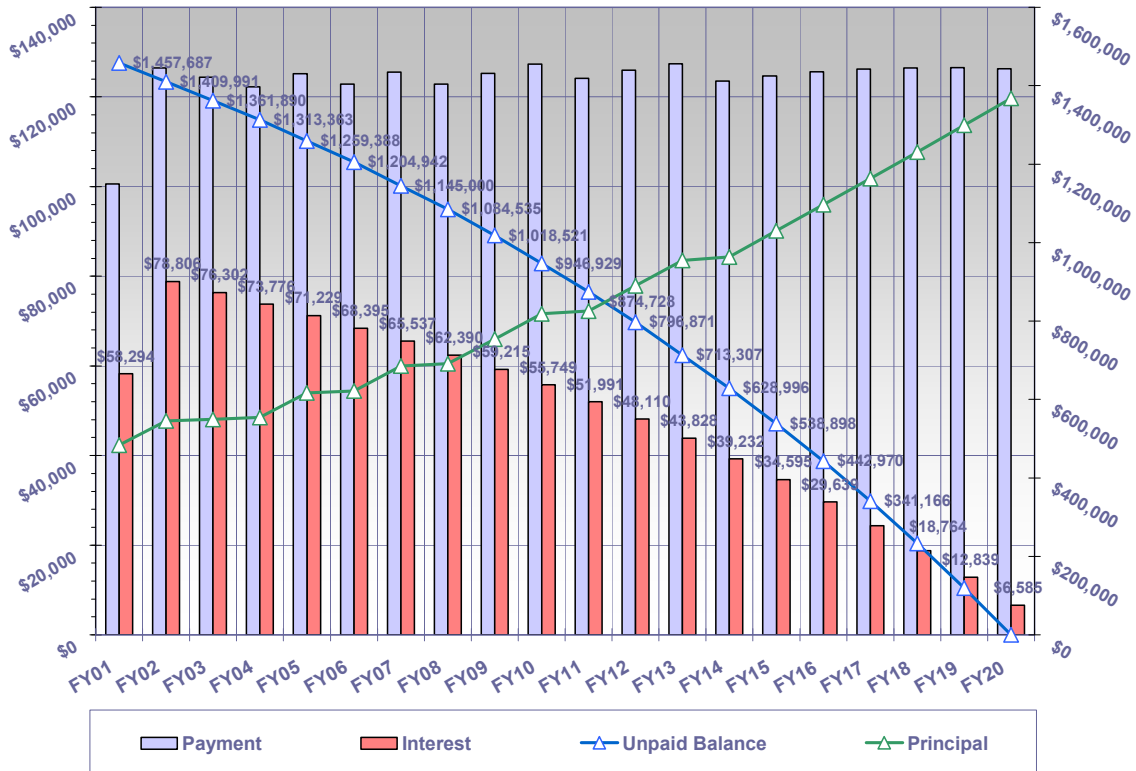
### Operating Ratios



### SPWF Loan: Revenue Funded

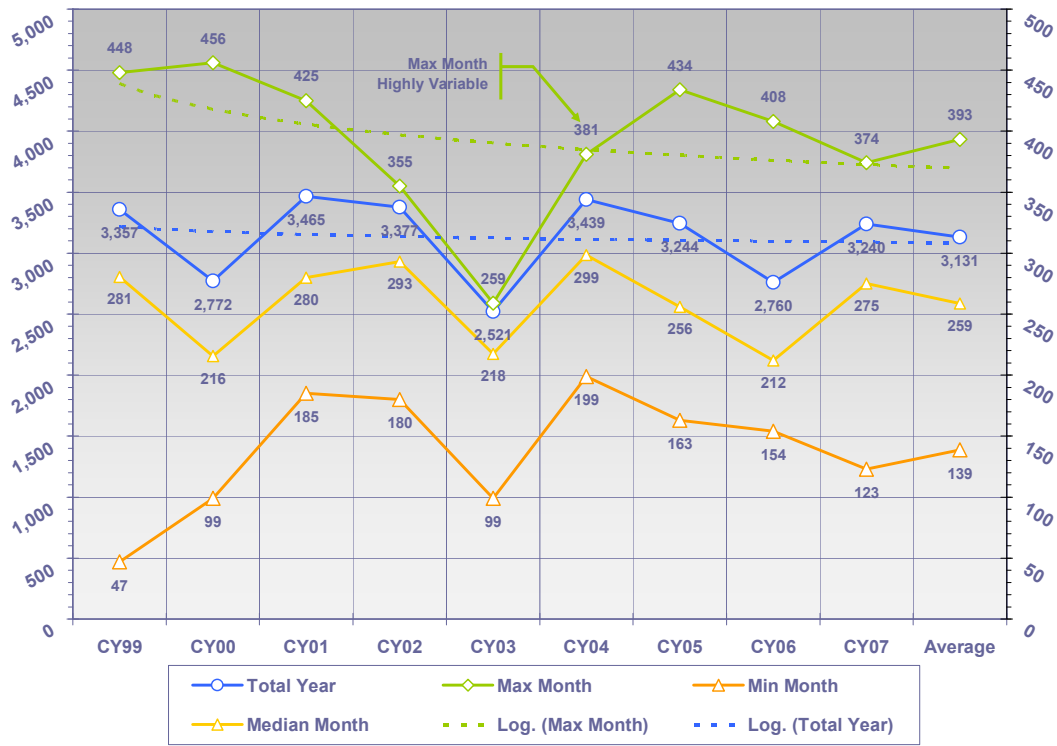


### GO Bond: Tax Levy Funded

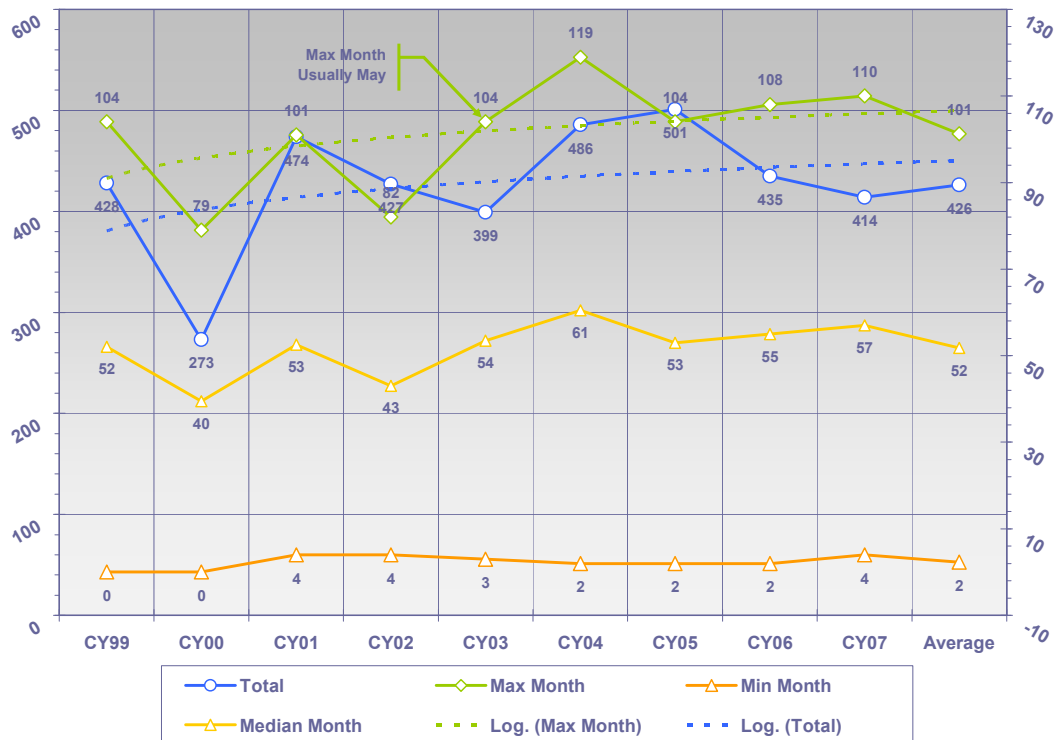


E. Operating Data

Commercial Hoist



Sport Hoist

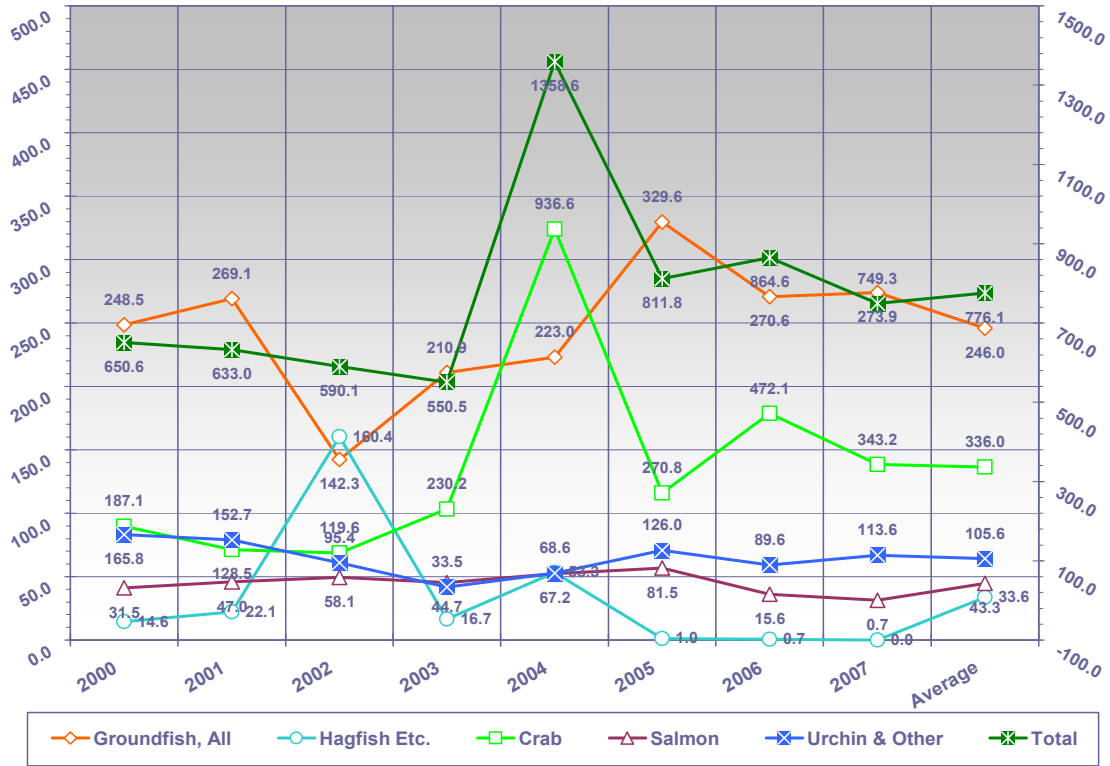


F. Breakeven

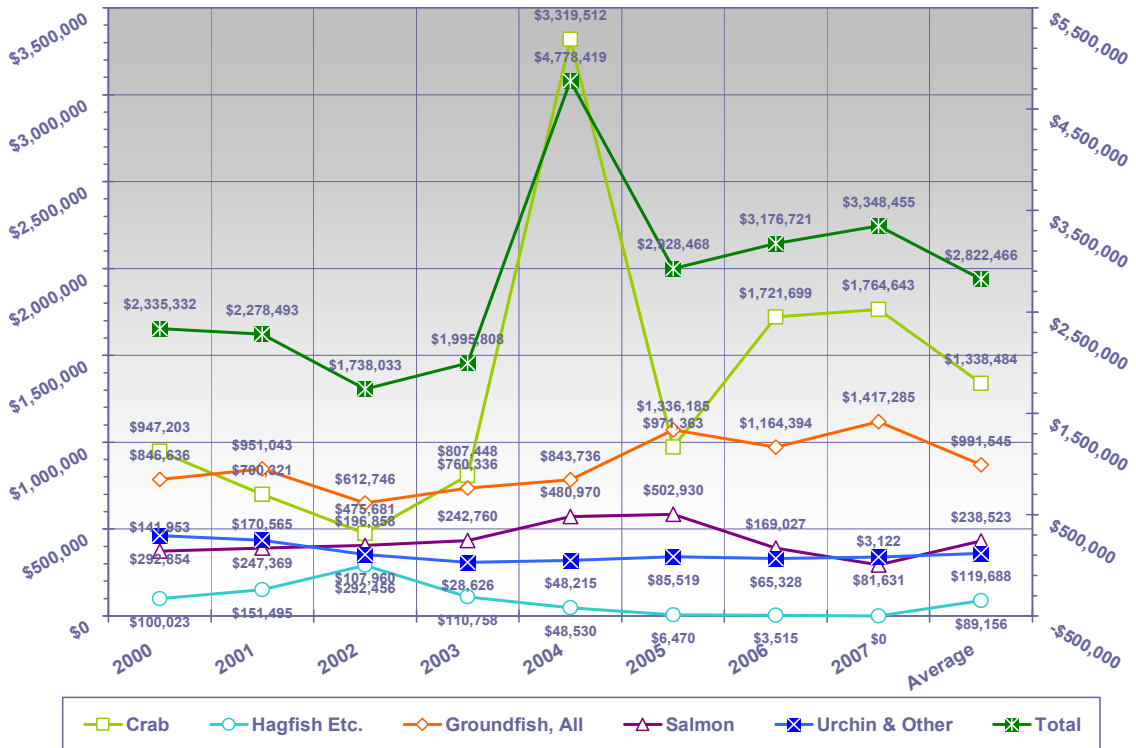
Port of Port Orford Breakeven								
Business Line	Dockage	Comm'l Hoist	Day & Charter Hoist	Fuel Sales	Facility Rent	Variable Rent	Other Earned Revenue	FY08 Total
Sales	\$101,544	\$8,898	\$10,177	\$171,705	\$74,690	\$29,723	\$3,167	\$399,905
Percent	25.4%	2.2%	2.5%	42.9%	18.7%	7.4%	0.8%	100.0%
<b>Cost of Sales</b>								
Allocation	65%	10%	3%	5%	15%	0%	2%	100%
Personal Services, Staff	\$79,012	\$12,156	\$3,647	\$6,078	\$18,234	\$0	\$2,431	\$121,557
Personal Services	\$79,013	\$12,156	\$3,647	\$6,078	\$18,234	\$0	\$2,431	\$121,557
Allocation	0%	0%	0%	100%	0%	0%	0%	100%
Fuel Purchases	\$0	\$0	\$0	\$152,707	\$0	\$0	\$0	\$152,707
Allocation	93%	3%	2%	2%	0%	0%	0%	100%
Electricity	\$18,760	\$605	\$403	\$403	\$0	\$0	\$0	\$20,172
Water & Sewer	\$4,855	\$157	\$104	\$104	\$0	\$0	\$0	\$5,220
Telephone	\$1,597	\$52	\$34		\$0	\$0	\$0	\$1,717
Garbage	\$7,427	\$240	\$160	\$160	\$0	\$0	\$0	\$7,986
Allocation	50%	25%	10%	5%	10%	0%	0%	100%
Maintenance & Repair	\$22,718	\$11,359	\$4,544	\$2,272	\$4,544	\$0	\$0	\$45,437
Material & Services	\$47,931	\$12,172	\$5,086	\$155,647	\$4,544	\$0	\$0	\$233,241
Allocation	75%	10%	5%	4%	2%	2%	2%	100%
Office Expense	\$2,829	\$377	\$189	\$151	\$75	\$75	\$75	\$3,772
Insurance	\$24,392	\$3,252	\$1,626	\$1,301	\$650	\$650	\$650	\$32,523
DSL Lease	\$2,094	\$279	\$140	\$112	\$56	\$56	\$56	\$2,792
Travel & Marketing	\$3,097	\$413	\$206	\$165	\$83	\$83	\$83	\$4,130
Dues, Subscriptions	\$3,910	\$521	\$261	\$209	\$104	\$104	\$104	\$5,213
Other Gen. & Admin.	\$348	\$46	\$23	\$19	\$9	\$9	\$9	\$464
Gen. & Admin.	\$36,670	\$4,889	\$2,445	\$1,956	\$978	\$978	\$978	\$24,545
Cost of Sales Subtotal	\$163,614	\$29,218	\$11,177	\$163,680	\$23,755	\$978	\$3,409	\$379,343
Profit (Loss) Before Debt Service & Depreciation	(\$62,069)	(\$20,319)	(\$1,000)	\$8,025	\$50,935	\$28,745	(\$242)	\$20,561
Price Change to Breakeven	61%	228%	10%	-5%	-68%	-97%	8%	-5%
Allocation	90%	4%	2%	2%	2%	0%	0%	100%
Current Debt Service	\$127,599	\$5,671	\$2,836	\$2,836	\$2,836	\$0	\$0	\$141,777
Current Depreciation	\$117,000	\$5,200	\$2,600	\$2,600	\$2,600	\$0	\$0	\$130,000
Total Cost of Sales	\$408,212	\$40,089	\$16,613	\$169,116	\$29,191	\$978	\$3,409	\$651,120
Profit (Loss) After Debt Service & Depreciation	(\$306,668)	(\$31,190)	(\$6,436)	\$2,589	\$45,499	\$28,745	(\$242)	(\$251,215)
Price Change to Breakeven	302%	351%	63%	-2%	-61%	-97%	8%	63%

G. Landed Catch

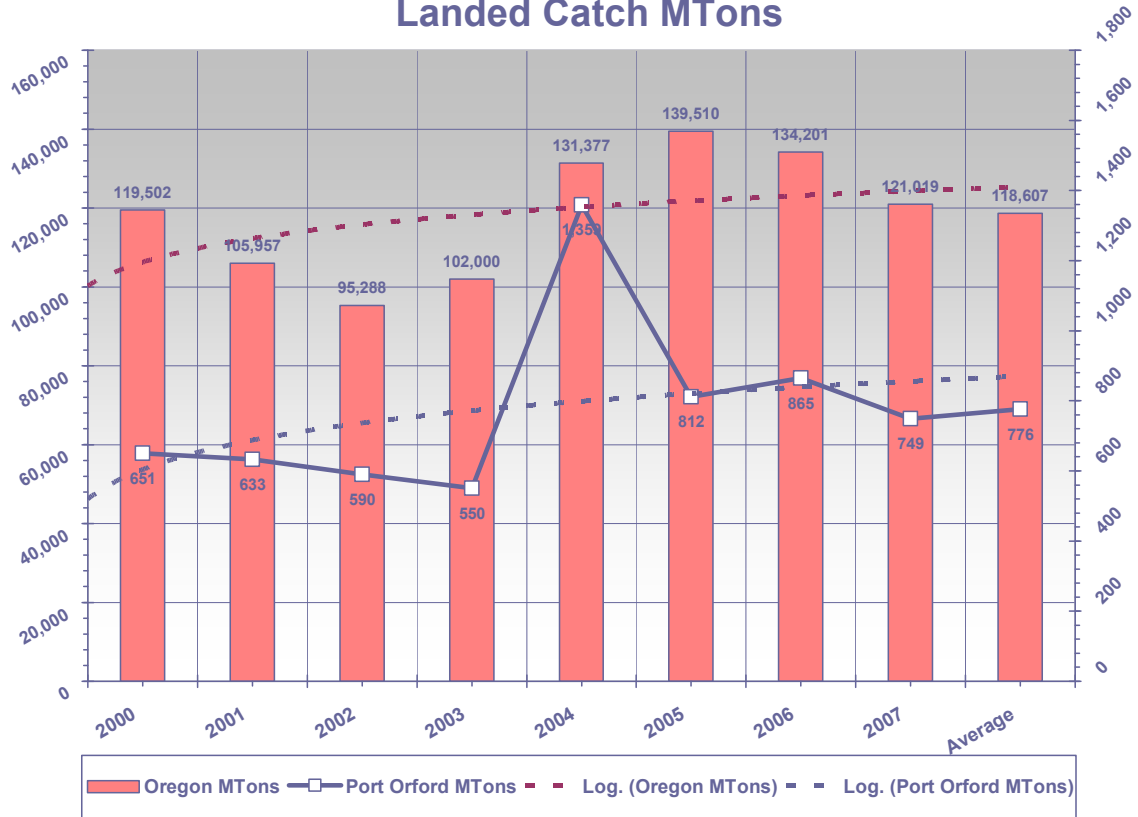
Port Orford Landed MTons



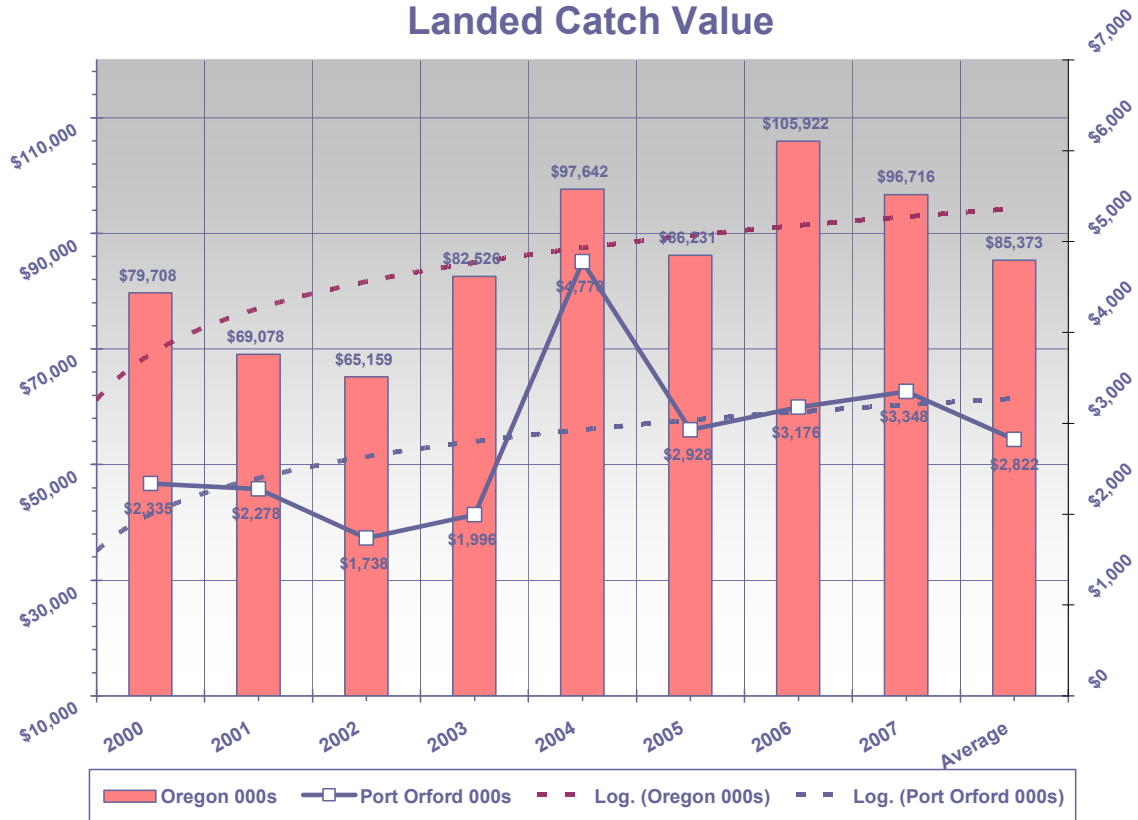
Port Orford Landed Value



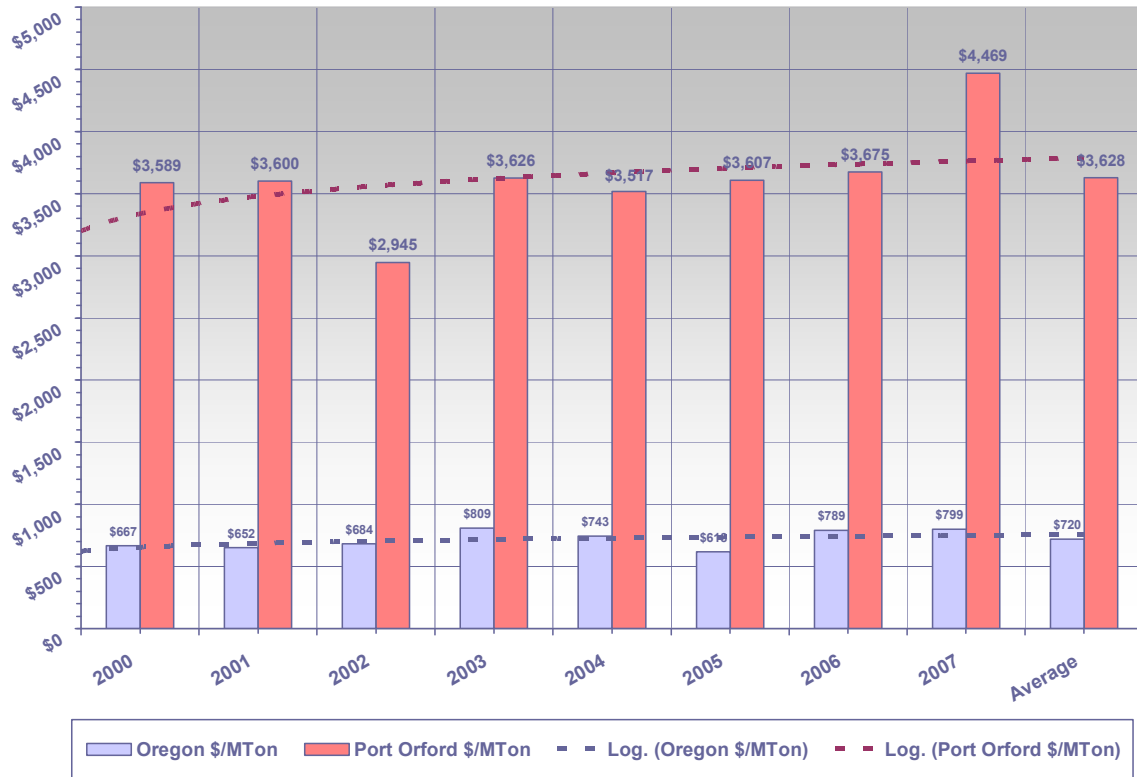
### Landed Catch MTons



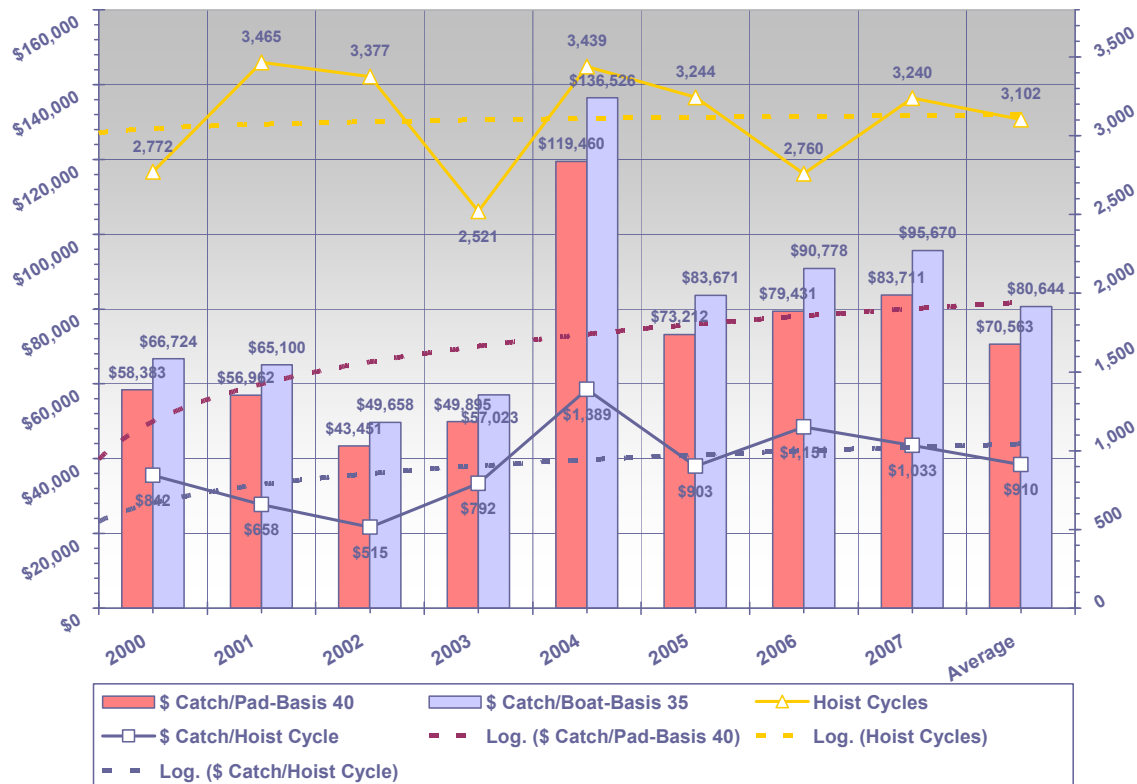
### Landed Catch Value



### Landed Catch \$/MTon



### Slot & Hoist Value

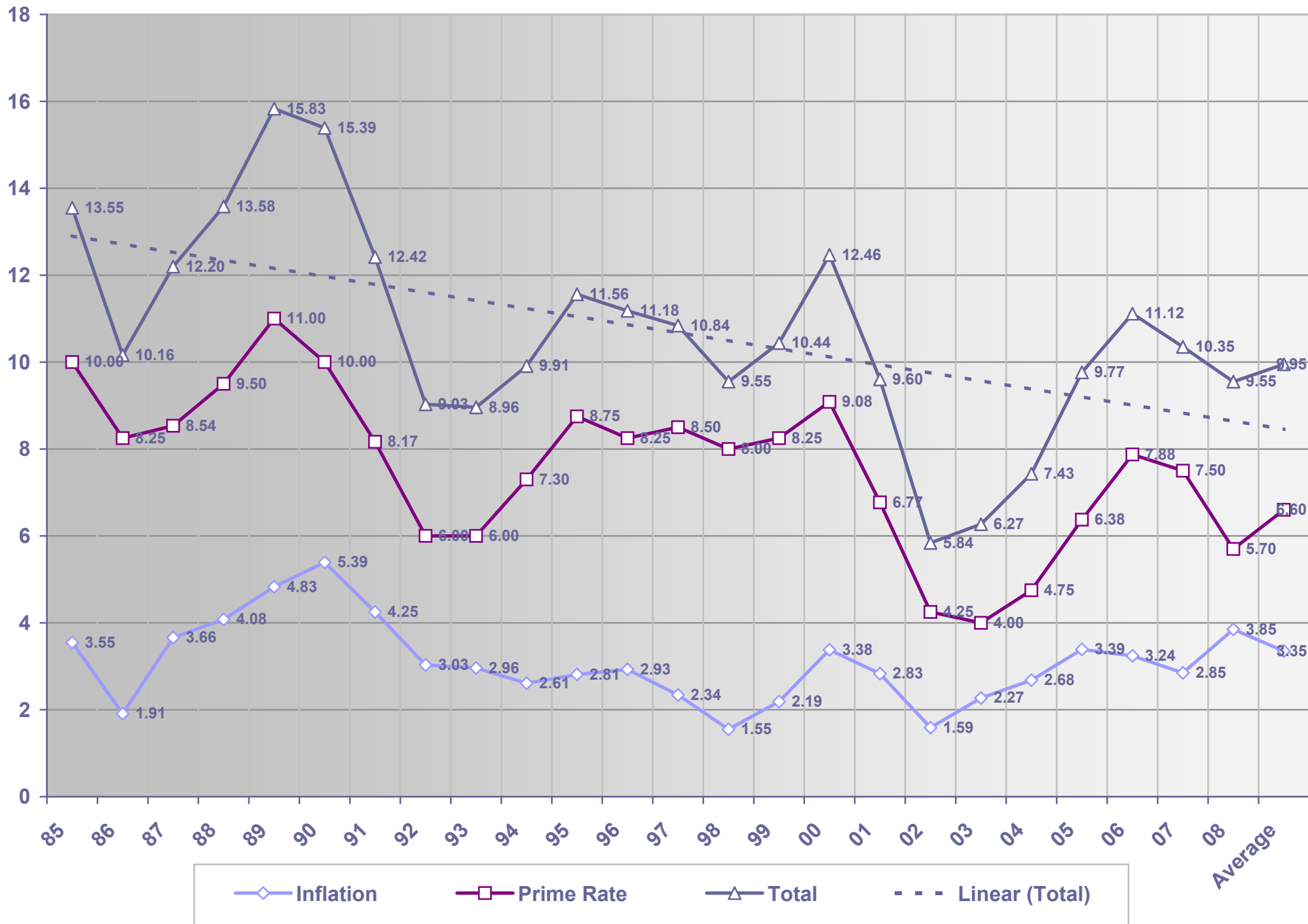


*Port of Port Orford*  
*Port Orford,*  
*Oregon, USA*



**Port of Port Orford  
Condominium  
Ownership Guide**

# Prime Interest & Inflation





## Real Estate Agency



## The Condominium Form of Ownership in Oregon

A "condominium" is a special form of property ownership which is created and governed in Oregon by statute (ORS 100.005 to 100.910 and 100.990), known as the "Oregon Condominium Act." A typical condominium is a combination of two kinds of ownership. The owner of a condominium unit holds title to his individual unit together with an undivided interest in common with all unit owners in the "common elements," that is, the land and those parts of the building or buildings intended for common use such as the foundations, framing, siding, roofs, stairways, utility services and the like, and may also include other facilities intended to be used by all unit owners such as landscaping and parking areas. Each unit owner is entitled to the exclusive ownership and possession of his unit. The undivided interest in the common elements is inseparable from the ownership of the individual unit.

A condominium is created by recording a condominium declaration in the office of the recording officer of the county in which the property is located. A plat of the property showing the vertical and horizontal boundaries of each unit in a building including unit designation, location and dimensions of each unit and the common elements to which each has access, as well as a copy of the bylaws must be recorded simultaneously with the declaration.

The Oregon Condominium Act, the declaration and the bylaws control the rights and obligations of the unit owners with respect to each other, the common elements and their respective units. The provisions of these documents are intended to be, and in most cases are, enforceable in a court of law. The Oregon Condominium Act requires that the condominium association be organized to serve as a means through which the unit owners may take action with regard to the administration, management and operation of the condominium. Each unit owner is automatically a member of the association.

A condominium may have residential or commercial units or both (mixed-use). A condominium may be new construction or an existing building may be converted to the condominium form of ownership. Condominium conversions require the developer to follow statutory procedures under the Oregon Condominium Act that protect the rights of existing tenants, in addition to the complying with the Landlord Tenant Act under ORS Chapter 90.

Under the Oregon Condominium Act, the developer must provide residential purchasers with a condominium disclosure statement and a unit sales agreement, in addition to a number of other documents. In addition to statutory provisions under the Act, sales of condominiums are also governed by the Real Estate Licensing statutes under ORS Chapter 696 and the Conveyancing statutes under ORS Chapter 93.

The State of Oregon Real Estate Agency reviews and approves all condominiums. A condominium filing with the state is extensive and includes, but is not limited to, the following documents: declaration, bylaws, disclosure statement, unit sales agreement, title report, condominium filing forms and a plat. The county in which the property is located also reviews and approves the plat and approves the declaration for conformance to the plat.

Due to the legal complexity of a condominium filing, these documents are typically filed by experienced condominium attorneys. A condominium filing package may be obtained by contacting the Oregon Real Estate Agency at (503) 378-4632.

Page updated: September 30, 2008

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Adobe Reader is required to view PDF files. Click the "Get Adobe Reader" image to get a free download of the reader from Adobe.

**New Condominium Filing Requirements September 27, 2007  
Based on HB 2665, HB2666 and HB 2723**

This document and HB 2665, HB 2666, HB 2723 and HB 3186 may be found on the Oregon Real Estate Agency website: { [HYPERLINK "http://www.rea.state.or.us"](http://www.rea.state.or.us) } . Click on "Statutes and Rules" on the left side of the page.

HB 2665, HB 2666 and HB 2723 are effective September 27, 2007. All condominium documents (including the declaration, bylaws, disclosure statement and unit sales agreement), reviewed, approved and recorded on or after September 27, 2007 must comply with the new statutory provisions.

**IMPORTANT NOTICE**

HB 3186, effective January 1, 2008, significantly changes ORS Chapter 100. The bill changes the requirements for notices to tenants in condominium conversions. Please review this bill carefully. Condominium filings must comply with the new statutory provisions.

**Background**

**HB 2665 and HB 2666.** HB 2665 and HB 2666 amended and added certain provisions to the Condominium Act, ORS Chapter 100. *(Note that these bills also amended and added certain provisions to Real Property Development (Planned Communities, etc.) under ORS Chapter 94.)* Provisions relating to Chapter 100 are set out below. Attorneys filing documents should carefully review the specific language in these bills. **The information below is provided only as a guide and should not be relied upon in lieu of the statutory requirements.**

**HB 2723.** This bill amends ORS 93.040, which requires certain language to be inserted in all owner's sale agreements and earnest money receipts. Therefore, it must be included in all unit sales agreements. There is also language in the bill that is required for in all instruments contracting to convey fee title to real property that must be in deeds.

**Provisions required in Condominium Declaration, Bylaws and Disclosure Statements HB 2665 and HB 2666**

**Disclosure Statement**

**1. Maintenance Plans** HB 2665 Amending ORS 100.175. Section 23, HB 2665

Declarant must: 1) conduct an initial reserve study; 2) prepare an initial maintenance plan; and 3) establish a reserve account.

- |  |
|--|
| <ul style="list-style-type: none"><li>• Maintenance plan is a separate document from a reserve study, with separate requirements</li><li>• Maintenance plan shall:<ol style="list-style-type: none"><li>1) describe the maintenance, repair and replacement to be conducted;</li><li>2) include the schedule for the maintenance, repair and replacement;</li><li>3) be appropriate for the size/complexity;</li><li>4) address issued for all items for which the association has responsibility;</li><li>5) be reviewed/updated by the board as necessary.</li></ol></li></ul> |
|--|

**2. Reserve Study. HB 2665** Amending ORS 100.175. Section 23, HB 2665.

Declarant must: 1) conduct an initial reserve study; 2) prepare an initial maintenance plan; and 3) establish a reserve account.

	<ul style="list-style-type: none"> <li>• The reserve account must include “major maintenance and repair” in addition to replacement of common elements.</li> </ul>
	<ul style="list-style-type: none"> <li>• The time period for calculating reserves is <u>one</u> to thirty years. <i>Previous requirement was three to thirty years.</i></li> </ul>
	<ul style="list-style-type: none"> <li>• The reserve assessment accrues from the time of conveyance of the first individual unit assessed as provided in ORS 100.530.</li> </ul>
	<ul style="list-style-type: none"> <li>• Reserve study required for more than two units <u>or</u> to flexible or staged condominiums that may contain more than two units</li> </ul>

**3. Association budget HB 2665** Amending ORS 100.412. Section 26a of HB 2665.

	<ul style="list-style-type: none"> <li>• Budget shall include moneys required to be allocated to the reserve account under ORS 100.175</li> </ul>
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**4. New Definitions (may be in disclosure statement)**

**HB 2666** Amending ORS 100.005 Section 5 of HB 2666.

	<ul style="list-style-type: none"> <li>• Definition for “general common element” 100.105(b) The foundations, columns, girders, beams, supports, bearing and shear walls, <b>windows, except glazing and screening, unit access doors, except glazing and screening</b>, roofs, halls, corridors, lobbies, stairs, fire escapes, entrances and exits of a building;</li> </ul>
	<ul style="list-style-type: none"> <li>• <u>New language.</u> Definition for “mortgagee”: 100.005 (19) <b>“Mortgagee” means any person who is:</b> <ul style="list-style-type: none"> <li>(a) <b>A mortgagee under a mortgage;</b></li> <li>(b) <b>A beneficiary under a trust deed; or</b></li> <li>(c) <b>The vendor under a land sale contract.</b></li> </ul> </li> </ul>

**5. Square footage in declaration that may be used in disclosure statement**

**HB 2666** Amending ORS 100.105 Section 8 of HB 2666.

	<ul style="list-style-type: none"> <li>• New language in 100.105(1): * * * A declaration shall contain: <b>(e) A notice in substantially the following form in at least 12-point type that is either all capitals or boldface:</b></li> </ul>
<p><b>NOTICE</b></p> <p><b>THE SQUARE FOOTAGE AREAS STATED IN THIS DECLARATION AND THE PLAT ARE BASED ON THE BOUNDARIES OF THE UNITS AS DESCRIBED IN THIS DECLARATION AND MAY VARY FROM THE AREA OF UNITS CALCULATED FOR OTHER PURPOSES.</b></p>	

**6. “Dwelling Unit” and “Tenant” HB 2666** New language. Section 10 of HB 2666.

	<ul style="list-style-type: none"> <li>• Note: these definitions do not have to be stated in the disclosure statement or unit sales agreement; however, it is important to understand the definitions set out in ORS 90.100 when using these terms in conversion condominiums.</li> </ul>
	<ul style="list-style-type: none"> <li>• New language in Chapter 100: <b>As used in ORS 100.305 to 100.320, “dwelling unit” and “tenant” have the meanings given those terms in ORS 90.100.</b></li> </ul>

**7. Association of Condominium with more than 4 units must be incorporated**

**HB 2666** Amending ORS 100.405 Section 11 of HB 2666.

	<ul style="list-style-type: none"> <li>• The association <b>of a condominium created on or after the effective date of this 2007 Act</b> shall be organized as a corporation for profit or nonprofit corporation or, <b>if the condominium consists of not more than four units, excluding units used for parking, storage or other use</b></li> </ul>
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	ancillary to a unit, as an unincorporated association. If the association is incorporated, the name of the association shall include the complete name of the condominium
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## Declaration

### 1. New Definitions HB 2666 Amending ORS 100.005 Section 5 of HB 2666.

	<ul style="list-style-type: none"> <li>• Definition for “general common element” 100.105(b) The foundations, columns, girders, beams, supports, bearing and shear walls, <b>windows, except glazing and screening, unit access doors, except glazing and screening,</b> roofs, halls, corridors, lobbies, stairs, fire escapes, entrances and exits of a building;</li> </ul>
	<ul style="list-style-type: none"> <li>• <u>New language.</u> Definition for “mortgagee”: 100.005 (19) <b>“Mortgagee” means any person who is:</b> <ul style="list-style-type: none"> <li>(a) <b>A mortgagee under a mortgage;</b></li> <li>(b) <b>A beneficiary under a trust deed; or</b></li> <li>(c) <b>The vendor under a land sale contract.</b></li> </ul> </li> </ul>

### 2. Declaration Amendments

HB 2666 Amending ORS 100.102 Section 7 of HB 2666.

	<ul style="list-style-type: none"> <li>• New language in 100.102(2): * * * The amendment must (e) Be approved by at least 75 percent of the unit owners [or, if a larger percentage is specified in the declaration to effect amendments to the declaration, the larger percentage], <b>notwithstanding that the declaration may require approval by a larger percentage of owners or the consent of another person to amend the declaration;</b></li> </ul>
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### 3. Declaration Requirements

HB 2666 Amending ORS 100.105 Section 8 of HB 2666

	<ul style="list-style-type: none"> <li>• New language in 100.105(1): * * * A declaration shall contain: <b>(e) A notice in substantially the following form in at least 12-point type that is either all capitals or boldface:</b></li> </ul>
<p><b>NOTICE</b></p> <p><b>THE SQUARE FOOTAGE AREAS STATED IN THIS DECLARATION AND THE PLAT ARE BASED ON THE BOUNDARIES OF THE UNITS AS DESCRIBED IN THIS DECLARATION AND MAY VARY FROM THE AREA OF UNITS CALCULATED FOR OTHER PURPOSES.</b></p>	

### 4. “Dwelling Unit” and “Tenant”

HB 2666 New language. Section 10 of HB 2666.

	<ul style="list-style-type: none"> <li>• New language in Chapter 100: <b>As used in ORS 100.305 to 100.320, “dwelling unit” and “tenant” have the meanings given those terms in ORS 90.100.</b></li> </ul>
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### 5. Association of Condominium with more than 4 units must be incorporated

HB 2666 Amending ORS 100.405 Section 11 of HB 2666.

	<ul style="list-style-type: none"> <li>• <i>Note: Condominium filers must provide documents showing that the association has been incorporated before the Agency will approve a final declaration and bylaws.</i></li> </ul>
	<ul style="list-style-type: none"> <li>• The association of a condominium created on or after the effective date of this 2007 Act shall be organized as a corporation for profit or nonprofit corporation or, <b>if the condominium consists of not more than four units, excluding units used for parking, storage or other use ancillary to a unit,</b> as an unincorporated association. If the association is incorporated, the name of the association shall include the complete name of the condominium</li> </ul>

## 6. Declaration, Boundaries of Units

HB 2666 Amending ORS 100.510 Section 14 of HB 2666.

	<ul style="list-style-type: none"><li>• New language in 100.510:<ul style="list-style-type: none"><li>(1) Unless otherwise provided in the declaration, <i>[if the declaration designates]</i> <b>the</b> walls, floors <i>[or]</i> <b>and</b> ceilings <i>[as]</i> <b>are the</b> boundaries of a unit<math>[:]</math>. <i>[(1)]</i></li><li>(2) All lath, furring, wallboard, plaster-board, plaster, paneling, tiles, wallpaper, paint, finished flooring and any other materials constituting any part of the finished surfaces thereof shall be a part of the unit except those portions of the walls, floors or ceilings that materially contribute to the structural or shear capacity of the condominium. All other portions of the walls, floors or ceilings shall be a part of the common elements. <i>[(2)]</i></li><li>(3) The following shall be a part of the unit:<ul style="list-style-type: none"><li>(a) All spaces, nonbearing interior partitions, <i>[windows, window frames, exterior]</i> <b>interior</b> doors<math>[\,</math> <i>door frames]</i> and all other fixtures and improvements within the boundaries of the unit; <i>[and]</i></li><li>(b) <b>The glazing and screening of windows and unit access doors; and</b> <i>[(b)]</i></li><li>(c) All outlets of utility service lines, including but not limited to power, light, gas, hot and cold water, heating, refrigeration, air conditioning and waste disposal within the boundaries of the unit.</li></ul></li></ul></li></ul>
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## 7. Maintenance, Repair Replacement of Unit

Amending ORS 100.535 Section 15 of HB 2666.

	<ul style="list-style-type: none"><li>• New language in 100.535: <b>(7) Unless otherwise provided in the declaration or bylaws, a unit owner is responsible for the maintenance, repair and replacement of the unit.</b></li></ul>
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## 8. Maintenance, Repair Replacement of Common Elements

HB 2666 Amending ORS 100.540 Section 16 of HB 2666.

	<ul style="list-style-type: none"><li>• New language in 100.540: <b>(2) Unless otherwise provided in the declaration or bylaws:</b><ul style="list-style-type: none"><li>(a) <b>The responsibility for maintenance, repair and replacement of the common elements is the responsibility of the association of unit owners; and</b></li><li>(b) <b>The cost of maintenance, repair and replacement is a common expense of the association.</b></li></ul></li></ul>
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## Bylaws

### 1. Maintenance Plans HB 2665 Amending ORS 100.175. Section 23, HB 2665

Declarant must: 1) conduct an initial reserve study; 2) prepare an initial maintenance plan; and 3) establish a reserve account.

	<ul style="list-style-type: none"><li>• Maintenance plan is a separate document from a reserve study, with separate requirements</li><li>• Maintenance plan shall:<ul style="list-style-type: none"><li>1) describe the maintenance, repair and replacement to be conducted; 2) include the schedule for the maintenance, repair and replacement; 3) be appropriate for the size/complexity; 4) address issued for all items for which the association has responsibility; 5) be reviewed/updated by the board as necessary.</li></ul></li></ul>
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**2. Reserve Study. HB 2665** Amending ORS 100.175. Section 23, HB 2665.

Declarant must: 1) conduct an initial reserve study; 2) prepare an initial maintenance plan; and 3) establish a reserve account.

	<ul style="list-style-type: none"><li>• The reserve account must include “major maintenance and repair” in addition to replacement of common elements.</li></ul>
	<ul style="list-style-type: none"><li>• The time period for calculating reserves is <u>one</u> to thirty years. <i>Previous requirement was three to thirty years.</i></li></ul>
	<ul style="list-style-type: none"><li>• The reserve assessment accrues from the time of conveyance of the first individual unit assessed as provided in ORS 100.530.</li></ul>
	<ul style="list-style-type: none"><li>• Reserve study required for more than two units <u>or</u> to flexible or staged condominiums that may contain more than two units</li></ul>

**3. Turnover Meetings**

**HB 2665** Amending ORS 100.210. Section 24, HB 2665.

	<ul style="list-style-type: none"><li>• 100.210 (4) At the turnover meeting: * * * (b) <b>If a quorum of the unit owners is present</b>, the unit owners shall elect [a] <b>not fewer than the number of directors sufficient to constitute a quorum of the board</b> of directors in accordance with the <b>declaration or</b> bylaws of the condominium; * * *</li></ul>
	<ul style="list-style-type: none"><li>• Declarant must turnover the maintenance plan at the turnover meeting.</li></ul>
	<ul style="list-style-type: none"><li>• See new provisions in 100.210(7) and (8): election of board members and quorum at turnover meeting.</li></ul>

**4. Association Meetings**

**HB 2665** Amending ORS 100.407. Section 25, HB 2665.

	<ul style="list-style-type: none"><li>• If the unit owners request a special meeting and the association does not give notice of the special meeting within thirty (30) days after the written request is delivered to the chairperson or secretary, any one of the unit owners who signed the request may set the time and place of the meeting and give notice thereof.</li></ul>
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**5. Association budget HB 2665** Amending ORS 100.412. Section 26a of HB 2665.

	<ul style="list-style-type: none"><li>• Budget shall include moneys required to be allocated to the reserve account under ORS 100.175</li></ul>
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**6. Bylaws Requirements**

**HB 2665** Amending ORS 100.415. Section 30 of HB 2665.

	<ul style="list-style-type: none"><li>• Bylaws must include the responsibility for payment of the amount of the deductible in an association’s insurance policy, or state that the responsibility for payment and the amount of the deductible may be prescribed by resolution adopted by the board of directors.</li></ul>
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**7. New Definitions (may be in bylaws or used in bylaws)**

**HB 2666** Amending ORS 100.005 Section 5 of HB 2666.

	<ul style="list-style-type: none"><li>• Definition for “general common element” 100.105(b) The foundations, columns, girders, beams, supports, bearing and shear walls, <b>windows, except glazing and screening, unit access doors, except glazing and screening</b>, roofs, halls, corridors, lobbies, stairs, fire escapes, entrances and exits of a building;</li></ul>
	<ul style="list-style-type: none"><li>• <u>New language.</u> Definition for “mortgagee”: 100.005 (19) <b>“Mortgagee” means any person who is:</b> <b>(a) A mortgagee under a mortgage;</b> <b>(b) A beneficiary under a trust deed; or</b> <b>(c) The vendor under a land sale contract.</b></li></ul>

**8. “ Dwelling Unit” and “Tenant”** HB 2666 New language. Section 10 of HB 2666.

	<ul style="list-style-type: none"> <li>• New language in Chapter 100: <b>As used in ORS 100.305 to 100.320, “dwelling unit” and “tenant” have the meanings given those terms in ORS 90.100.</b></li> </ul>
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**9. Association of Condominium with more than 4 units must be incorporated**

HB 2666 Amending ORS 100.405 Section 11 of HB 2666.

	<ul style="list-style-type: none"> <li>• <i>Note: Condominium filers must provide documents showing that the association has been incorporated before the Agency will approve a final declaration and bylaws.</i></li> </ul>
	<ul style="list-style-type: none"> <li>• The association of a condominium created on or after the effective date of this 2007 Act shall be organized as a corporation for profit or nonprofit corporation or, <b>if the condominium consists of not more than four units, excluding units used for parking, storage or other use ancillary to a unit</b>, as an unincorporated association. If the association is incorporated, the name of the association shall include the complete name of the condominium</li> </ul>

**10. Approval of Association leases, easements etc.** HB 2666 Amending ORS 100.405

Section 11 of HB 2666.

	<p>New language in 100.405(6)(a)(A): Except as provided in subparagraph (B) of this paragraph, the granting of a lease, easement, right of way, license or other similar interest pursuant to subsection (5) of this section shall be first approved by at least 75 percent of owners. <b>Unit owner approval may be solicited by any means the board of directors determines is reasonable and need not be at a meeting of the association.</b></p>
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**11. Must record a bylaws amendment within 2 years of approval.**

HB 2666 Amending ORS 100.410 Section 13 of HB 2666.

	<ul style="list-style-type: none"> <li>• <i>Note: Please include the following language on declaration amendments:</i>  <b>The foregoing Bylaws Amendment is approved pursuant to ORS 100.410 this ___ day of _____ 20___ and in accordance with ORS 100.410 (6), this approval shall automatically expire if this Amendment is not recorded within two (2) years from this date.</b></li> </ul> <p style="text-align: right;">Oregon Real Estate Commissioner BY _____</p>
	<ul style="list-style-type: none"> <li>• New language in 100.410(6)(c):  <b>If the amended bylaw approved by the commissioner under this subsection is not recorded as required in subsection (3) of this section within two years from the date of approval by the commissioner, the approval automatically expires and the amended bylaw must be resubmitted for approval as provided in this section. The commissioner’s approval shall set forth the date on which the approval expires.</b></li> </ul>

**12. Maintenance, Repair Replacement of Unit**

Amending ORS 100.535 Section 15 of HB 2666.

	<ul style="list-style-type: none"> <li>• New language in 100.535: <b>(7) Unless otherwise provided in the declaration or bylaws, a unit owner is responsible for the maintenance, repair and replacement of the unit.</b></li> </ul>
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### 13. Maintenance, Repair Replacement of Common Elements

HB 2666 Amending ORS 100.540 Section 16 of HB 2666.

- New language in 100.540: **(2) Unless otherwise provided in the declaration or bylaws:**
  - (a) The responsibility for maintenance, repair and replacement of the common elements is the responsibility of the association of unit owners; and**
  - (b) The cost of maintenance, repair and replacement is a common expense of the association.**

### New language for unit sales agreements:

#### HB 2762 Note: the language in bold is new language

93.040(2) In all owner's sale agreements and earnest money receipts, there shall be included in the body of the instrument the following statement:

“THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS THAT, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND THAT LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT **TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO VERIFY THE EXISTENCE OF FIRE PROTECTION FOR STRUCTURES AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.**”

\* \* \* \* \*

#### If the following provisions are in the Declaration or Bylaws, they must reflect the new statutes in HB 2665:

1. **Association Receivership.** New Language. Section 19 of HB 2665.
  - See Section 19 of HB 2665. Provisions for receivership if no quorum elected.
  
2. **Association Notice/Information to Unit Owners.** New Language. Section 20 of HB 2665.
  - See Section 20 of HB 2665. Electronic communication requirements.
  - This section permits the use of electronic communication. Bylaws may not be written to prohibit.
  
3. **Association Electronic Ballot.** New Language. Section 21 of HB 2665.
  - See Section 21 of HB 2665. Electronic ballot definition and requirements
  - This section permits the use of electronic communication. Bylaws may not be written to prohibit.
  
4. **Voting by Directors.** New Language. Section 22 of HB 2665.
  - See Section 22 of HB 2665. Presumption of director assent; votes must be recorded in minutes; no proxy or secret ballots; officers may be elected by secret ballot.
  
5. **Association Quorum requirements.** Amending ORS 100.408. Section 26 of HB 2665.

- See Section 26 of HB 2665 for quorum requirements
6. **Actions at Association Meetings.** Amending ORS 100.425. Section 27 of HB 2665.
    - Limits actions by written ballots. Establishes new provisions and procedures for written ballots
  7. **Voting Rights.** Amending ORS 100.427. Section 28 of HB 2665.
    - Provisions on voting rights or consent of a unit owner cast or given
  8. **Suit or Action by Association.** Amending ORS 100.470. Section 29 of HB 2665.
    - Eliminates language “unless otherwise provided in the declaration or bylaws.” Cannot provide alternative language in declaration or bylaws.
  9. **Association Insurance/ Deductibles.** Amending ORS 100.435. Section 31 of HB 2665.
    - New provisions on amount of deductibles in insurance policies
  10. **Voting/Granting consent.** Amending ORS 100.525. Section 32 of HB 2665.
    - (2) Unless otherwise provided in the declaration or bylaws:
      - (a) An executor, administrator, guardian or trustee may vote[, *in person or by proxy, at a meeting of the association*] **or grant consent** with respect to a unit owned or held in a fiduciary capacity, whether or not the [*same*] **specific right** has been transferred to the fiduciary, if the person satisfies the secretary that the person is the executor, administrator, guardian or trustee holding the unit in a fiduciary capacity.
  11. **Bylaws.** Amending ORS 100.410. Section 34 of HB 2665.
    - Changes statutory references based on amendments to Chapter 100.
  12. **Bylaws.** Amending ORS 100.640. Section 35 of HB 2665.
    - Changes statutory references based on amendments to Chapter 100.
  13. **Bylaws.** Amending ORS 100.655. Section 36 of HB 2665.
    - Changes statutory references based on amendments to Chapter 100.

**If the following provisions are in the Declaration or Bylaws, they must reflect the new statutes in HB 2666:**

1. **Compliance with requirements of federal or state entities that insure, guarantee or finance condominiums or condominium units (FHA, VA, FNMA etc.).** New language. Section 4 of HB 2666.
 

“(1) A declarant may amend the declaration or bylaws in order to comply with requirements of the Federal Housing Administration, the United States Department of Veterans Affairs, Rural Development or the Farm Service Agency of the United States Department of Agriculture, the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Loan Mortgage Corporation, any department, bureau, board, commission or agency of the United States or the State of Oregon or any corporation wholly owned, directly or indirectly, by the United States or the State of Oregon that insures, guarantees or provides financing for a condominium or units in a condominium.

(2) If the need to amend the declaration or the bylaws occurs after turnover to the association of unit owners has occurred, the amendment must be approved by the association in accordance with the approval provisions of the declaration or bylaws and this chapter.”
2. **Amendment to Statute. Section 12 of HB 2666:**

**Sec. 29.** Unless the declaration of a condominium recorded before [*the effective date of this 2003Act*] **July 14, 2003**, expressly limits or prohibits the authority of the association of unit owners to grant, execute, acknowledge[,] **and** deliver [*and record*] on behalf of the unit owners leases, easements, rights of way, licenses and other similar interests affecting the general common elements and consent to vacation of roadways within and adjacent to the condominium pursuant to ORS 100.405(6) in effect at the time the declaration was recorded, the amendments to ORS 100.405 (6) by section 28, **chapter 569, Oregon Laws 2003**, [*of this 2003 Act*] apply to **the authority of the association**

of unit owners of a condominium recorded before [*the effective date of this 2003 Act*] **July 14, 2003, except for the limitation or prohibition on the authority of the association under this section.**

3. **Amendments to ORS 100.115, ORS 100.275, ORS 100.550, and ORS 100.640. Sections 17, 18, 19 and 20 of HB 2666:**

- Changes statutory references based on amendments to Chapter 100.

## **New language for deeds:**

**Note: the language in bold is new language**

93.040. (1) The following statement shall be included in the body of an instrument transferring or contracting to transfer fee title to real property except for owner's sale agreements or earnest money receipts, or both, as provided in subsection (2) of this section:

“BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY **THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL,** TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.”

East Bay Business Times - June 9, 2008

<http://eastbay.bizjournals.com/eastbay/stories/2008/06/09/smallb2.html>



Friday, June 6, 2008

# The pros and cons of buying a commercial condo

East Bay Business Times - by [Larry Westland](#)

A business entrepreneur's ownership of his own office, retail or industrial condominium has up sides and down sides. I'll share both views, plus my own recommendation as a commercial real estate broker.

## The down side

An expanding or downsizing business demands flexibility in the size of its home. Leasing a property fits this scenario more than owning a commercial condo, where walls are fixed or bounded by other owners.

A building's operating system can affect a condo owner's day-to-day business. Mechanical, electrical or plumbing systems may be inefficient or unsuitable for a modern tenant, especially when a buyer relocates from a modern building to an older one.

Improvements to a condo unit are on the owner's "nickel." She doesn't have the luxury of negotiating with a landlord to make changes to an interior or relocate to a more suitable suite in the building. The condo owner must pay for the improvements herself as well as suffer through the disruption of either working in an office that's being refurbished or finding a temporary location.

Lastly, selling a business condominium can be difficult. This difficulty may be due to a worsening economy, a declining neighborhood or a very shallow buyer pool because of the size of the unit. Furthermore, a new owner may be challenged in obtaining financing.

## The up side

Most business owners purchase condos in their own name to have predictable occupancy costs and reap tax advantages. With a fixed or formula mortgage a business owner is able to forecast a stable "base rent" over a long period and thereafter deal with ever-rising costs of property taxes and utilities. No longer must his business be interrupted with the renegotiation of a lease every three to five years, or must he endure potential capriciousness of a landlord. He is his own landlord.

Beyond predictability, most entrepreneurs find it cheaper to own than to lease. The cost of her interest expense, utilities, interior improvements and property taxes are her deductions to keep - not her landlord's. Moreover, she can take advantage of depreciating the commercial condo over 39 years for tax purposes. There is, however, the added expense of ownership-association dues to help

maintain the larger property.

As with most business properties in the Bay Area, business condos can be expected to appreciate in value over time. When selling, an entrepreneur should therefore be able to realize an increase in the value of his asset instead of leaving behind a trail of rental payments.

Condo ownership has intangible benefits as well. There's an unmistakable sense of well-being in owning a business property - something that can be recognized in interacting with colleagues, customers or hiring employees. Owning a business property is unique - one sign of a successful entrepreneur.

### **The decision**

As I write this column in the midst of a national recession and the subprime-mortgage debacle, I continue to urge entrepreneurs to consider buying an office, retail or industrial condominium as their lease-expiration date nears.

Even though a typical business property loan now requires a 25 percent to 35 percent down payment, an owner-occupied facility can be purchased with only a 10 percent cash commitment via the U.S. Small Business Administration. Not only can qualified small-business owners borrow 90 percent of the cost of their property plus its improvements, they also can benefit from today's long-term loan rates near 6 percent.

Entrepreneurs should investigate the opportunity of owning a commercial condominium by seeking the counsel of their financial advisers to determine if this is the correct business decision; otherwise, hard-earned monies could be left behind in the long run.

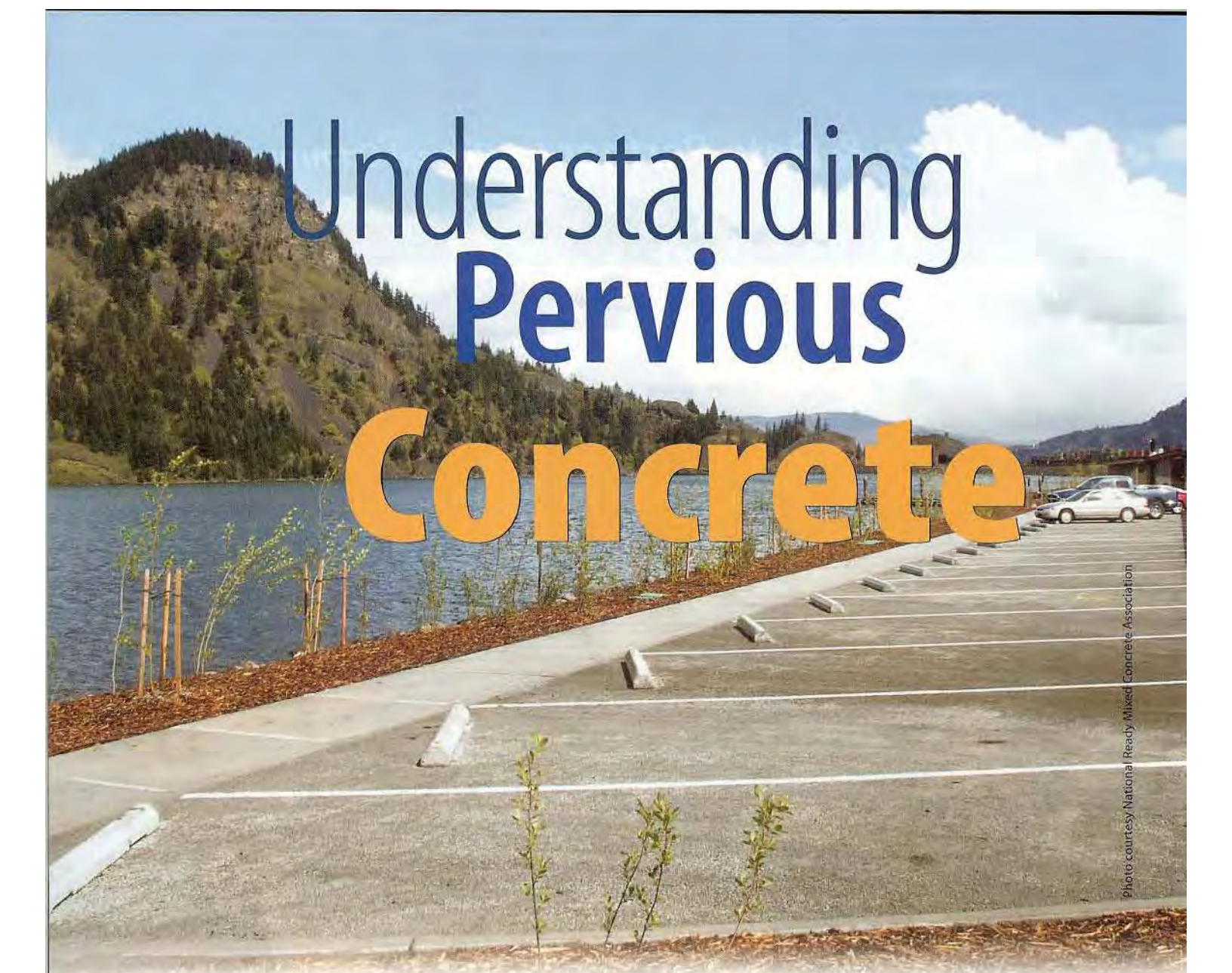


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*Port of Port Orford*  
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*Oregon, USA*



**Port of Port Orford**  
**Pervious Paving**  
**Guide**



# Understanding Pervious Concrete

Photo courtesy National Ready Mixed Concrete Association

by Dan Huffman

**W**hile pervious concrete pavement has been around for more than 20 years, it has only recently garnered much attention, due to increasingly stringent stormwater management guidelines that now position the product as a sustainable building material. Pervious concrete provides the potential for environmentally responsible site use and lowered construction costs in projects ranging from simple sidewalks, driveways, and patios, to major pedestrian plazas and full-blown multi-acre parking lots for national commercial big box builders.

Pervious concrete has been specified as pavement in Florida for more than 20 years, earning a fine record of durability and high performance. Still, the history of the material also known as 'no fines concrete' stretches even

further back abroad—substantial amounts were produced in Europe immediately following the Second World War, some still in service today.

Pervious concrete is a performance-engineered structural material using the usual constituents of conventional portland cement concrete, only with little or no sand in the mixture, allowing for a 15- to 30-percent air void factor. Taking advantage of the corresponding decreased density, the concrete is incredibly permeable while still able to provide a quality structural pavement. Instead of moisture (e.g. rain/snow melt) running off the surface horizontally, virtually all stormwater falling onto pervious concrete immediately drains directly down through the pavement to the subgrade, eliminating runoff while providing filtration and ground water recharge. A pervious concrete system can



*At the University of California, Berkeley's botanical gardens entryway, pervious concrete (the darker material) provides functional drainage and highly complementary architectural design with conventional concrete.*

Photo courtesy Concrete Promotion Council of Northern California.  
Photo © Rob Wallace.

be designed with an appropriate porous aggregate base layer to function as a stormwater storage basin that accommodates precipitation for a design storm event.

Pervious concrete is an open-cell material with an appearance sometimes described as that of a Rice Krispies® treat. Nevertheless, the product can be integrally colored, painted, or otherwise modified to be aesthetically in tune with the project environment in the same ways as conventional concrete. It can even be made acceptably smooth for good shopping cart mobility by the means of rapidly advancing placing techniques, equipment, and concrete mix design technology while still maintaining a non-slip surface for *Americans with Disabilities Act (ADA)*-compliance.

#### Site optimization and cost control

Federal guidelines supporting the *Clean Water Act* have increasingly stimulated facility owners to consider pervious concrete, especially as it relates to commercial and light industrial construction. U.S. Environmental Protection Agency (EPA) Phase II regulations require owners of newly developed (or redeveloped) sites of 0.4 ha (1 acre) or more to have an on-site management system for treating all stormwater before it leaves for conveyance by the respective local agency. To do this, owners frequently find themselves dedicating 10 to 20 percent of the overall site to non-revenue-generating detention/retention ponds, swales, or other surface treatment devices. Their other option usually involves specifying potentially expensive underground

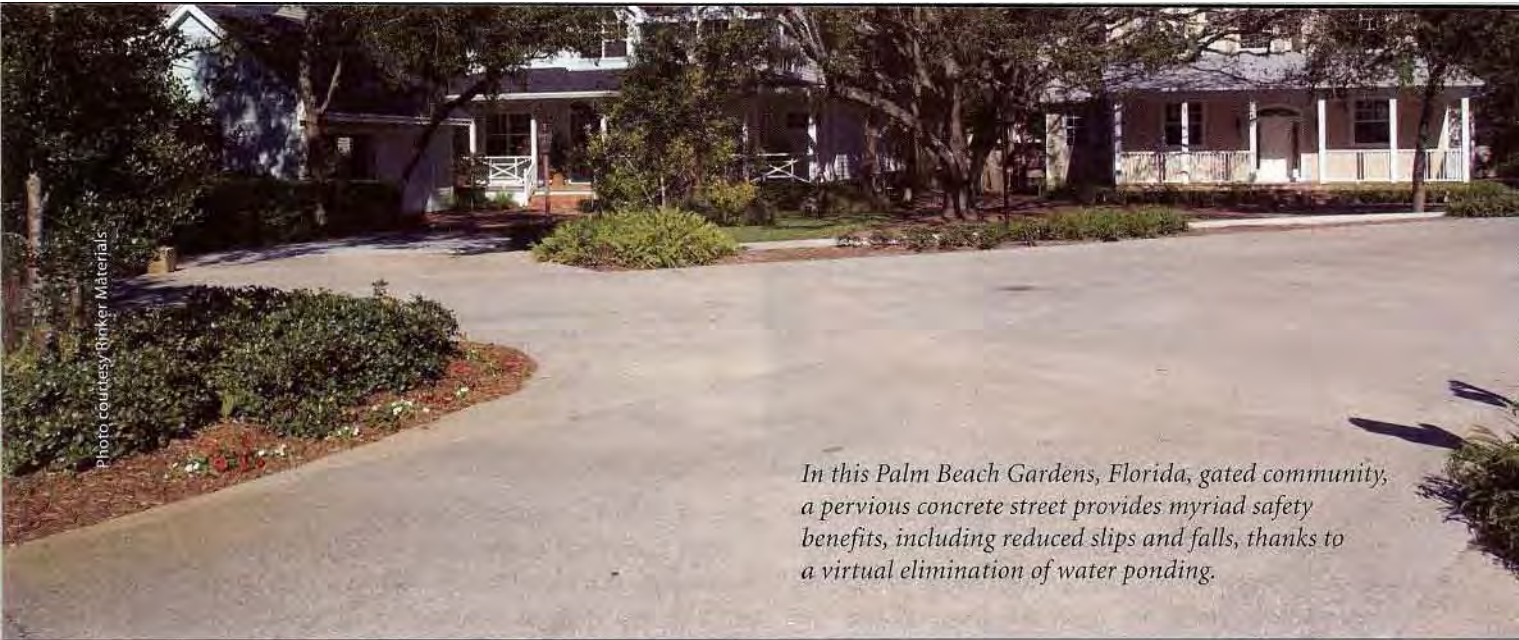


Photo courtesy: Bunker Materials

*In this Palm Beach Gardens, Florida, gated community, a pervious concrete street provides myriad safety benefits, including reduced slips and falls, thanks to a virtual elimination of water ponding.*

treatment systems—for big box builders, these can cost in the millions per project.

As opposed to such heavy investment in space and/or stormwater treatment devices, by employing infiltration technology acceptable to EPA, pervious concrete pavement can be used as both a parking facility and the stormwater treatment system itself. Pervious concrete eliminates the runoff on the parking lot surfaces or other paved areas where it might be applied (e.g. sidewalks, plazas) and, via its filtering action, significantly improves the quality of the water passing through. Its use is a recommended Best Management Practice (BMP) of the EPA for first-flush pollution mitigation within the realm of stormwater management.<sup>1</sup>

In early 2005, the designers of a light industrial facility project for a wood structural building component manufacturer in Westminster, Maryland, had an approximately 5-ha (12-acre) site, which included a 3.2-ha (8-acre) parking lot. Through the specification of pervious concrete for the entire lot, the 0.6-ha (1.5-acre) retention pond and underground drainage system were eliminated from the original design plans (which called for an asphalt parking lot), allowing the team to recover about 13 percent of the site. This move saved \$400,000 in underground drainage construction costs alone.

In the public sector, agencies devote huge financial resources to stormwater conveyance—where treatment is actually part of an agency’s wastewater system, such facilities can be massive and extremely expensive. Additionally, a great deal of public inconvenience and traffic control problems can result from streets and roads torn up as ever-increasing storm sewers and drains (due to the large volume of runoff) are being deployed because of new development (or existing ones are in need of repair or replacement). As such, some government agencies have implemented stormwater impact fees on all impervious

outdoor areas. Limiting the volume of stormwater runoff takes pressure off existing infrastructure, thereby saving taxpayer dollars and improving overall water quality.

### Environmental considerations

The greatest concern about stormwater runoff from existing hardscape and continuing development relates to the amount of inadequately treated pollutants (mostly hydrocarbons) runoff carries with it into waterways, lakes, and oceans. Impervious parking lots, roadways, and rooftops cause more stormwater runoff and pollutant loads than any other type of land use.<sup>2</sup>

Not only are there concerns about the obvious chemical pollutants (often including the carcinogen, polycyclic aromatic hydrocarbon [PAH]) reaching the human food chain, but runoff has also been deemed a major contributor to thermal pollution caused by the effects of dark, impervious surfaces such as streets and roofs. According to EPA, runoff increases the ambient temperature of the stormwater such that it negatively affects the existence of vegetation, fish, and other aquatic life.<sup>3</sup>

The U.S. Green Building Council’s Leadership in Energy and Environmental Design® (LEED®) rating system gives credit to the effective use of pervious concrete in Sustainable Sites (SS) Credit 6, *Stormwater Management*. Due to its potential to be used for slope protection, pervious concrete pavement could also have positive implications for SS Prerequisite 1, *Erosion and Sedimentation Control*. Other environmentally responsible implications associated with the use of pervious concrete pavement are explored below.

### Water filtration

As previously stated, a major positive attribute of pervious concrete paving is its exceptionally high porosity. When the material is designed with typical thicknesses and mix design constituents (as explored later in this article), and supported

with an appropriate base design such that nothing beneath impedes the moisture's passage, its permeability rate exceeds the needs of almost all natural events. With its void factor, pervious concrete handles moisture in excess of 5080 mm (200 in.) of water hourly per 0.09 m<sup>2</sup> (1 sf)—this translates to 11.4 to 19 L (3 to 5 gal) a minute.

When rain or snow lands on pervious concrete, the moisture goes directly through the pavement and into the ground in much the same way it would if there was no hardscape in the first place.

In addition to improving the overall water quality by reducing the amount of the pollutant-carrying runoff, pervious concrete significantly improves the quality of the water that passes through it via the reduction of the negative effects of hydrocarbon-based materials (*e.g.* grease, oil) the first flush of stormwater would otherwise carry away. On a parking lot, there is a large surface area that comprises a matrix of small coarse aggregate by which the pervious concrete captures and aerobically degrades the hydrocarbon residue passing through while the pollutants are further converted by the attached microbial growth. The sun also boils off volatile components within the matrix of the open-celled concrete, and the remaining carbon is then absorbed by the native soil where it is digested by plants, fungi, or microbes.

Trees almost always flourish in the presence of pervious concrete. The natural infiltration process allows both moisture and oxygen to reach the roots of trees in a way usually limited by conventional

pavements. (This kind of infiltration can be particularly useful in the dry Western United States, where there is a strong desire to better use what little moisture falls to the earth.) After water passes through this pavement, it can even be harvested for various uses including agriculture.

#### *Heat reflectivity and cold-weather advantages*

Other benefits of using pervious concrete are similar to the general environmental benefits of its conventional



*Pedestrian safety at Portland's Oregon Zoo is increased with pervious concrete walkways providing a non-slip surface in all weather conditions without supplemental drainage.*

counterpart. With plain gray portland cement as its aggregate binder, concrete has a significant reflectivity advantage over asphaltic products, which are usually very dark in color. Concrete has much higher albedo, which contributes to its ability to earn points within LEED relative to heat island mitigation (SS Credit 7, *Heat Island Effect*). It also offers the potential for lowering the number of light poles in various night illumination environments, saving both money and energy. In addition to its reflectance benefits, pervious concrete's high void factor and lower density means it absorbs less solar heat and cools more rapidly in hot environments.

In cold weather, anecdotal evidence suggests both snow and ice more rapidly leave the surface of pervious concrete than traditional pavements because the moisture has pathways to drain down immediately upon melting. Additionally, since there is no ponding of moisture, there is not the same propensity for re-freezing as with conventional pavements.

In some parts of the country, the dynamics of dealing with traditional non-porous pavement are increasingly costly for owners as taxes and levies are applied in an attempt to limit impervious surfaces. As communities seek the means of compliance with the EPA Phase II stormwater regulations, mandatory applications of pervious surface solutions should be expected to increase.

#### Location concerns

Design considerations for pervious concrete immediately focus on the qualities of the native soil over which it is to be placed. For every sizable or otherwise important project, a



*Vibratory screeds are frequently used in the placement of pervious concrete, such as in this Denver, Colorado, Safeway supermarket project.*

geotechnical evaluation is highly recommended. Where expansive soils are known to exist, strategies should be approached with extreme caution. Nevertheless, the vast majority of potential sites in the United States and Canada should be good environments for the effective use of pervious concrete. In areas of high clay content, should the percolation rate be suitable for septic tank systems, it also should be acceptable for pervious concrete.

The design of the aggregate base, an area sometimes also referred to as the 'recharge bed,' is very critical to pervious concrete performance and durability. Directly beneath the slab, this section ensures moisture flows unimpeded through the pavement. It stores the water and allows it to percolate over time into the subgrade. (When necessity dictates, it could also be engineered to move water laterally and dispensed otherwise.) However, in Florida, where the percolation rate of the sandy native soil is quite high, pervious concrete placement directly atop the soil is very common—and supported by more than 20 years of performance. In all cases, the percolation of the soils combined with infiltration rate dynamics is critical, especially in areas where freeze-thaw durability is a concern.

The factors determining the design thickness of pervious concrete include its desired hydraulic (e.g. permeability and voids content) and mechanical properties (e.g. strength and stiffness). The material needs to complement the site-specific stormwater management strategy, the intended traffic loads, and other considerations, such as the amount of rainfall, pavement characteristics, underlying soil properties, tolerable intensity of surface runoff, and rate of infiltration.

Typically, retail-focused parking lots are designed with 152-mm (6-in.) sections of pervious concrete, as opposed to the 102 mm (4 in.) thicknesses most commonly used for conventional concrete lots. Due to pervious concrete's decreased density (resulting from its high air void factor), the simple design mechanism of increasing the slab thickness by 50 percent (conventional to pervious) has proven highly successful in practice. On a national basis, 152 mm of pervious concrete on 152- to 203-mm (6- to 8-in.) aggregate base is the most commonly used equation for parking lots.

With pervious concrete, the use of a flat-grade design otherwise following the contour of the land is all that is necessary—since there is no runoff, there is no reason to grade it.<sup>4</sup> Successful placements have taken place in California on as much as a 16-percent grade, but in such cases, concerns about the performance of the recharge bed have to be taken into consideration. One of the characteristics of most high-quality pervious concrete is that the material is made with extremely low water-to-cement (W/C) ratios (typically 0.25 to 0.35). Due to the very low W/C ratio and the way the aggregate interlock takes place, the shrinkage of pervious concrete is so greatly reduced that jointing intervals of every 6 m (20 ft) are common in many parts of the country. (In California, a substantial amount has even been placed with joint spacing greatly exceeding 6 m.)

#### Material considerations

In cold-weather climates subject to freeze-thaw cycling, cement paste in pervious concrete should be treated with air-entraining admixtures as is the case for the material's

conventional counterpart. While its 15- to 30-percent air void factor also allows for expansion of frozen moisture, it is still critical to the integrity of the slab that it should not be totally saturated under freeze-thaw conditions. Whether durability issues come into play, typical thicknesses for the granular base are 150 to 300 mm (6 to 12 in.) with a material such as #57 stone (with a 40-percent void factor). A complementary and adequate aggregate base design is perhaps the most critical element in pervious concrete's freeze-thaw durability after its ability to transfer moisture through the concrete's own expected porosity.

Pervious concrete mix designs vary broadly around the country. In most regions, rich cementitious mixes using 272 kg (600 lb) of cement and more per cubic yard are frequent. Smaller coarse aggregate sizes such as 9.5-mm (0.4-in.) rounded pea gravel are most common, but crushed materials and larger dimensions are sometimes also used.<sup>5</sup> Contrary to traditional concrete (where larger sizes and angular-shaped aggregate materials frequently provide the best performance) smaller aggregate and rounded shapes appear to not only provide the best porosity for pervious concrete, but also better strength, smoothness, and appearance characteristics.

In addition to conventional concrete admixtures, some of the hydration-stabilizing and viscosity-modifying admixtures increasingly used in conventional concreting can be selectively employed in pervious concrete, along with the same integral coloring, various fibers, and supplementary cementitious materials (SCMs), such as fly ash and slag.

As of this writing, most of the quality pervious concrete in the country is being placed at, or less than, a 13-mm (0.5-in.)

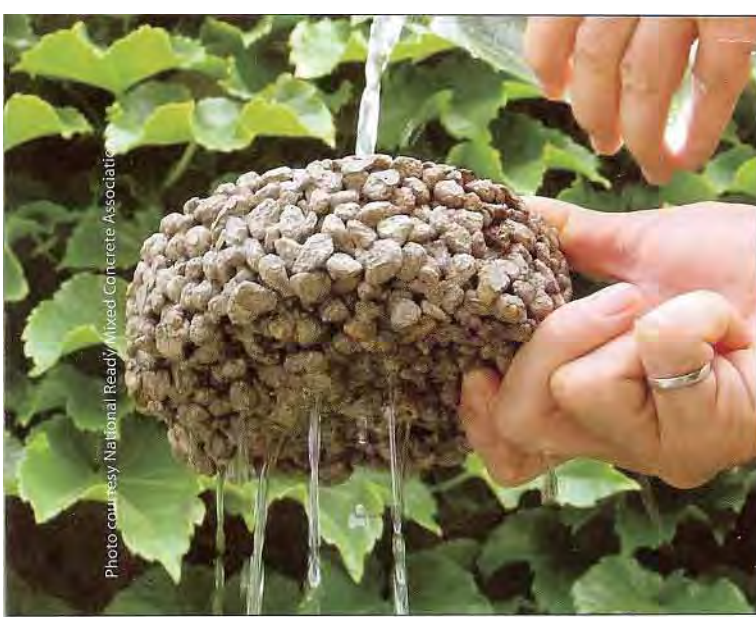


Photo courtesy National Ready Mixed Concrete Association

*By allowing moisture to filter through into groundwater, the Rice Krispie-like structure of pervious concrete helps reduce the environmental problems of stormwater runoff.*

slump due to the extremely low W/C ratios required for acceptable strength, porosity, and durability. With the progress in admixture technology increasingly focused on pervious concrete, the ability to increase the slump (a measure of the concrete consistency, which affects placeability) is likely in the near future.

**Practical use**

Parking lot construction is usually accomplished with ‘strip placements.’ After proper compaction of the native soil, a geotextile fabric is usually placed to protect against fines migrating up into the aggregate base. The aggregate base (recharge bed) is placed and compacted and then the ready-

mixed concrete is placed, spread and leveled with various types of vibratory screeds or friction tubes. This is followed by some form of surface rolling process designed to compact approximately the top 13 mm (0.5 in.) of the surface, adding increased consolidation and satisfactory smoothness.<sup>6</sup>

Very soon after pervious concrete is placed, the joints should be cut—most often, these are tooled joints cut with a modified rolling device within minutes behind the final rolling process. The method of curing pervious concrete is a seven-day wet cure, and attention to this process cannot be over-emphasized. When this type of porous, extremely low-W/C-ratio concrete does not get proper curing, its performance rapidly deteriorates under normal use.

As a generalization, the amount of labor devoted to properly placing pervious concrete can actually be less than that of its conventional counterpart. However, the contractor’s judgment and adherence to the basics of good concreting (along with an awareness of the particular mixture’s appropriate water content as placed that comes only with experience) is more critical to the success of pervious concrete placement and in-service performance than is the case of more conventional products.

In response to the need for a larger group of quality contractors to meet the rapidly expanding demand, the National Ready Mixed Concrete Association (NRMCA) has begun rolling out a national pervious concrete contractor certification program. The initiative aims to train, test, and certify qualified installers and other individuals wanting to better understand the technology.

## Additional Information

**Author**

Dan Huffman is the Portland, Oregon-based national resource director for the National Ready Mixed Concrete Association (NRMCA). He has almost 30 years of concrete materials experience and is a voting member of

the American Concrete Institute’s (ACI’s) Board Advisory Committee on Sustainable Development (AC-SD) and the ACI 522 technical committee on pervious concrete. Huffman can be contacted via e-mail at [dhuffman@nrmca.org](mailto:dhuffman@nrmca.org).

**MasterFormat No.**

- 03 05 00–Common Work Results for Concrete
- 32 12 00–Flexible Paving
- 32 14 00–Unit Paving

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- G2010–Roadways
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- G2030–Pedestrian Paving

**Key words**

- Divisions 03, 32
- Heat island effect
- Pervious concrete
- Stormwater management

**Abstract**

Increasingly stringent stormwater management guidelines are increasing applications for pervious concrete, which provides the potential for environmentally responsible site use and lowered construction costs in projects ranging

from sidewalks to multi-acre parking lots. A performance-engineered structural material, it allows virtually all stormwater to immediately drain down through the pavement to the subgrade, eliminating runoff while providing filtration and ground water recharge.

The program is being sponsored on both the state and local levels by the respective state ready-mixed concrete associations, American Concrete Institute (ACI) chapters, and some contractor organizations.

#### Acknowledgements

This author thanks the following people for help with drafting this article: Colin Lobo, Ph.D., PE, Matt Offenbergh, PE, and Frank Cavaliere. ♥

#### Notes

<sup>1</sup> About 90 percent of pollutants—mostly hydrocarbons contributed by grease and oil by motor vehicles—on parking areas get carried away by runoff during the first 38 mm (1.5 in.) of any rain event, described by stormwater experts as the ‘first flush.’ First-flush pollution mitigation is one of pervious concrete’s most pronounced benefits. For more information, visit [www.stormwatercenter.net](http://www.stormwatercenter.net).

<sup>2</sup> Visit [www.nrcd.org/water/pollution/storm/execsum.asp](http://www.nrcd.org/water/pollution/storm/execsum.asp).

<sup>3</sup> See EPA 841-F-03-003, *Protecting Water Quality from Urban Runoff*.

<sup>4</sup> When pervious concrete is properly designed and placed, its performance capability far exceeds normal maximums—it handles in excess of 5080 mm (200 in.) of hourly rain per 0.09 m<sup>2</sup> (1 sf). In many cases, runoff from roofs and other hardscapes can be designed to flow onto pervious concrete sections. However, adjacent vegetative/soil areas can be problematic as they could release organics and other particulate matter contributing to clogging.

<sup>5</sup> “3/8” is exact U.S. designation per sieves.

<sup>6</sup> Ride-on slip-form pavers are beginning to appear as projects are increasing in size, but the vast majority of work is still done with the screeds and rollers described.



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**Port of Port Orford  
Supporting Memo  
April 29, 2009**

On April 24, 2009, the author met with members of the Port of Port Orford Board and Port Manager to take comments on the draft Facility Master Plan documents and to discuss recent developments affecting those plans. Using community and Board input, we have produced a detailed Facility Master Plan that describes in detail what is needed going forward.

In a new development, the Port is being considered for and urged to accept a large American Recovery and Reinvestment Act grant, up to \$7 million, by state officials.

According to the Board the question is:

**‘What is wrong with accepting millions in grant funding for new assets?’**

Respectfully, this is a specious question. It is simultaneously logical and blatantly fallacious. What is needed now is a healthy dose of skepticism. The real questions before the Board must be:

**1. Are we, as Port Board Members, exercising ‘due diligence’?**

Acceptance of the grant funding must be subject to the Board exercising its due diligence and full fiduciary responsibility. The Port is and will remain financially fragile. Annually it falls short of breakeven financial performance by \$325,000. The Port is consuming assets to pay for operations. This is not sustainable.

The opportunity before the Port will only make the current situation worse. The state is proposing that the Port build assets that will produce no new net revenue. A major new tenant, Port Orford Ocean Resource Team (POORT), will pay no rent for at least seven years. Two additional tenants, Norcal and Griff’s Restaurant, will pay rent that equates to less than one-third of the revenue necessary to offset the liability of asset depreciation alone. This is reminiscent of the defunct Brookings Harbor Cold Storage facility.

The Port operates on a shoestring budget today. Moreover, the new assets will require the Port to pay much larger out-of-pocket expenses for insurance, utilities, common area maintenance, and general and administrative expenses—for which it will have no new discretionary funds.

This grant concept requires a complete business case and detailed financial analysis which has not been started. So far, basic information to perform this analysis has not been provided. The Port has not seen the state-prepared grant application. Until the business case and financial analysis is completed, the Port should not act.

**2. How can we create new revenue with new assets that sustain our port?**

The recently completed and soon to be approved Facility Master Plan was developed with complete Board participation and it details what is needed in terms of new net revenue producing assets. The current opportunity clearly does not meet the planned criteria.

The Port needs to add new commercial retail space, provide a fishery showcase, and add an RV Park. Today, the US economy is in severe recession. Commercial retail lending is currently non-existent. Public discretionary spending is at a three decade low. Nationwide commercial activity is retrenching. Building assets on speculation is not sustainable for the Port.

A larger, seven-year-long, Port revenue hole created by this new asset with no sustaining revenue cannot be offset in any future economic recovery.

### **3. Is this new \$1 million asset's proposed revenue sustainable?**

The proposed new development will produce no new net revenue for the Port. However, it will increase 'real' out-of-pocket Port expenses. This is financially irresponsible and not sustainable.

Even with the 'promise' that POORT may be able to pay rent after a seven year hiatus; there is no guarantee that will happen. After all, the current \$325,000 annual financial shortfall created by the commercial fishermen has been known for five years and very little has been done to close that gap.

There is also no guarantee that the rents paid by Norcal and Griff's can or will be raised over time to cover the Port's actual cost.

### **4. Does this new asset add economic development for our shareholders?**

Except for the one-time benefit during construction, the proposed new asset will produce little or no new economic activity.

POORT may add some undergraduate research students. These students live on small stipends and will have no significant economic impact on the local community. Providing them with a 'free' Port supplied dormitory will do even less for the local economy.

Norcal will remain at their current levels of business. There is some speculation that another buyer processor may be recruited to Port Orford. This will not significantly add to the Port revenue picture. It will simply divide the existing fishery pie.

Griff's restaurant may do incrementally more business. However, measured in the number of their new employees and their increased buying of supplies, the economic impact will be very small.

### **5. Does this new asset diversify our business portfolio?**

The Port could close due to lack of maintenance dredging. The Port is at risk of losing all of its current earned revenue.

Maintenance dredging funds are spotty, unpredictable, and likely to get more difficult to obtain in coming years. As shallow draft ports are learning, dredging is not a right. Accretion of sand at the High Dock is a serious and increasing problem. The solution for repairing and modifying the High Dock Jetty has not been fully developed, vetted, or funded.

Even when solutions to silting and maintenance are found and implemented, revenue from the fishery is predictably going to decline through micromanagement and added regulation.

The Port needs to develop new diversified sources of revenue. The proposed asset development does not diversify the Ports business portfolio—it simply moves the deck chairs around.

## 6. Are we able to manage the implementation of new assets?

Respectfully, the Port does not currently possess the human, technical, or financial resources to properly manage a major capital asset program. It is unlikely that any of the proposed grant funding can be used to pay for the necessary resources to manage a major capital asset program such as this.

Until a solution to this dilemma can be found, possibly with state assistance, the Board must not act favorably on this grant.

## 7. \$1 Million in Assets Charted

The chart on the following page provides basic financial information for each \$1 million in developed assets.

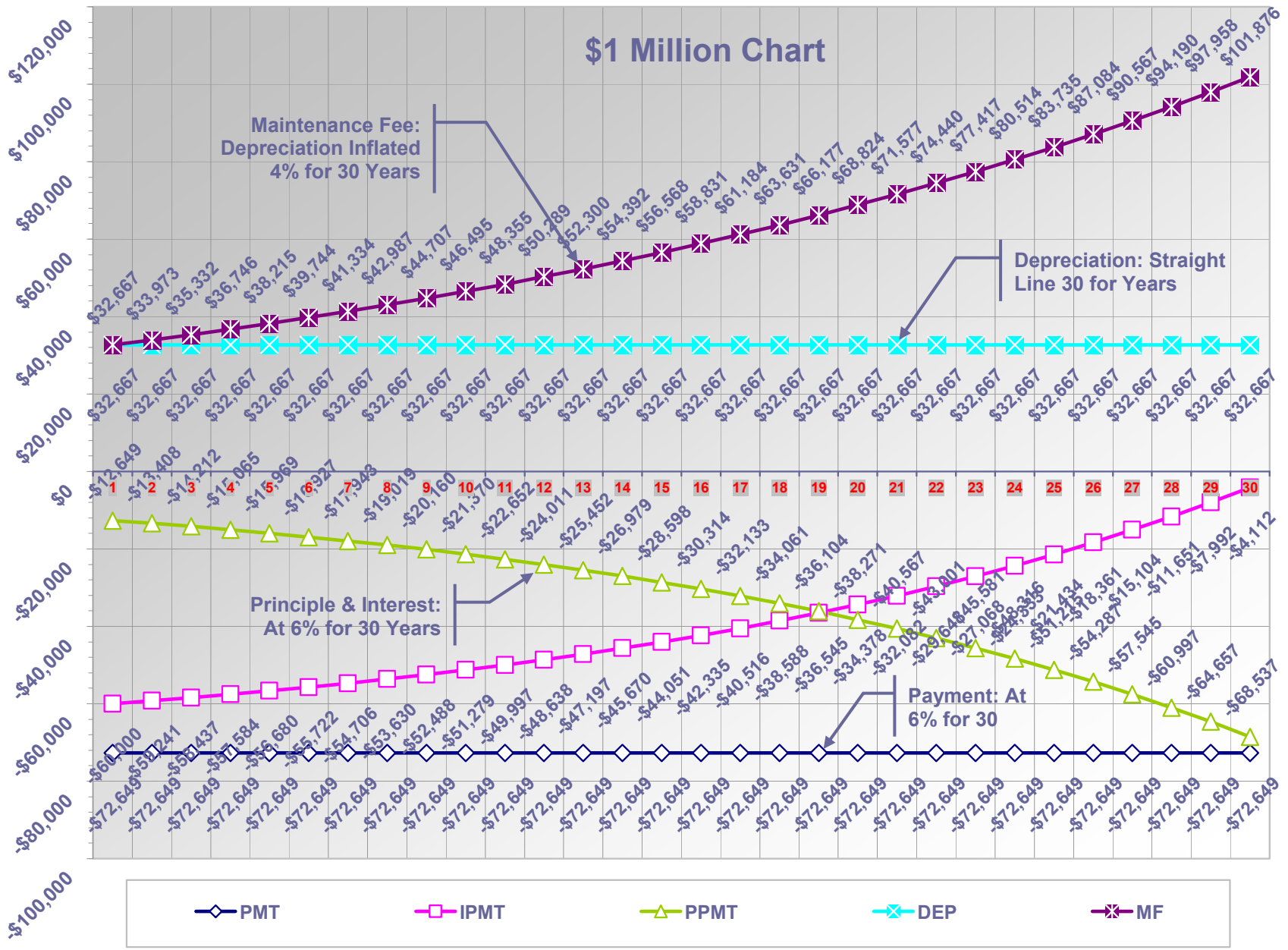
- If the Port accepts more than \$1 million it will be necessary to multiply the amounts in the chart by that amount—\$3.5 million means you must multiply the amount by 3.5. Seven million means multiply the values by 7.
- ‘PMT’ is the total Payment that would be needed for each \$1 million if borrowed at 6 percent interest rate.
- ‘IPMT’ and ‘PPMT’ are the Interest and Principle payments that comprise the total Payment for a 30-year loan.
- ‘DEP’ is the straight line depreciation amount for a 30 year asset.
- ‘MF’ is the Maintenance Fee amount which results from inflating Depreciation by 4 percent annually for 30 periods.
- Since whatever rent the Port receives in the proposed grant scheme will immediately be paid out in new operating costs, there will be no opportunity for the Port to deposit the money in a bank and earn interest on these payments so that they could be used for future capital maintenance—hence the concept of inflating Depreciation to arrive at ‘MF’ Maintenance Fee. While money supply is reined in the years ahead, inflation will more than likely be high.

## 8. Recommendation

Clearly the Port is able to do as it pleases—while applying its best reasoning, common sense, priority setting, and due diligence.

However, the author does not support or recommend Port acceptance of the grant as currently configured. As proposed, the grant risks serious long-term financial harm, provides no financial gain or diversification, and adds no significant economic impact—and is contrary to the Port’s mission and goals.

The information provided in ‘7’ above and the following chart was requested specifically by the Port. The author does not endorse the principle of its application.





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