

Kattie Riggs

From: Don Hanson <don.hanson@otak.com>
Sent: Monday, April 8, 2019 2:28 PM
To: Kattie Riggs
Cc: Robinson, Michael C.; Darren Gusdorf
Subject: Park Place testimony for the City Commission.
Attachments: Presentation Summary - Park Place.pdf; Preliminary Costs - Alley Construction.2019_04_07.pdf

Hello Katie.

Please include the attached Presentation summary (3 minutes) and Preliminary cost estimate in the public record for the code amendments. I am assuming this will be forwarded to commission members prior to their April 17th public hearing.

Thank you.

Don



Don Hanson | Principal

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Preliminary Construction Costs - Private Alley Construction					April 7, 2019	
For: ICON Development					Otak, Inc	
Otak Project No. 19124					By: MAP	
Alley Lots vs Front Load Lots						
This preliminary estimate was prepared using the following assumptions:						
1. Comparison of alley vs front loaded lots consider roadway/street and utility main costs.						
2. No earthwork included in the comparison.						
3. Assumes public streets (local) and private alleys are each double loaded.						
4. Includes stormwater conveyance only. No costs for stormwater management facilities (detention/water quality)						
5. Estimate does not include driveway aprons at lots.						
			Alley Load	Front Load		
			\$ / L.F.	\$ / L.F.		
PROJECT SUMMARY						
SCHEDULE A.1 - SANITARY SEWER (8")			\$72.33	\$72.33		
SCHEDULE B.1 - STORM SEWER (12"-18")			\$88.67	\$88.67		
SCHEDULE C.1 - WATER SYSTEM (8")			\$76.85	\$76.85		
SCHEDULE D.1 - ROADWAY (30' Public Roadway - Local)			\$329.81	\$329.81		
SCHEDULE D.6 - ROADWAY Private Alley - 20 foot paved, mountable curb			\$88.11	n/a		
SCHEDULE SD.1 - PRIVATE STORM SEWER (12") - Private Alley Drainage			\$74.67	n/a		
Cost per LF (Roadway and Utility mains only)			\$730.44	\$567.66		
Assume 50' wide lot			50	50		
Assume double loaded public street and alley			0.5	0.5		
SUBTOTAL (cost per lot frontage)			\$18,261	\$14,191		
CONSTRUCTION CONTINGENCY			25%	\$4,565	\$3,548	
SUBTOTAL CONSTRUCTION COST			\$22,826	\$17,739		
SOFT COSTS			28%	\$5,113	\$3,974	
PROJECT TOTAL			\$27,939	\$21,713		
			129%			
ITEM	DESCRIPTION		UNIT COST	UNIT	UNIT/LF COST	L.F. COST
SCHEDULE A.1 - SANITARY SEWER (8")						
	Construct 8" PVC 3034 with Select Backfill, complete in place		\$60.00	L.F.		\$60.00
	Construct concrete manholes @ 300' o.c.		\$3,700.00	Each	1/300 L.F.	\$12.33
	TOTAL SCHEDULE A.1					\$72.33
SCHEDULE B.1 - STORM SEWER (12"-18")						
	Construct 12-18" CPP with Select Backfill, complete in place		\$65.00	L.F.	L.F.	\$65.00
	Construct concrete manhole, 48" @ 300' o.c.		\$3,500.00	Each	1/300L.F.	\$11.67
	Construct catch basins @ 300' o.c.		\$1,800.00	Each	1/150 L.F.	\$12.00
	TOTAL SCHEDULE B					\$88.67
SCHEDULE C.1 - WATER SYSTEM (8")						
	Construct 8" D.I.P. with select backfill		\$60.00	L.F.	L.F.	\$60.00
	Standard fire hydrant (6") assembly @ 400' o.c.		\$4,500.00	Each	1/400L.F.	\$11.25
	8" gate valve @ 250' o.c.		\$1,400.00	Each	1/250 L.F.	\$5.60
	TOTAL SCHEDULE C.1					\$76.85
SCHEDULE D.1 - ROADWAY (30' Public Roadway - Local)						
	Paved		ROW			
	30		50			
	Crushed Rock Base, 8" compacted thickness, 1-1/2"-0" rock		\$8.50	S.Y.	33/9 L.F.	\$31.17
	Leveling course, 2" compacted thickness, 3/4"-0" rock		\$3.00	S.Y.	27/9 L.F.	\$9.00
	3" Class "B" A.C.		\$14.00	S.Y.	27/9 L.F.	\$42.00
	Concrete curb and gutter		\$12.00	L.F.	2/L.F.	\$24.00
	5' wide concrete sidewalk, 4" thick		\$25.00	L.F.	2/L.F.	\$50.00
	Street Lights - 150' o.c., one side of the street (alternate sides)		\$4,500.00	Each	1/150 L.F.	\$30.00
	Street Trees @ ~ 35' o.c., both sides of street		\$300.00	Each	2/35 L.F.	\$17.14
	Private Utility Trench with (1) 4" Conduit, (3) 3" conduit, (2) 2" conduit		\$60.00	L.F.	2/L.F.	\$120.00
	Transformer Pads/PGE Vaults		\$2,600.00	Each	1/400 L.F.	\$6.50
	TOTAL SCHEDULE D.1					\$329.81
SCHEDULE D.6 - ROADWAY Private Alley - 20 foot paved, mountable curb						
	Paved		ROW			
	20		22			
	Crushed Rock Base, 8" compacted thickness, 1-1/2"-0" rock		\$14.00	S.Y.	23/9 L.F.	\$34.22
	Leveling course, 2" compacted thickness, 3/4"-0" rock		\$6.00	S.Y.	17/9 L.F.	\$11.00
	3" Class "B" A.C.		\$14.00	S.Y.	17/9 L.F.	\$24.89
	Mountable curb		\$9.00	L.F.	2/L.F.	\$18.00
	TOTAL SCHEDULE D.6					\$88.11
SCHEDULE SD.1 - PRIVATE STORM SEWER (12") - Private Alley Drainage						
	Construct 12" CPP with Select Backfill, complete in place		\$55.00	L.F.	L.F.	\$55.00
	Construct concrete manhole, 48" @ 300' o.c.		\$3,500.00	Each	1/300L.F.	\$11.67
	Construct catch basins @ 300' o.c.		\$1,200.00	Each	1/150 L.F.	\$8.00
	TOTAL SCHEDULE SD.1					\$74.67



Presentation Summary

Presentation: Park Place

Project No.: 019124.000

- Don Hanson, Principal, Otak on behalf of Icon Development
 - 41 years experience designing residential and mixed-use development
 - Projects in: Portland Metro Area, Bend, Oregon Coast, Vancouver/Clark County, WA, Seattle Metro Area, Denver, Phoenix, United Arab Emirates, Saudi Arabia and Tbilisi, Georgia
 - Former Chair of Portland Planning Commission

- Oregon City Geography
 - City of Hills and deeply cut drainage ravines

Clackamette Park	EL: 21
City Hall	EL: 184
High Point in City	EL: 530
Total Change	509 Vertical Ft.

- Park Place Geography (North)

Redland Rd. Access	EL: 70
Holcomb Blvd. Access	EL: 500
Total Change	430 Vertical Ft.

- Park Place/North Development Areas framed by 3 drainage ravines. Development areas consist of 10-15% slopes
- Resulting 100 ft. deep lots slope 1-1.5 stories front to back
- Park Place Concept Plan (2008) provides excellent guidance for development/implementation. It does not dictate alley access garages
- **Item 2:** Alleys in Concept Plan Areas
 - Alley lots cost more. Development costs increase by at least 29%. (See attached budget estimate)
 - Alleys take more space and don't adapt well to slopes. Having garages 1 – 1.5 stories above or below the house is an issue for accessibility. Not good for house floor plans.
 - Privacy is greatly diminished
 - Increased grading, pavement and site impact
 - A more balance approach would consider recessed garages, which improves streetscape appearance and function.
- **Item 5:** Lot Sized Reduction (Lot Averaging)
 - Lot averaging is an excellent design tool for sites with challenging topography and natural features.
 - It enables adjusting lot configuration in response to site features
 - Varying lot size and configuration also adds diversity and character to neighborhoods
- Summary:
 - Item 2: Eliminate the alley access mandate
 - Item 5: Retain lot size reduction/averaging

Kattie Riggs

From: Don Hanson <don.hanson@otak.com>
Sent: Monday, April 8, 2019 2:30 PM
To: Kattie Riggs
Cc: Robinson, Michael C.; Darren Gusdorf
Subject: FW: Oregon City - lot costs. Front Load vs Alley Load
Attachments: Preliminary Costs - Alley Construction.2019_04_07.pdf

Hello Katie.

Please also include this email from Mike Peebles in the public record for the April 17 commission hearing.

Thanks

Don

Don Hanson | Principal

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From: Mike Peebles
Sent: Monday, April 08, 2019 9:57 AM
To: Don Hanson
Subject: Oregon City - lot costs. Front Load vs Alley Load

See attached for comparison of front load vs alley load lot costs for street and utilities.
Assumptions and detail included in cost estimate spreadsheet.

Other items regarding alleys that have come to light recently:

Typically water services and PGE/franchise utility services are located in the main street at the “front” of the house. With a front loaded lot, this allows direct connection to garage area which is typically the entry point for sewer and power/gas. When in an alley loaded product, routing the water services and PGE/gas services to the back of the lot becomes tricky, or they have to go under the slab/crawlspace to reach the garage area. This adds to building costs. There has been some projects where water and franchise utilities get put in the alley, but it is tight fit and somewhat redundant costs if water and franchise utilities also in fronting street.

Note, we have also had challenges with waste haulers/recyclers....they are requiring more and more width/clearances in alleys for garbage pickup and they have to go down alley twice since auto-pickup only on one side of truck (same applies to local streets, but more room to maneuver)

Thanks
Mike



Mike Peebles, PE | Principal

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