



CITY OF CANNON BEACH

**CITY HALL / POLICE
STATION FACILITY
REPORT**

**Volume One
SUMMARY**

Updated 10.10.2019

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TABLE OF CONTENTS

VOLUME ONE

INTRODUCTION	1.4
EXECUTIVE SUMMARY	1.5
PROJECT COST COMPARISON CHART	1.6
PROGRAM DEVELOPMENT	1.8 - 1.11
SITE OPTIONS	1.12 - 1.33
COST SUMMARY / FINANCES	1.34 - 1.44

VOLUME TWO

PROGRAM	2.1 - 2.3
ROOM DATA SHEETS & ROOM DIAGRAMS	2.4 - 2.107

VOLUME THREE

COST ESTIMATES

- Cannon Beach City Hall Study Concept Rev1 12-11-18 From Rider Levett Bucknall
- Cannon Beach City Hall Study RV Park Concept 04-19-19 From Rider Levett Bucknall
- Cannon Beach City Hall Study RV Park 1story Concept Rev1 05-14-19 From Rider Levett Bucknall
- Email RE: South Wind foundation costs 12-28-18 From Catena Engineers
- Email RE: City Hall updated site cost 05-14-19 From Rider Levett Bucknall

GEOTECHNICAL INVESTIGATION From GRI

STRUCTURAL ANALYSIS From Catena Engineers

TRAFFIC MEMO From Kittleson & Associates

CIVIL ENGINEERING MEMO From Westlake Consultants, Inc.

UTILITY PLAN - GOWER STREET SITE From Westlake Consultants, Inc.

UTILITY PLAN - SOUTH WIND SITE Option A From Westlake Consultants, Inc.

UTILITY PLAN - SOUTH WIND SITE Option B From Westlake Consultants, Inc.

INTRODUCTION

The building in which the current City Hall/Police Station is located was built around 1948. It has been maintained as City Hall for over 40 years. The building was originally constructed to support operations in the local lumber industry. The facility has many challenges including uneven floors due to settling (sawdust was mixed with dirt to support the slab), walls constructed from hollow block (which are very poor at withstanding seismic events), past renovations that seem to have occurred without the expected level of engineering and inadequate (or non-existent) air circulation in occupied areas.

For several years people have talked about building a new City Hall/Police Station facility that would be of adequate size, be constructed in a manner that would improve survivability so that emergency operations could be supported immediately after a disaster, and would meet all code requirements for an Emergency Operations facility as well as being better suited to support and enhance community events.

In March of 2018, the City commissioned a local Architectural firm to put together a team to analyze the feasibility of renovating the current City Hall/Police Station. This was their conclusion:

“It is the opinion of Tolovana Architects and our consultants that the useful life of the current City Hall building has been realized. Since it was constructed for the storage and sale of building materials, the construction techniques employed were not meant for a higher occupant load or increased structural capacities of a public building. When considering the many phases of expansion over its history, the building is simply not able to be remodeled in an economic manner as compared to constructing a new facility.”

In August of 2018, the City Council directed staff to initiate the process to determine the necessary elements and estimated costs for a modern City Hall/Police Station in Cannon Beach. The City hired the Portland firm, SRG Partnership, to put together a team for the initial studies of a new facility.

The product of the project team is this City Hall/Police Station Facility Report that defines all work spaces in terms of size, unique characteristics and adjacency requirements, advanced study of the foundation considerations, project budget including the building cost per square foot, and the allowance for site work.

This study shows that the costs of a new City Hall/Police Station is higher than many people would suspect. The reason is that the two of the building sites available have significant foundation challenges. In addition the facility proposed to be built needs to meet the requirements of a risk category 4 building. Typical commercial buildings are a risk category 2 and are constructed to enable occupants to safely evacuate a building in the event of an earthquake. However, the structure is not expected to be habitable after the seismic event. Risk category 4 are buildings that are designated as essential facilities and are designed to withstand an earthquake and to continue to be used for their intended purpose immediately or shortly after the seismic event.

The following report should help the reader understand these considerations as the decision process for a new City Hall/Police Station progresses.

EXECUTIVE SUMMARY

The initial purpose of this study was to determine the costs to develop a new City Hall / Police Station on two different sites in order to provide the project cost information needed for development of a referral which asks voters to approve general obligation bonds to build the facility. Later an additional site, the RV Park site, was analyzed and an additional scheme was developed on the Gower Street Site (Gower Street Option C - East).

The first step in the process was to develop a program for the new facility. In order to determine the size and quantity of spaces needed, the design team interviewed existing facility staff and users and surveyed the existing building. This information was applied against accepted space standards which resulted in a projection of the overall space requirements for each department. Growth varied from a modest increase of 23 sq. ft. in the Executive Department to more than 1500 sq. ft. for the Police Department.

After developing a conceptual space adjacency diagram, which illustrates the important relationships between the various spaces, all sites were evaluated and options for where to place the building on each site were tested.

Criteria for development of the Gower Street Site included the need to maintain as much parking as possible for the City Hall / Police Station site in the redevelopment and the need for the current facility to remain operational during construction.

For the South Wind site, consideration for future site amenities, including a school, an emergency preparedness center and additional residential development was given when developing the potential site location for the center. South Wind Option A includes only the costs for the utility infrastructure needed for the City Hall / Police, while Site Option B includes the costs for utility infrastructure sized to include the future school, emergency preparedness center and / or residential development. The costs for developing those facilities and associated parking for the future buildings is not included in this project cost. The costs for widening Highway 101 per ODOT requirements to allow for proper ingress and egress from the site are also included, as are the costs for development a roadway from Highway 101 to the existing gravel road in order to allow the Police to have a second way out of the site in case of emergency. A geotechnical investigation was completed to determine the foundation and site measures needed to mitigate the site's known landslide risk.

Subsequent to the initial analysis, a third site (the RV Park) was discussed as a potential location for evaluation. For the RV Park site, consideration was given to minimize the changes to the RV park itself, maintaining a separate identity for the RV Park operation that is distinct from the City Hall, and building on the highest ground which is located in the Northwest corner of the site.

In total, 8 different configurations were studied on the three sites.

PROJECT COST COMPARISON CHART

Costs were originally escalated to a construction start time of Q3 of 2020. The numbers in the right columns include additional escalation to Q3 of 2021.

Option	Direct Construction	Soft Costs	Other Costs	Project Cost	Escalation	Direct Constructuion	Soft Costs	Other Costs	Project Cost
		Escalated to Q3 2020					Escalated to Q3 2021		
Gower Street Option A ~ one- story building ~ non-tsunami Resistant Foundation ~ site work and parking (both west and east sides)	\$10,121,398	\$4,391,880	NA	\$14,513,278	4.25%	\$10,551,557	\$4,578,534	NA	\$ 15,130,091
Gower Street Option B ~ two - story building ~ tsunami Resistant Foundation ~ site work and parking (both west and east sides)	\$11,333,471	\$4,834,241	NA	\$16,167,712	4.25%	\$11,815,144	\$5,039,696	NA	\$ 16,854,840
Gower Street Option C (East) ~ two - story building ~ tsunami Resistant Foundation ~ site work and parking (East side only)	\$11,069,245	\$4,651,788	NA	\$15,721,033	4.25%	\$11,539,688	\$4,849,489	NA	\$ 16,389,177
South Wind Option A ~ 1 1/2 story building ~includes required highway improvements ~includes special foundation for landslide risk ~includes utilities for Police / City Hall / only	\$20,856,308	\$7,196,442	\$ 388,994	\$28,441,744	4.25%	\$21,742,701	\$7,502,291	\$ 405,526	\$ 29,650,518
South Wind Option B ~ 1 1/2 story building ~includes required highway improvements ~includes special foundation for landslide risk ~includes utilities to serve full build out of site	\$21,257,270	\$7,295,363	\$ 388,994	\$28,941,627	4.25%	\$22,160,704	\$7,605,416	\$ 405,526	\$ 30,171,646

Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021

4.25= .25*5+.75*4

Option	Direct Construction	Soft Costs	Other Costs	Project Cost	Escalation	Direct Construction	Soft Costs	Other Costs	Project Cost
	Escalated to Q3 2020					Escalated to Q3 2021			
RV Site Option A ~ one- story non- tsunami resistant foundation ~ includes site work , parking lot and RV site changes	\$9,686,855	\$4,272,724	\$ 200,000	\$ 14,159,579	4.25%	\$10,098,546	\$4,454,315	\$ 208,500	\$ 14,761,361
RV Site Option B ~ two- story non tsunami resistant foundation ~ includes site work , parking lot and RV site changes	\$9,715,156	\$4,280,484	\$ 200,000	\$ 14,195,640	4.25%	\$10,128,050	\$4,462,405	\$ 208,500	\$ 14,798,955
RV Site Option C ~ two- story tsunami resistant foundation ~ includes site work, parking lot and RV site changes ~ includes renovation of RV restroom	\$11,069,245	\$4,651,788	\$ 450,000	\$ 16,171,033	4.25%	\$11,539,688	\$4,849,489	\$ 469,125	\$ 16,858,302

Note:

Non-Tsunami resistant foundations are foundations that have not been specifically designed to resist a Tsunami.

Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021

$4.25 = .25 * 5 + .75 * 4$

Options A, B and C all include \$200,000 in modifications to the RV park to allow for reconfiguration of the stalls to maximum occupancy. Option C also includes an additional \$250,000 for a new restroom for the RV park.

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PROGRAM DEVELOPMENT

PROGRAM

Project programming is the initial phase of a project where the overall characteristics and size of the proposed facility is developed. It is a process intended to identify and articulate what the project's objectives and constraints are both now and in the future.

Detailed programming is imperative to a successful project. It is the crucial process of gathering, organizing, and assessing a client's building-use information. This process includes program objectives, staff and employee projections, current and future space requirements, adjacencies and relationships, equipment and utility requirements, and developing an estimated project cost. Programming precedes the design process and does not include the development of the design or floor plans.

PROGRAM SUMMARY

The program summary below was developed in conjunction with the City Hall and Police Department Heads, with input from their staff during two day-long workshops held at the current City Hall / Police Station. Growth projections varied depending on the department and the anticipated needs based on discussions with each department head. Growth varied from a modest increase of 10% to more than 100% increase for the Police Department due to deferred needs.

Additional growth can easily be accommodated in all options, except for the Gower Street Option A scheme.

A detailed program with both current and proposed square footage for each room is included in Volume 2 of this report.

FUNCTION	SPACE ID	Existing	Proposed	Net Change	% Increase
Public Works	1	373	457	84	23%
Community Development	2	346	507	161	47%
Executive	3	263	286	23	9%
Farmer's Market	4	63	170	107	170%
Finance	5	487	561	74	15%
HRAP	6	1,158	1,258	100	9%
IT	7	144	243	99	69%
Community Spaces	8	1,369	1,776	407	30%
Public Safety / Police Department	9	1,338	2,869	1,531	114%
Shared	10	1,467	1,709	242	16%
Garage	10.1	200	600	400	200%
Additional Bay for Farmers Market / Wheel chairs		120	200	80	67%
Sub-total SF		320	800	480	150%
NET AREA (approx.) SF		7,328	10,636	3,308	
GROSS AREA (approx.) SF		10,300	16,000	5,700	

NET SQUARE AREA

Interior area of program spaces only, not including wall thicknesses, circulation, stairs, elevators, shafts, mechanical, and electrical spaces necessary for this building to function.

GROSS AREA

Total area of the building including wall thicknesses, circulation, stairs, elevators, shafts, mechanical, and electrical spaces necessary for this building to function.

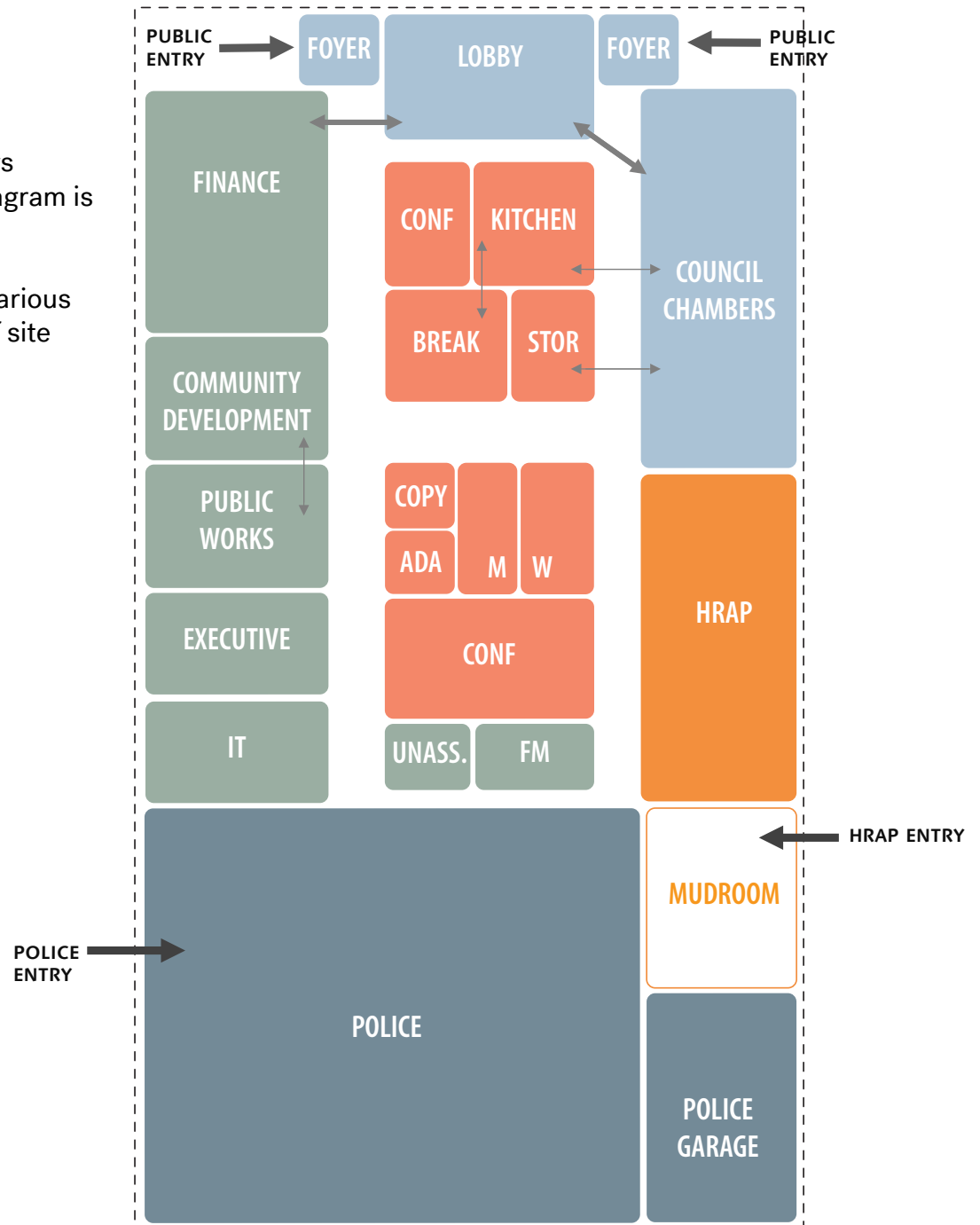
Typically a building of this type would have a grossing factor between 30-35%. We have used a grossing factor of 33 1/3% and have rounded to the nearest whole number.

The formula used to calculate Gross Floor area is Gross Floor area = Net floor Area / (1- Grossing Factor). For the existing building, actual floor area was used.

SPATIAL RELATIONSHIP DIAGRAM

A spatial relationship diagram graphically depicts the proposed program adjacencies based on the interviews performed as part of the programming phase. This diagram is not intended to represent the building floor plan.

The diagram is intended to show relationships of the various program elements to each other and is independent of site factors.



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SITE OPTIONS

The initial study evaluated the potential development of two possible sites for the new City Hall / Police Station.

The first site analyzed, referred to as the “Gower Street Site” includes 3 parcels, The parcel between Hemlock and Evergreen that is currently used for parking, the parcel on which the current City Hall / Police Station is located and the parcel that contains the gravel parking lot immediately to the east of the current facility. This site is within all levels of tsunami inundation zones. The study determined it could be possible to build a structure that would partially resist a medium tsunami event, but the first floor would be lost and only the second floor could be occupied under those circumstances.

The second site analyzed, called the South Wind site, is a 55 acre parcel approximately 1.5 miles south of the current City Hall / Police Station. The parcel is accessed from Highway 101 and is currently undeveloped. A gravel / dirt access road from the south exists on the site. This site is above the XXL Tsunami inundation zone.

In January and February of 2019, four additional options were analyzed. Three options on the site east of U.S. Route 101, within the RV Park Site, and an additional configuration on the Gower Street site.





GOWER STREET SITE

1.22 Acres

The Current City Hall / Police Station is in the midtown of the City of Cannon Beach.

Site can be accessed directly from Hemlock / Evergreen Streets.

No additional site infrastructure modifications are required.

Site is within the medium Tsunami Inundation zone, but the second floor of a building could be designed to be tsunami resistant for a medium size event

Site has a required setback of 15' from residential areas to the south and east. The current building encroaches 2 ft on the lot to the south.

SOUTH WIND SITE

55 Acres

Site is large enough for other facilities in addition to the City Hall / Police Station to be included on the site.

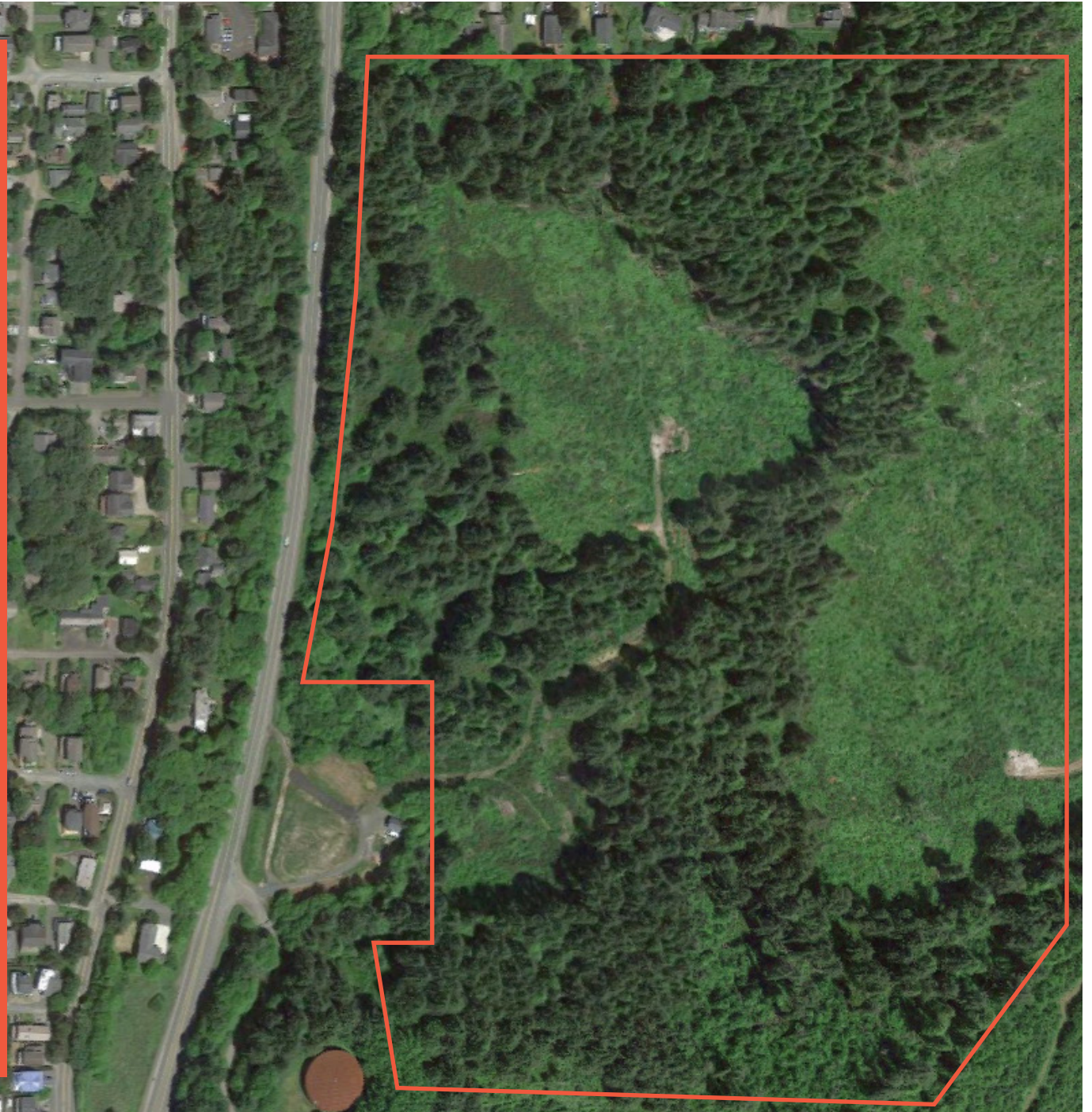
Site is located approximately 1.5 miles south of current City Hall / Police Station site.

Site can be accessed directly from Highway 101, however modifications will be required in order to meet the ODOT requirements for ingress and egress from Highway 101.

Additional utility infrastructure is required to develop this site.

Site is above the XXL Tsunami Inundation zone, but has had slides in the past.

Site has a 100' setback from Highway 101 and a 280' setback from the residential area to the north.



RV PARK SITE

9.5 Acres (approx.)

Site is within a city-owned RV park.

Site is located approximately .5 miles east of current City Hall / Police Station site.

Site can be accessed directly from Elkland Road.

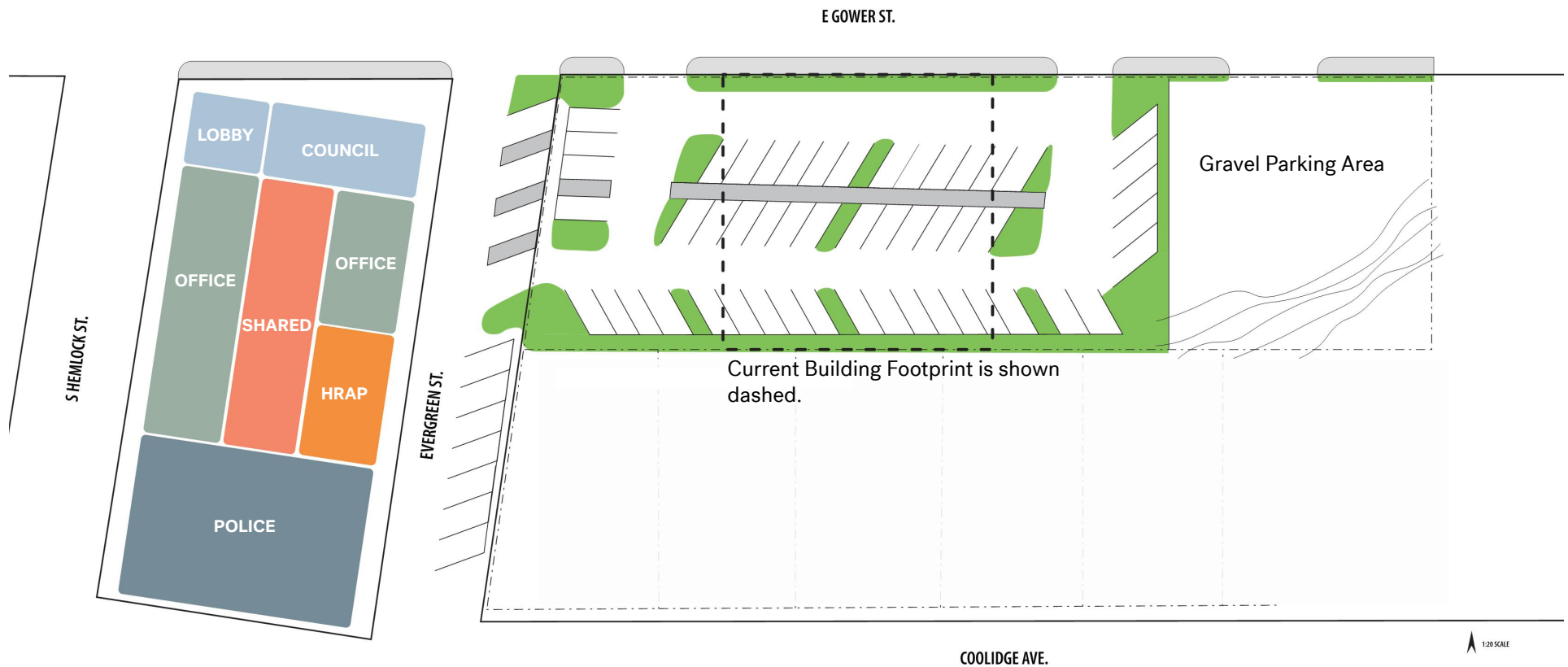
Site is above the Large Tsunami Inundation zone, but the second floor of a building could be designed to be tsunami resistant for an XXL size event. Ground floor could see damage, but the structure could be designed to remain standing.

Site has a 25' setbacks from Elkland Road.

Siting the City Hall / Police Station in the RV Park will result in the loss of RV rental spaces.

To date a total of 8 options have been developed for 3 sites.

GOWER STREET Site - Option A:	This option depicts a generic layout for a one story building located on the portion of the site between Hemlock and Evergreen streets. Parking is located on the eastern portion of the site. This option would be located within the medium tsunami inundation level and the facility would not be expected to be habitable after an event.
GOWER STREET Site - Option B:	This option depicts a generic layout for a two story building located on the northern portion of the site between Hemlock and Evergreen streets. Parking is located on both the eastern and southern parts of the site. The foundation system for this option is proposed to be robust enough to withstand a medium size tsunami event. Anything larger than a medium Tsunami would render the facility useless. During a medium size tsunami, the first floor of the building would be destroyed but the upper floor could remain to serve as an emergency command center.
GOWER STREET Site - Option C (East):	This option depicts a generic layout for a two story building located on the eastern portion of the site between Hemlock and Evergreen streets. Parking is located on both the western and southern parts of the site. The foundation system proposed for this option is to be robust enough to withstand a medium size tsunami event. Anything larger than a medium Tsunami would render the facility useless. During a medium size tsunami, the first floor of the building would be destroyed but the upper floor could remain to serve as an emergency command center. .
SOUTH WIND Site - Option A:	This option depicts a generic layout for a one and half story building located on the southern portion of the center build-able site, as identified by the Horning Geotechnical Report. This placement allows for future development of the site but only the costs for infrastructure needed for the City Hall / Police Station are included in the cost estimate. Improvements to Highway 101 required to ingress to and egress from the site are included. Parking for the building is also included in the cost estimate. A drilled shaft foundation option to resist landslides was developed and costed by Catena Engineering based on the recommendations in the geotechnical reports (See report in Volume 3). The site itself is above the XXL Tsunami Inundation line.
SOUTH WIND Site - Option B:	In addition to all of the items noted for South Wind Site Option A, this option also includes the costs to build the utility infrastructure needed for the future school, emergency preparedness center and residential development.
RV Site - Option A:	This option depicts a generic layout for a one story building located on the upper left corner of the site near the intersection of Elkland Rd. and Haskell Ln. Parking is located on the south portion of the site.
RV Site - Option B:	This option depicts a generic layout for a two story building located on the upper left corner of the site near the intersection of Elkland Rd. and Haskell Ln. Parking is located on the south portion of the site.
RV Site - Option C:	This option is the same as option B - except the RV restroom building is relocated to allow the parking lot to be continuous rather than L shaped. This option allows for better separation from the RV Park and the City Hall and Police Station.



FIRST FLOOR PLAN DIAGRAM

GOWER STREET SITE OPTION A:

One-story scheme

16,000 sf

61 off-street parking spaces, not including gravel parking area

PROS:

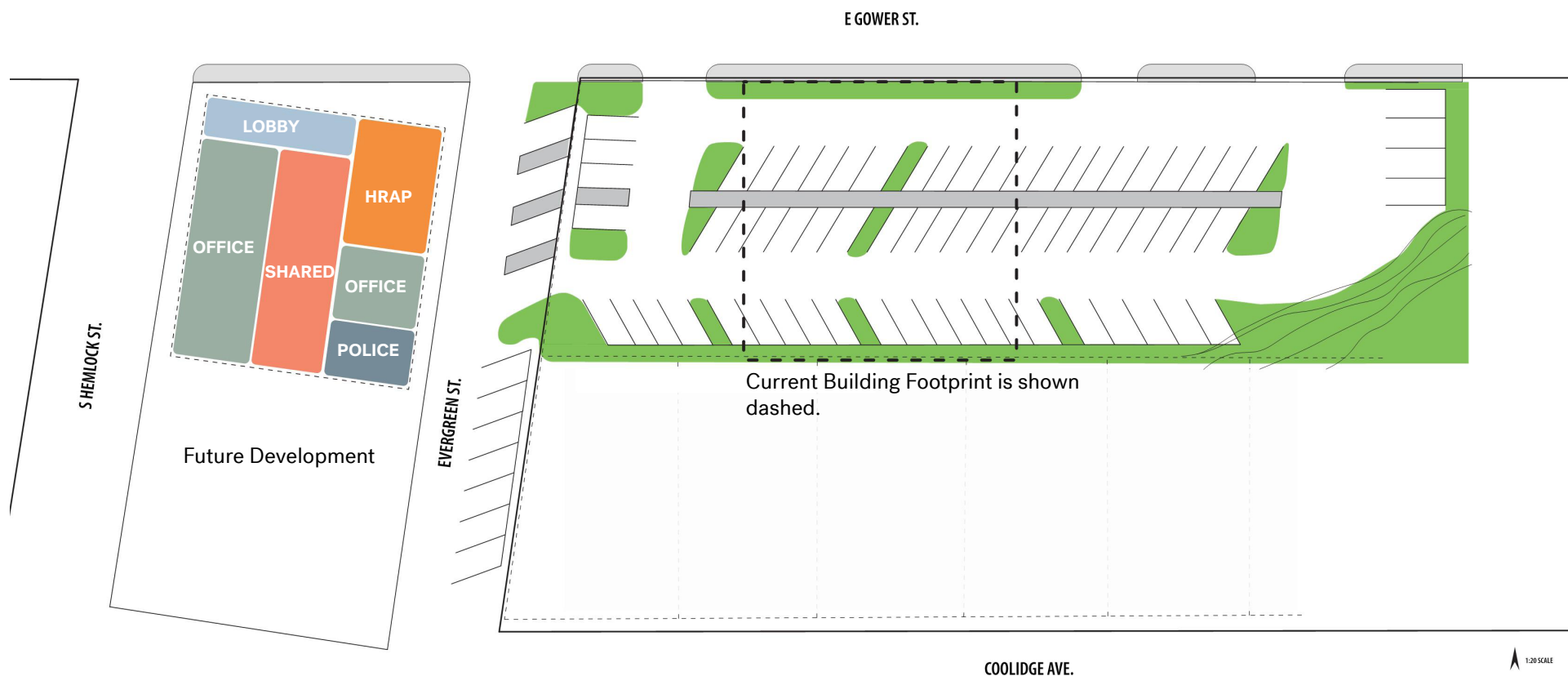
Smallest Structure (Same size as RV Site Option A)
 City Hall/Police Station is prominent in community
 Parking Consolidated
 Police have easy access and 2 ways in and out of site
 Project can be built while existing City Hall is in place

CONS:

Entire structure is below Medium T shirt DOGAMI line
 One story structure does not allow future development opportunities for the site

UNKNOWN:

Cost for Soil Remediation



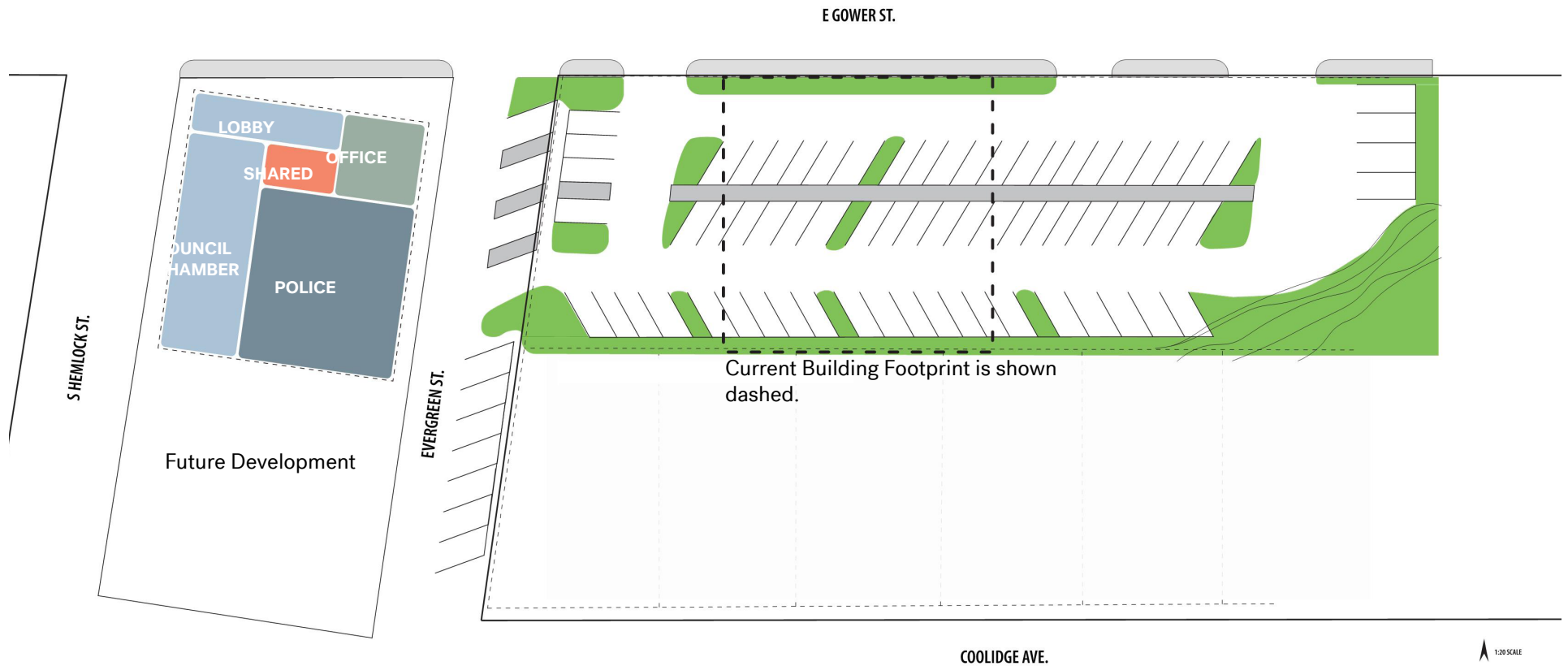
FIRST FLOOR PLAN DIAGRAM

GOWER STREET SITE OPTION B:

Two-story scheme

16,400 gross square feet

69 off-street parking spaces
(not including Evergreen street spaces or Future Development)



SECOND FLOOR PLAN DIAGRAM

GOWER STREET SITE OPTION B:

PROS:

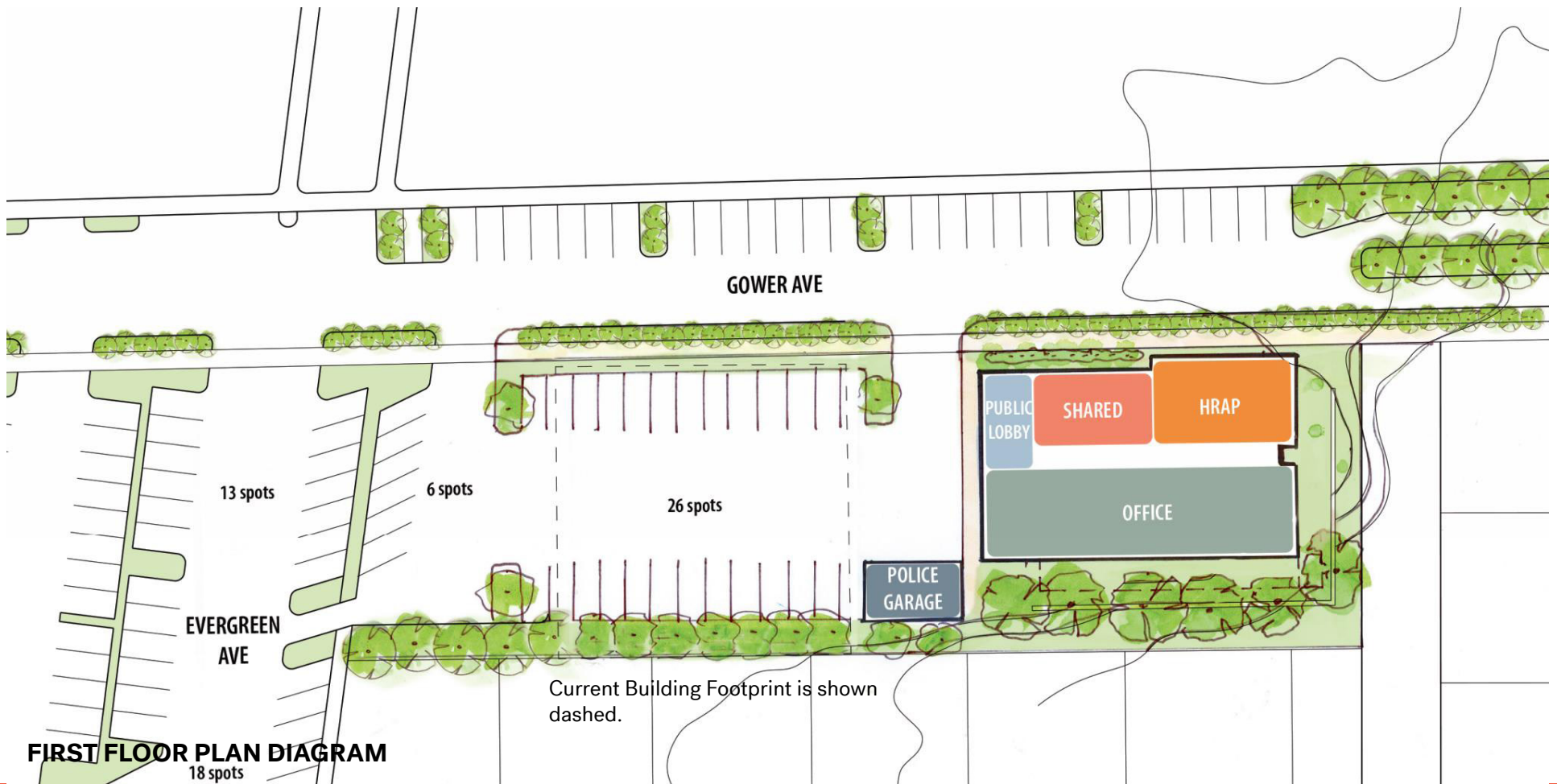
- Smallest Footprint = less Foundation
- City Hall / Police Station is prominent in community
- Parking Consolidated
- Police have easy access and 2 ways in and out of site
- Police garage is in structure
- Upper Level is above Medium T shirt line
- Project can be built while existing City Hall is in place

CONS:

- Added Elevator, stairs and toilet room due to 2 floors
- Offices are split between 2 levels
- Only second floor is above Medium tsunami line

UNKNOWN:

- Cost for Soil Remediation

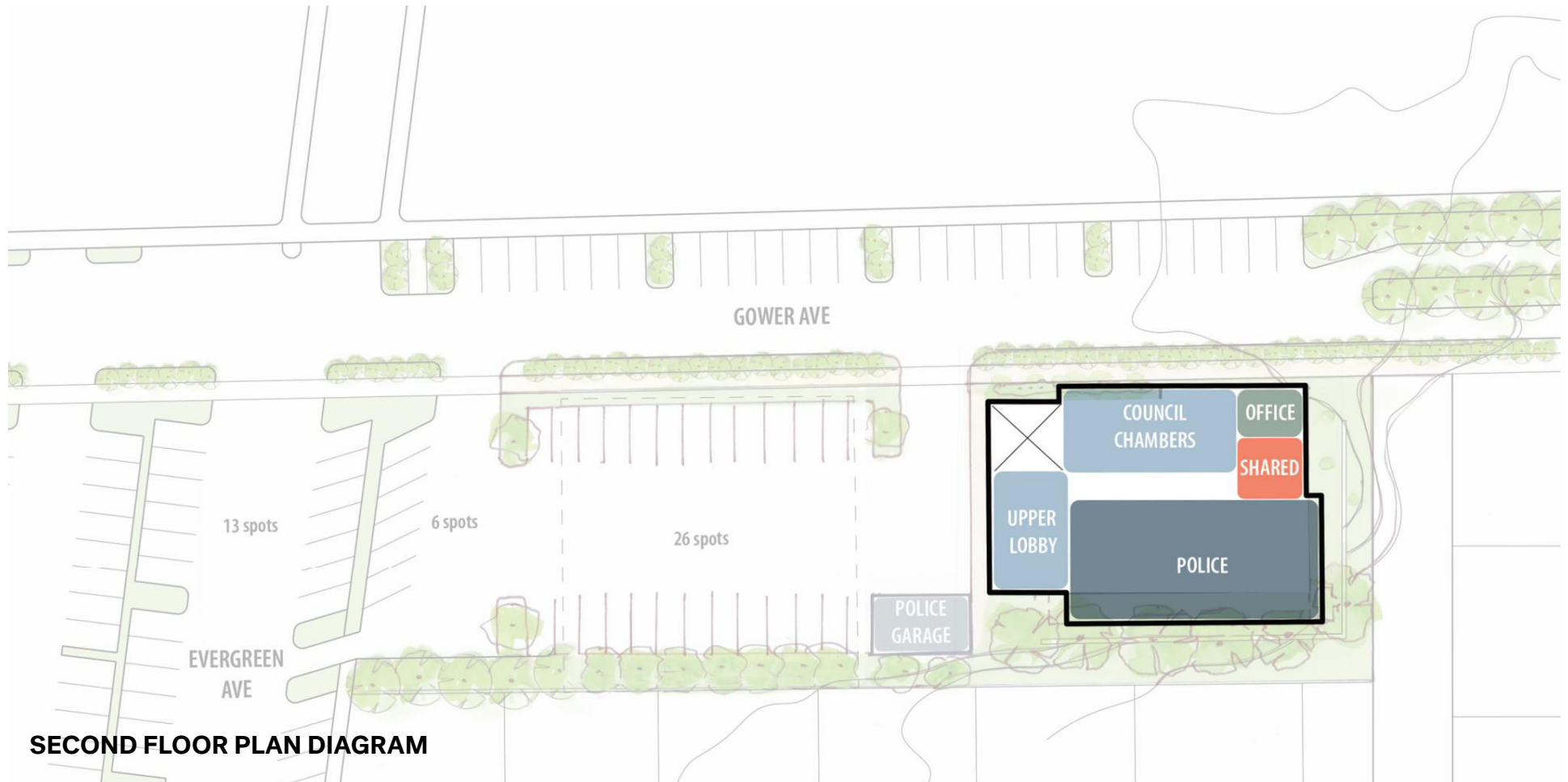


GOWER STREET SITE OPTION C (EAST:)

Two-story scheme

16,400 gross square feet

32 new parking spaces
(not including Evergreen street parking spaces- need to have 10 additional spots dedicated to building)



SECOND FLOOR PLAN DIAGRAM

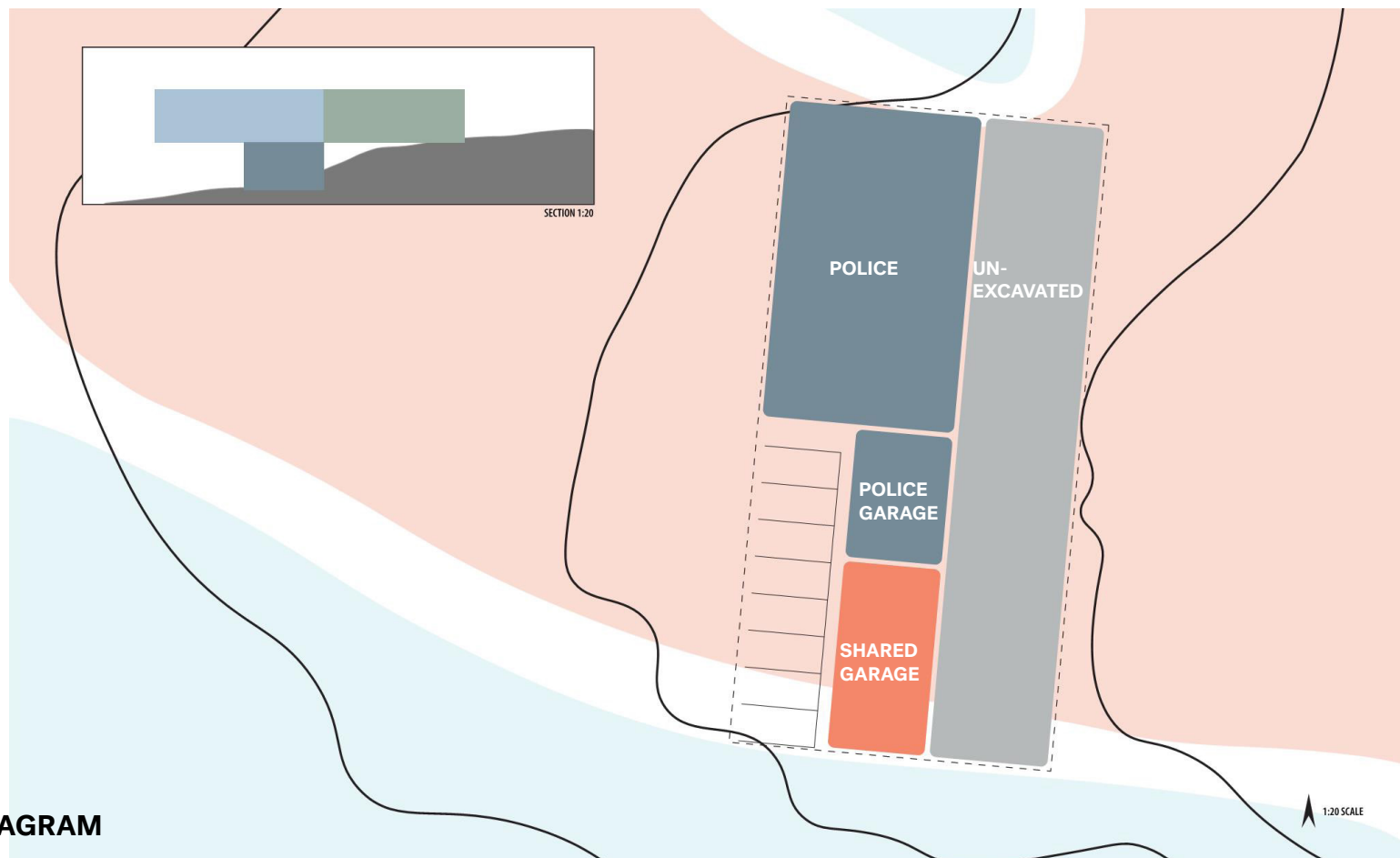
GOWER STREET SITE OPTION C (EAST:)

PROS:

- Site is close to center of town
- Back portion of the site is 6' higher in elevation
- Project can be built while existing City Hall is in place
- Upper Level is above Medium T shirt line
- Police have easy access and 2 ways in and out of site

CONS:

- Higher cost scheme of the three Gower options
- Only second floor is above Medium tsunami line
- Regrading of site and retaining wall required for this option



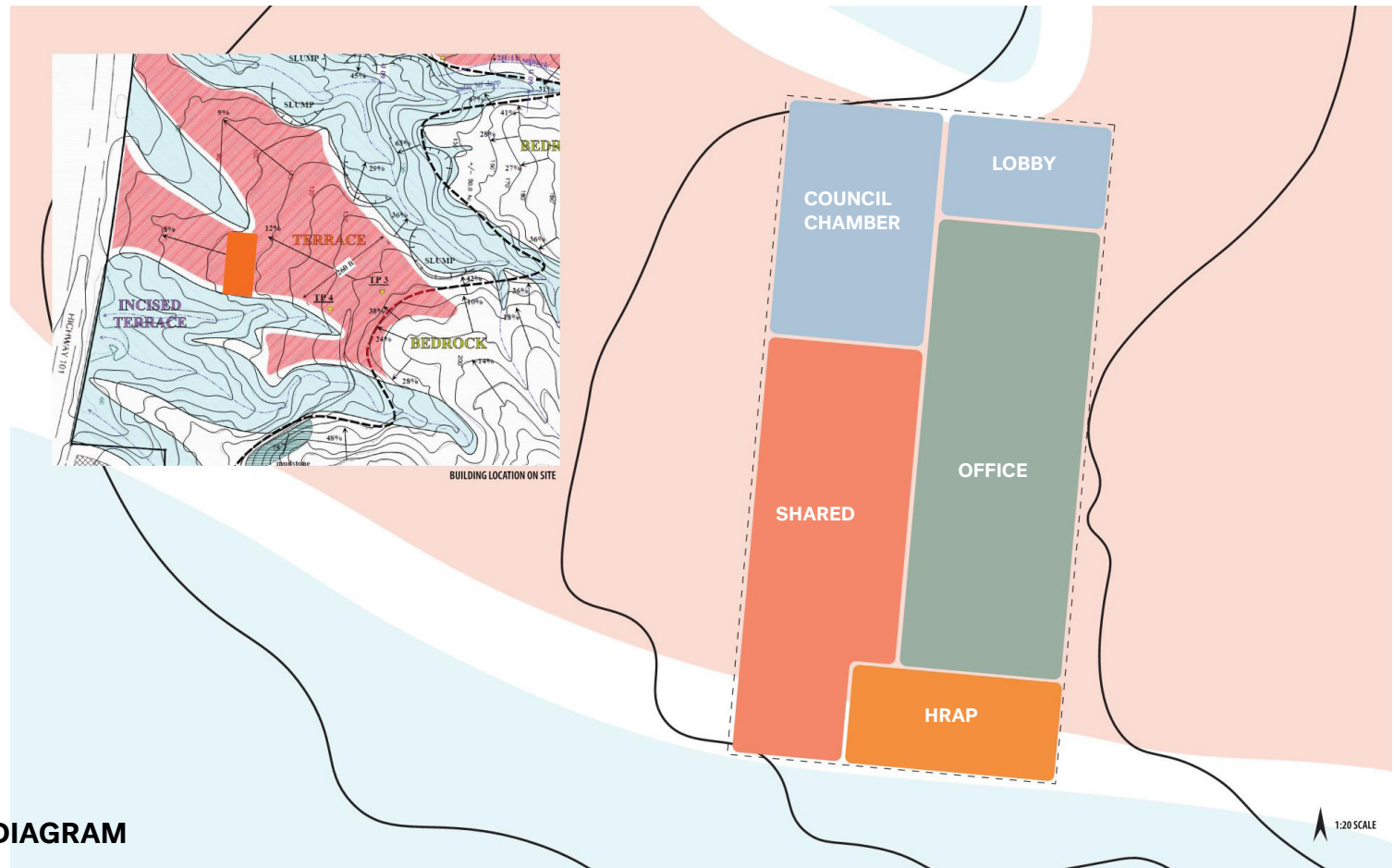
FIRST FLOOR PLAN DIAGRAM

SOUTH WIND SITE (both options):

One and a Half-story scheme

16,600 gross square feet

69 off-street parking spaces
(not including the school or emergency building)



SECOND FLOOR PLAN DIAGRAM

SOUTH WIND SITE (both options):

PROS:

Above the XXL tsunami line

CONS:

More expensive infrastructure
 Site slope makes parking difficult to access for ADA
 Added highway access costs
 Added costs due to site slope and distance from roadway
 Cost for Mitigating Landslide

RV SITE (Option A)

One story option
Site Plan

Keeps Existing Facilities intact

86 RV spots (82 existing + 4 new)

**Site currently has 100 RV spaces; approximately \$95,000 per year would be lost based off the last two years of data; assuming 15-16 spaces lost to building on this site*



RV SITE (Option B)

Two story option
Site Plan

Keeps Existing Facilities intact

86 RV spots (82 existing + 4 new)

**Site currently has 100 RV spaces; approximately \$95,000 per year would be lost based off the last two years of data; assuming 15-16 spaces lost to building on this site*



RV SITE (Option C)

Two story option

Site Plan

New RV Park bathroom is required

85 RV spots (81 existing + 4 new)

**Site currently has 100 RV spaces; approximately \$95,000 per year would be lost based off the last two years of data; assuming 15-16 spaces lost to building on this site*





FIRST FLOOR PLAN DIAGRAM

RV SITE (Option A):

PROS:

- Smallest Scheme (Same size as Gower Street Option A)
- Lowest cost scheme of the RV Site schemes
- Police have easy access and 2 ways in/out of site
- Site is outside the SB 379 line - therefore tsunami resistance is voluntary
- Site is above Large tsunami height
- One story scheme creates more efficient operations

CONS:

- Building is not protected during an XL or XXL event
- Loss of 14 RV spaces



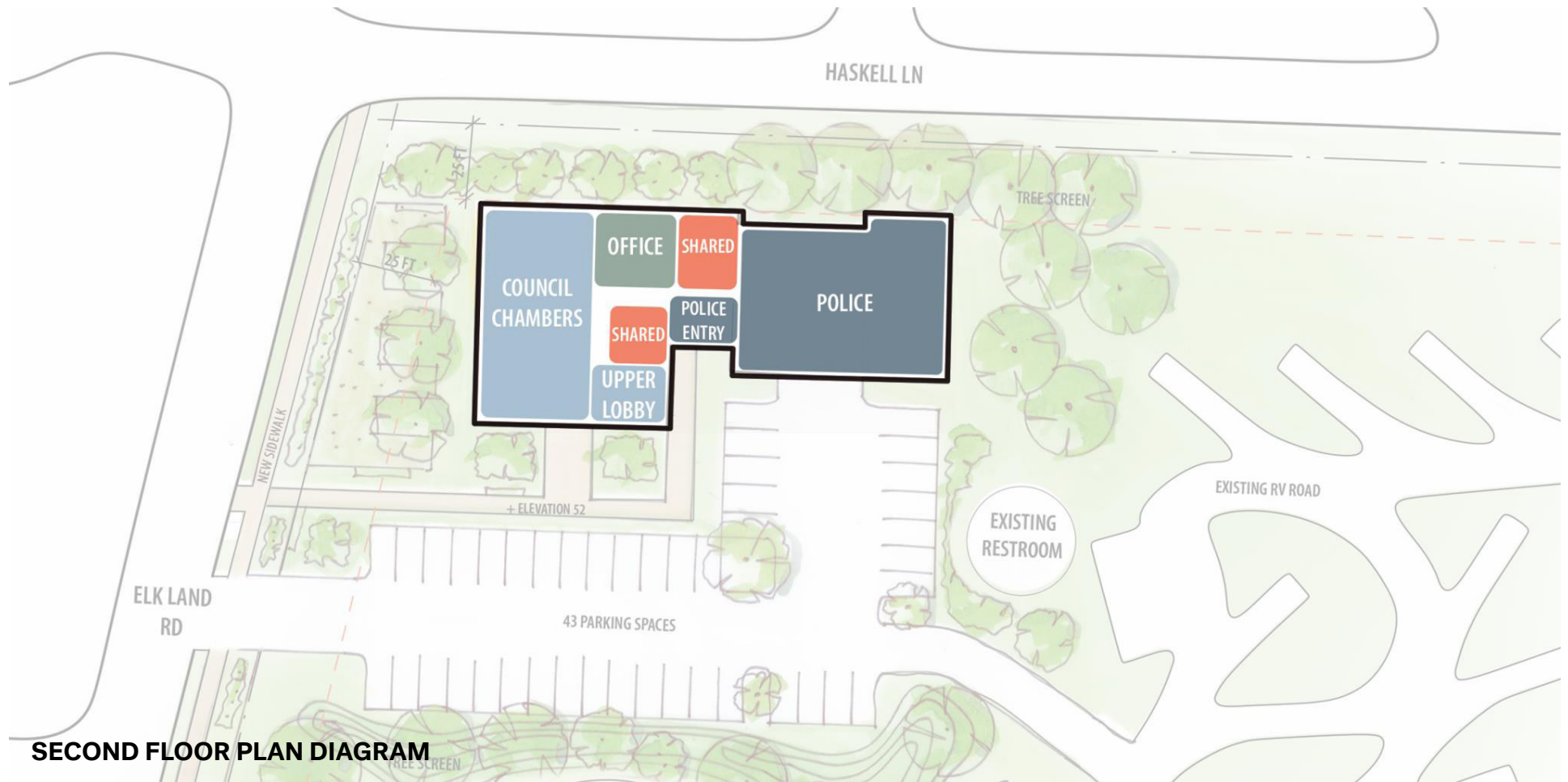
FIRST FLOOR PLAN DIAGRAM

RV SITE (Option B) Two-story scheme

16,400 gross square feet

43 off-street parking spots

86 RV spots (82 existing + 4 new)



SECOND FLOOR PLAN DIAGRAM

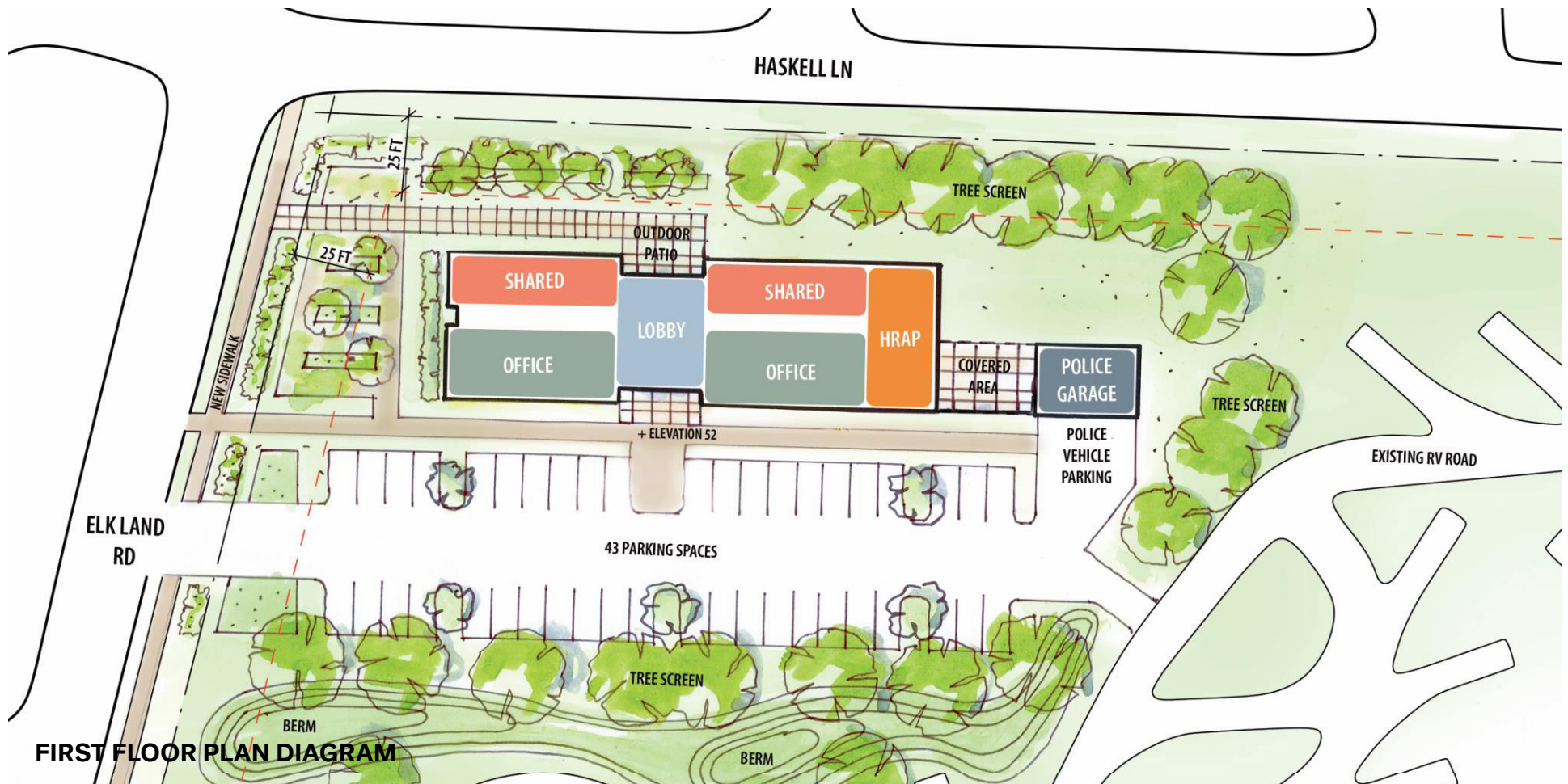
RV SITE (Option B)

PROS:

Lower cost scheme due to not creating a seismic resistant foundation
 Police have easy access and 2 ways in and out of the site
 Second floor is above XL line

CONS:

If foundations are affected by an XL or XXL event, it may affect the usability of the building
 Loss of 14 RV spaces



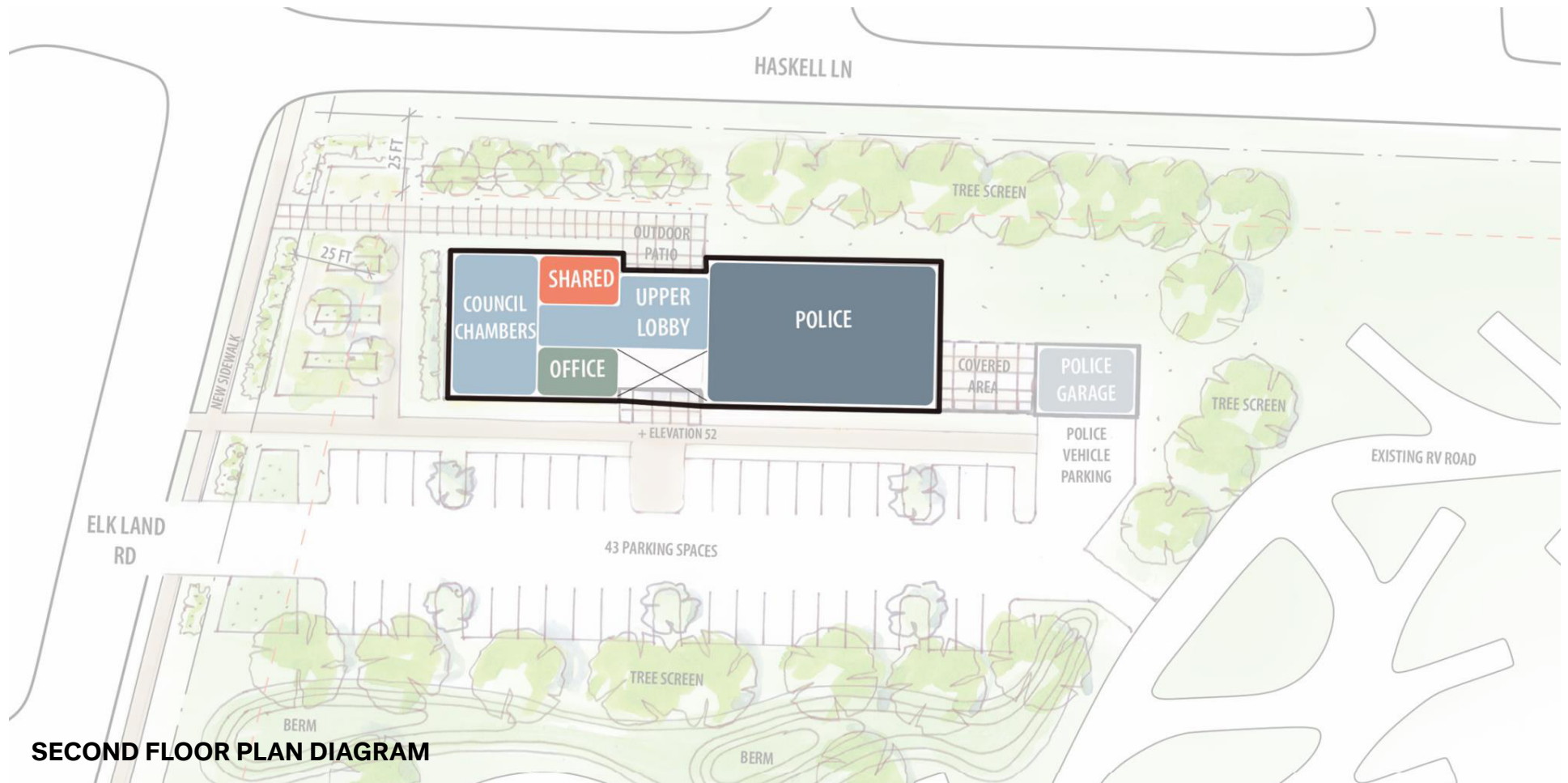
FIRST FLOOR PLAN DIAGRAM

RV SITE (Option C) Two-story scheme

16,400 gross square feet

43 off-street parking spots

85 RV spots (81 existing + 4 new)



SECOND FLOOR PLAN DIAGRAM

RV SITE (Option C)

PROS:

Site is above Large tsunami height - which would mean the entire building is not effected in the case of a tsunami.
Second floor is above XL and XXL Tsunami line

CONS:

Highest cost scheme of the RV schemes
RV Bathrooms need to be relocated and reconnected to utilities
Loss of 15 RV spaces

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PROJECT COST & FINANCING APPROACH

TOTAL PROJECT COSTS INCLUDES THE FOLLOWING ITEMS:

Net Construction Cost:

Net construction cost includes all the costs associated with building the building, including all subcontractor labor, material and markups.

Direct Construction Cost:

Direct Construction Cost includes Net Construction plus the general contractors overhead and profit, general conditions, bonds and insurance, contingencies, and escalation. Contingencies and Escalation factors are defined on page 1.17.

Soft Costs:

Soft Costs are a construction industry term used to account for expense items that are not considered part of the direct construction cost. Soft costs include architectural, engineering, financing, and legal fees, and other pre- and post-construction expenses. They also include costs for furniture, fixture and equipment needed in order for the Owner to occupy the building, costs for building permits, plan review fees, testing and inspection fees, surveys, and moving costs. An Owner's contingency is also included for unforeseen things in soft costs.

Other Costs:

Other costs are costs associated with the project that are not either direct construction costs or soft costs. Examples include the cost to acquire the Highway 101 right of way. For the South Wind site options, we are including the cost to demolish the existing City Hall / Police Station and replace it with a parking lot in the other costs category.

		Gower Street Option A One Story	Gower Street Option B Two Story Tsunami Resistant	Gower Street - East Site of site Two Story Tsunami Resistant	South Wind Site Option A One 1/2 Story Police /CH Only	South Wind Site Option B One 1/2 Story Full Build
square footage		16000 <small>Based on RFB cost Estimate in Q4. 2018</small>	16400 <small>Based on RFB cost Estimate in Q4. 2018</small>	16,400 <small>Based on RFB cost Estimate in Q4. 2018 updated Q2 2019</small>	16600 <small>Based on RFB cost Estimate in Q4. 2018</small>	16600 <small>Based on RFB cost Estimate in Q4. 2018</small>
Estimate Net Construction Costs						
A1010	Standard Foundations	\$ 268,475	\$ 88,400	\$ 88,400	\$ 207,000	\$ 207,000
A1020	Special Foundations		\$ 828,000	\$ 828,000	\$ 1,088,000 ²	\$ 1,088,000
A1030	Slab on Grade	\$ 192,000	\$ 98,400	\$ 98,400	\$ 50,400	\$ 50,400
B1010	Floor Construction		\$ 229,600	\$ 229,600	\$ 347,200	\$ 347,200
B1020	Roof Construction	\$ 436,800	\$ 243,860	\$ 243,860	\$ 338,520	\$ 338,520
B2010	Exterior Walls	\$ 507,580	\$ 676,360	\$ 676,360	\$ 656,500	\$ 656,500
B2020	Exterior Windows	\$ 124,425	\$ 166,650	\$ 166,650	\$ 161,625	\$ 161,625
B2030	Exterior Doors	\$ 48,000	\$ 49,200	\$ 49,200	\$ 49,800	\$ 49,800
B3010	Roof Coverings	\$ 537,600	\$ 275,520	\$ 275,520	\$ 416,640	\$ 416,640
C1010	Partitions	\$ 288,000	\$ 295,200	\$ 295,200	\$ 298,800	\$ 298,800
C1020	Interior Doors	\$ 128,000	\$ 131,200	\$ 131,200	\$ 132,800	\$ 132,800
C1030	Specialties	\$ 147,540	\$ 149,340	\$ 149,340	\$ 150,240	\$ 150,240
C2010	Stair Construction		\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
C3010	Wall Finishes	\$ 142,576	\$ 144,976	\$ 144,976	\$ 146,176	\$ 146,176
C3020	Floor Finishes	\$ 144,000	\$ 147,600	\$ 147,600	\$ 149,400	\$ 149,400
C3030	Ceiling Finishes	\$ 215,680	\$ 220,480	\$ 220,480	\$ 222,880	\$ 222,880
D10	Conveying		\$ 90,000	\$ 90,000	\$ 180,000	\$ 180,000
D2010	Plumbing Fixtures	\$ 224,000	\$ 229,600	\$ 229,600	\$ 232,400	\$ 232,400
D2040	Rain Water Drainage	\$ 29,600	\$ 30,340	\$ 30,340	\$ 30,710	\$ 30,710
D3060	Controls and Instrumentation	\$ 64,000	\$ 65,600	\$ 65,600	\$ 66,400	\$ 66,400
D3090	Other HVAC Systems and Equipment	\$ 608,000	\$ 623,200	\$ 623,200	\$ 630,800	\$ 630,800
D4040	Sprinklers	\$ 80,000	\$ 82,000	\$ 82,000	\$ 83,000	\$ 83,000
D5010	Electrical Service and Distribution	\$ 197,600	\$ 202,540	\$ 202,540	\$ 205,010	\$ 205,010
D5020	Lighting and Branch Wiring	\$ 256,000	\$ 262,400	\$ 262,400	\$ 265,600	\$ 265,600
D5030	Communications & Security	\$ 201,600	\$ 206,640	\$ 206,640	\$ 209,160	\$ 209,160
E1090	Other Equipment	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
E2010	Fixed Furnishings	\$ 201,680	\$ 204,880	\$ 204,880	\$ 206,480	\$ 206,480

		Gower Street Option A	Gower Street Option B	Gower Street - East Site of site	South Wind Site Option A	South Wind Site Option B
		One Story	Two Story	Two Story	One 1/2 Story	One 1/2 Story
			Tsunami Resistant	Tsunami Resistant	Police /CH Only	Full Build
		16000	16400	16,400	16600	16600
G1010	Site Clearing	\$ 13,098	\$ 10,523	\$ 12,620	\$ 52,189	\$ 52,189
G1020	Site Demolition	\$ 136,539	\$ 104,061	\$ 108,800	¹	
G1030	Site Earthwork	\$ 192,242	\$ 147,190	\$ 120,000	¹ \$ 166,768	\$ 166,768
G2010	Roadways	\$ 45,018	\$ 45,018	\$ -	¹ \$ 3,916,385	\$ 3,916,385
G2020	Parking Lots	\$ 252,455	\$ 314,886	\$ 252,455	\$ 233,425	\$ 233,425
G2030	Pedestrian Paving	\$ 90,840	\$ 90,840	\$ 90,840	\$ 377,590	\$ 377,590
G2040	Site Development	\$ 35,505	\$ 35,505	\$ 35,505	\$ 150,000	\$ 150,000
G2050	Landscaping	\$ 27,188	\$ 44,215	\$ 27,188	\$ 72,514	\$ 72,514
G3010	Water Supply	\$ 6,800	\$ 6,800	\$ 6,800	\$ 79,740	\$ 319,880
G3020	Sanitary Sewer	\$ 3,000	\$ 3,000	\$ 3,000	\$ 77,030	\$ 77,940
G3030	Storm Sewer	\$ 11,500	\$ 11,500	\$ 11,500	\$ 165,515	\$ 165,515
G3090	Other Site Mechanical Utilities				\$ 450,000	\$ 450,000
G4020	Site Lighting	\$ 104,784	\$ 84,180	\$ 84,180	\$ 201,680	\$ 201,680
G4090	Other Site Utilities	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Estimated Net Construction Cost		\$ 5,992,125	\$ 6,709,704	\$ 6,564,874	\$ 12,538,377	\$ 12,779,427
0.9% PreConstruction Fee		\$ 53,930	\$ 60,387	\$ 59,084	\$ 112,845	\$ 115,015
4.0% Location Factor		\$ 241,843	\$ 270,803	\$ 264,958	\$ 506,049	\$ 515,778
1.5% Phasing and Temporary Work		\$ 94,318	\$ 105,614	\$ 103,334		
10.0% General Conditions		\$ 638,221	\$ 714,651	\$ 695,729	\$ 1,309,148	\$ 1,334,317
3.0% Bonds and Insurance		\$ 210,613	\$ 235,834	\$ 230,639	\$ 433,993	\$ 442,336
4.0% Overhead and Profit		\$ 289,242	\$ 323,880	\$ 316,745	\$ 596,016	\$ 607,475
15.0% Design Contingency		\$ 1,128,044	\$ 1,263,131	\$ 1,235,304	\$ 2,324,464	\$ 2,369,152
3.0% CMGC Contingency		\$ 259,450	\$ 290,520	\$ 284,120	\$ 534,627	\$ 544,905
2.0% Market Volatility Contingency		\$ 178,156	\$ 199,491	\$ 195,096	\$ 367,110	\$ 374,168
1.5% Solar / Green Energy		\$ 136,289	\$ 152,610	\$ 149,248	\$ 280,839	\$ 286,239
9.75% Escalation to 3Q2020		\$ 899,167	\$ 1,006,846	\$ 970,114	\$ 1,852,838	\$ 1,888,459
Total Direct Construction		\$ 10,121,398	\$ 11,333,471	\$ 11,069,245	\$ 20,856,308	\$ 21,257,270
Cost per square Foot		\$ 632.59	\$ 691.07	\$ 674.95	\$ 1,256.40	\$ 1,280.56
4.25% Additional Escalation to Q3 2021		\$ 430,159	\$ 481,673	\$ 470,443	\$ 886,393	\$ 903,434
Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021			³			
Updated Total Direct Construction		\$ 10,551,557	\$ 11,815,144	\$ 11,539,688	\$ 21,742,701	\$ 22,160,704
Cost per square Foot		\$ 659.47	\$ 720.44	\$ 703.64	\$ 1,309.80	\$ 1,334.98

	Gower Street Option A	Gower Street Option B	Gower Street - East Site of site	South Wind Site Option A	South Wind Site Option B
	One Story	Two Story	Two Story	One 1/2 Story	One 1/2 Story
		Tsunami Resistant	Tsunami Resistant	Police /CH Only	Full Build
	16000	16400	16,400	16600	16600
Soft Costs					
8.5% Design Fees	\$ 860,319	\$ 963,345	\$ 940,886	\$ 1,772,786	\$ 1,806,868
varies Additional Site Contingency	\$ 253,035	\$ 283,337	\$ 276,731	\$ -	\$ -
Site Engineering Fees		\$ 100,000		\$ 250,000	\$ 250,000
Building Permit Costs	\$ 33,171	\$ 37,110	\$ 36,252	\$ 68,060	\$ 69,363
Mechanical Permit Cost	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Plumbing Permit Cost	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000
Structural Plan Review	\$ 21,561	\$ 24,122	\$ 23,564	\$ 44,239	\$ 45,086
Fire and Life Safety Fee	\$ 21,561	\$ 24,122	\$ 23,564	\$ 44,239	\$ 45,086
Mechanical Plan Review Fee	\$ 3,250	\$ 3,250	\$ 3,250	\$ 3,250	\$ 3,250
Plumbing Plan Review Fee	\$ 2,600	\$ 2,600	\$ 2,600	\$ 2,600	\$ 2,600
State Surcharge	\$ 10,937	\$ 12,024	\$ 11,787	\$ 20,566	\$ 20,926
Inspection Fees	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000	\$ 100,000
Surveys	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 150,000
Geotechnical studies	\$ 30,000	\$ 30,000	\$ 30,000	completed	completed
Environmental Studies	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Furniture Fixture and Equipment	\$ 352,000	\$ 352,000	\$ 352,000	\$ 352,000	\$ 352,000
Fee for FFE Design / Specifications	\$ 35,200	\$ 35,200	\$ 35,200	\$ 35,200	\$ 35,200
IT Budget	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
City Project Management Fees	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000
Legal Fees	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Move in Costs	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
4% Construction Contingency	\$ 404,856	\$ 453,339	\$ 442,770	\$ 834,252	\$ 850,291
10% Owners Contingency	\$ 1,319,389	\$ 1,469,792	\$ 1,429,185	\$ 2,550,250	\$ 2,595,694
TOTAL Soft Costs	\$ 4,391,880	\$ 4,834,241	\$ 4,651,788	\$ 7,196,442	\$ 7,295,363
4.25% Additional Escalation to Q3 2021	\$ 186,655	\$ 205,455	\$ 197,701	\$ 305,849	\$ 310,053
Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021					
Updated Total Direct Construction	\$ 4,578,534	\$ 5,039,696	\$ 4,849,489	\$ 7,502,291	\$ 7,605,416

	Gower Street Option A One Story	Gower Street Option B Two Story Tsunami Resistant	Gower Street - East Site of site Two Story Tsunami Resistant	South Wind Site Option A One 1/2 Story Police /CH Only	South Wind Site Option B One 1/2 Story Full Build
	16000	16400	16,400	16600	16600
Cost to Acquire Right of Way				\$0	\$0
Cost for Demolition of Existing City Hall	included above	included above	included above	\$136,539	\$136,539
Cost for Converting site to parking lot	included above	included above	included above	\$ 252,455	\$ 252,455
Total Other Costs				\$ 388,994	\$ 388,994
4.25% Additional Escalation to Q3 2021 Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021	\$ -	\$ -	\$ -	\$ 16,532	\$ 16,532
Updated Total Direct Construction	\$ -	\$ -	\$ -	\$ 405,526	\$ 405,526
TOTAL PROJECT COST Escalated to Q3 2020 Direct construction + Soft Costs + Other Costs	\$ 14,513,278	\$ 16,167,712	\$ 15,721,033	\$ 28,441,744	\$ 28,941,627
TOTAL PROJECT COST Escalated to Q3 2021 Direct construction + Soft Costs + Other Costs	\$ 15,130,092	\$ 16,854,840	\$ 16,389,177	\$ 29,650,519	\$ 30,171,647

Footnotes

¹ Additional Site Cost information provided by Dan Junge in April 2019 based. See Email in Appendix

² Updated Foundation estimate developed by Catena Engineers based on information received from GRI in geotechnical Report.

³ Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021

	RV Site Option A		RV Site Option B		RV Site Option C	
	One Story		Two Story		Two Story	
	Non-Tsunami Resistant		Non-Tsunami Resistant		Tsunami Resistant	
square footage	16,000		16,400		16,400	
	based on RLB Cost Estimate Q2 2019		based on RLB Cost Estimate Q2 2019		based on RLB Cost Estimate Q2 2019	
	modified to non-tsunami resistant		modified to non-tsunami resistant			
Estimate Net Construction Costs						
Standard Foundations	\$	287,925	\$	88,400	\$	88,400
Special Foundations	NA		¹ NA		¹ \$	828,000
Slab on Grade	\$	196,800	\$	98,400	\$	98,400
Floor Construction	\$	-	\$	369,000	\$	369,000
Roof Construction	\$	447,720	\$	233,200	\$	233,200
Exterior Walls	\$	731,890	\$	815,185	\$	815,185
Exterior Windows	\$	166,650	\$	166,650	\$	166,650
Exterior Doors	\$	49,200	\$	49,200	\$	49,200
Roof Coverings	\$	241,080	\$	213,200	\$	213,200
Partitions	\$	295,200	\$	295,200	\$	295,200
Interior Doors	\$	131,200	\$	131,200	\$	131,200
Specialties	\$	149,340	\$	149,340	\$	149,340
Stair Construction	\$	-	\$	40,000	\$	40,000
Wall Finishes	\$	144,976	\$	144,976	\$	144,976
Floor Finishes	\$	147,600	\$	147,600	\$	147,600
Ceiling Finishes	\$	220,480	\$	220,480	\$	220,480
Conveying	\$	-	\$	90,000	\$	90,000
Plumbing Fixtures	\$	229,600	\$	229,600	\$	229,600
Rain Water Drainage	\$	30,340	\$	30,340	\$	30,340
Controls and Instrumentation	\$	65,600	\$	65,600	\$	65,600
Other HVAC Systems and Equipment	\$	623,200	\$	623,200	\$	623,200
Sprinklers	\$	82,000	\$	82,000	\$	82,000
Electrical Service and Distribution	\$	202,540	\$	202,540	\$	202,540
Lighting and Branch Wiring	\$	262,400	\$	262,400	\$	262,400
Communications & Security	\$	206,640	\$	206,640	\$	206,640
Other Equipment	\$	10,000	\$	10,000	\$	10,000
Fixed Furnishings	\$	204,880	\$	204,880	\$	204,880
Movable Furnishings	\$-		\$	-	\$-	

G1010	Site Clearing					
G1020	Site Demolition and Relocations	\$	134,763	\$	134,763	\$ 134,763
G1030	Site Earthwork	\$	285,340	\$	260,740	\$ 260,740
G2010	Roadways	\$	3,000	\$	3,000	\$ 3,000
G2020	Parking Lots	\$	118,442	\$	118,442	\$ 118,442
G2030	Pedestrian Paving	\$	50,000	\$	50,000	\$ 50,000
G2040	Site Development	\$	53,425	\$	53,425	\$ 53,425
G2050	Landscaping	\$	107,396	\$	107,396	\$ 107,396
G3010	Water Supply	\$	6,800	\$	6,800	\$ 6,800
G3020	Sanitary Sewer	\$	5,000	\$	5,000	\$ 5,000
G3030	Storm Sewer	\$	5,000	\$	5,000	\$ 5,000
G3090	Other Site Mechanical Utilities					
G4020	Site Lighting	\$	28,996	\$	28,996	\$ 28,996
G4090	Other Site Utilities	\$	20,000	\$	20,000	\$ 20,000
	Estimated Net Construction Cost	\$	5,945,423	\$	5,962,793	\$ 6,790,793
	0.9% PreConstruction Fee	\$	53,509	\$	53,665	\$ 61,117
	4.0% Location Factor	\$	239,957	\$	240,658	\$ 274,076
	1.5% Phasing and Temporary Work					
	10.0% General Conditions	\$	620,769	\$	622,583	\$ 712,599
	3.0% Bonds and Insurance	\$	205,790	\$	206,391	\$ 235,158
	4.0% Overhead and Profit	\$	282,618	\$	283,444	\$ 322,950
	15.0% Design Contingency	\$	1,102,210	\$	1,105,430	\$ 1,259,504
	3.0% CMGC Contingency	\$	253,508	\$	254,249	\$ 289,686
	2.0% Market Volatility Contingency	\$	174,076	\$	174,584	\$ 198,918
	1.5% Solar / Green Energy	\$	133,168	\$	133,557	\$ 152,172
	7.50% Escalation to 3Q2020	\$	675,827	\$	677,802	\$ 772,273
	Total Direct Construction	\$	9,686,855	\$	9,715,156	\$ 11,069,245
	Cost per square Foot	\$	605.43	\$	592.39	\$ 674.95
	4.25% Additional Escalation to Q3 2021	\$	411,691	\$	412,894	\$ 470,443
	Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021					
	Total Direct Construction	\$	10,098,546	\$	10,128,050	\$ 11,539,688
	Cost per square Foot	\$	631.16	\$	617.56	\$ 703.64

	RV Site Option A		RV Site Option B		RV Site Option C	
	One Story		Two Story		Two Story	
	Non-Tsunami Resistant		Non-Tsunami Resistant		Tsunami Resistant	
	16,000		16,400		16,400	
Soft Costs						
8.5% Design Fees	\$	823,383	\$	825,788	\$	940,886
varies Additional Site Contingency	\$	242,171	\$	242,879	\$	276,731
Site Engineering Fees						
Building Permit Costs	\$	31,759	\$	31,851	\$	36,252
Mechanical Permit Cost	\$	5,000	\$	5,000	\$	5,000
Plumbing Permit Cost	\$	4,000	\$	4,000	\$	4,000
Structural Plan Review	\$	20,643	\$	20,703	\$	23,564
Fire and Life Safety Fee	\$	20,643	\$	20,703	\$	23,564
Mechanical Plan Review Fee	\$	3,250	\$	3,250	\$	3,250
Plumbing Plan Review Fee	\$	2,600	\$	2,600	\$	2,600
State Surcharge	\$	10,547	\$	10,573	\$	11,787
Inspection Fees	\$	25,000	\$	25,000	\$	25,000
Surveys	\$	50,000	\$	50,000	\$	50,000
Geotechnical studies	\$	30,000	\$	30,000	\$	30,000
Environmental Studies	\$	25,000	\$	25,000	\$	25,000
Furniture Fixture and Equipment	\$	352,000	\$	352,000	\$	352,000
Fee for FFE Design / Specifications	\$	35,200	\$	35,200	\$	35,200
IT Budget	\$	400,000	\$	400,000	\$	400,000
City Project Management Fees	\$	85,000	\$	85,000	\$	85,000
Legal Fees	\$	300,000	\$	300,000	\$	300,000
Move in Costs	\$	150,000	\$	150,000	\$	150,000
4% Construction Contingency	\$	387,474	\$	388,606	\$	442,770
10% Owners Contingency	\$	1,269,053	\$	1,272,331	\$	1,429,185
TOTAL Soft Costs	\$	4,272,724	\$	4,280,484	\$	4,651,788
4.25% Additional Escalation to Q3 2021	\$	181,591	\$	181,921	\$	197,701
Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021						
TOTAL Soft Costs	\$	4,454,315	\$	4,462,405	\$	4,849,489

²	Modifications to RV Park (Roadway)	\$	200,000	\$	200,000	\$	200,000
²	Modifications to RV Park (Toilet Rooms)					\$	250,000
4.25%	Additional Escalation to Q3 2021	\$	8,500	\$	8,500	\$	19,125
Based on escalation of 5% for Q4 2020, 4% for Q1 - Q3 of 2021							
		\$	208,500	\$	208,500	\$	469,125
<hr/>							
	TOTAL PROJECT COST Escalated to Q3 2020	\$	14,159,579	\$	14,195,640	\$	16,171,033
Direct construction + Soft Costs + Other Costs							
	TOTAL PROJECT COST Escalated to Q3 2021	\$	14,761,361	\$	14,798,955	\$	16,858,302
Direct construction + Soft Costs + Other Costs							

- ¹ Eliminated costs for Tsunami resistant foundation for comparison purposes.
- ² Costs Estimated by SRG based on discussion with RV Site Owner and extent of work required. Costs to be verified once exact plan is determined

Definitions:

Design Contingency – This is an allocation of funds to cover anticipated but as yet undefined costs related to incomplete design. Ideally as the design progresses the Design Contingency is reduced to reflect more defined scope, but the cost of work above the line increases proportionally as more detailed line items are added. It is not meant to cover added scope or costs related to unforeseen site conditions.

CMGC (or Construction) Contingency – This is a CMGC's contingency primarily to cover costs to mitigate impacts due to unforeseen site conditions/constraints. It is only carried when CMGC is the chosen procurement model. It is not carried in estimates for projects using traditional (Design-Bid-Build) procurement. It is not meant to cover design development or added scope.

Owner Contingency – This is typically NOT carried in construction estimates but rather in the Owner's soft cost budget and it is an allocation of funds to cover added scope or "wish list" items.

Market Volatility Contingency – This is an allocation of funds to account for cost increases related to local market forces. It is also sometimes referred to as a "bidding contingency". In a hot market such as Portland, general contractors sometimes struggle to get subcontractors to bid on work in certain trades and the lack of competition causes the bids they do get to be inflated. This contingency tries to address that risk.

Location Factor – This is an allocation of funds to account for the fact that this project is located far enough from any urban centers that travel costs (vehicles, fuel, drive time, per diem, lodging in some cases, etc.) will likely be incurred by multiple subcontractors that will increase their prices.

Escalation – This is an allocation of funds to account for normal cost increases related to the passage of time from the estimating phase until the buyout/construction phase. Estimates are typically done in today's dollars and then escalation is added to account for material cost increases, labor rate increases, equipment cost increases, etc. In large jobs where design can take years, escalation can be a substantial cost to the project.

FINANCING:

Staff and our consultants are looking at various ways to fund the City Hall / Police Station Project.

One option is to fund 100% of the project through the issuance of General Obligation bonds.

Our financial consultant has indicated that in today's market a General Obligation Bond would be \$0.75 (seventy-five cents) per \$1,000 in assessed value. This would raise bond proceeds of approximately \$16,000,000 and is slightly higher than the estimate of the lowest cost option. In this scenario the rough annual cost to a homeowner whose property has an appraised value of \$300,000 would see an assessment of \$225 per year or \$18.75 per month for a period of 30 years.

The City could also add an additional 1% TRT levy. 30% of those funds could be available for general purposes such as making the bond payments. In 2018-19 we anticipate the 30% (+ \$150,000) would generate enough funds to make bond payments that would reduce the amount to be funded out of property taxes by \$2.4 million. This has the potential of reducing the annual assessment to property owners to \$0.64 per \$1,000 of assessed value to an annual levy of \$192 or \$16.00 per month.

The City is meeting with multiple state agencies at the end of January in order to discuss grant opportunities. We will be seeking grants Public Safety Facilities as well as for Community spaces. There may be other grant opportunities that will be pursued also. Another factor to consider is that the estimated construction costs that have been generated at this time include significant contingencies for various items. We have been conservative in these estimates, so we anticipate the projected costs of the City Hall / Police Station will likely go down from what you see now.