

Feasibility Study and Comparison of an Alternate Site for the Mosier Community Center

October 2018



CITY OF MOSIER

Mosier Fire
Fire and Emergency Services

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City of Mosier

Feasibility Study and Comparison of an Alternate Site for the Mosier Community Center

Introduction

In September of 2017, a feasibility study was done to evaluate the development of a Joint Use Facility on the Union Pacific property north of Highway 30 in downtown Mosier ("Railroad Site"). This document is a supplement to that study and looks at developing a facility of the same program on an alternate site north of 3rd Avenue between Washington and Center Streets ("Existing Facility Site"). The goal of this study is to evaluate the two sites against each other and identify key similarities and differences, so the Mosier Building Committee has the facts needed to decide which location should be developed.

Summary

There will be several factors in the decision between the two sites. Refer to Appendix A for a Comparison Matrix of Key Site Features. The matrix summarizes the differences between the two sites, and then identifies what the cost would be to eliminate the difference. The categories listed come from those identified in the first feasibility study of the Railroad site, along with comments received after meeting with the Building Committee. They are not listed in order of priority. At the bottom of the matrix, the baseline project cost is listed. This is from the preferred option that was selected by the Building Committee in the first feasibility study. Refer to Appendix E from that document for a breakdown of how the cost was determined. After that, the cost of adjustments is listed resulting in a total cost of each site for comparison.

There are three categories the matrix is divided into:

- **Project/Construction Costs.** These are the similarities and differences between the sites that may have a construction cost impact, including both site and building costs.
- **Operational Costs.** These categories summarize the aspects of the facility that will have an impact on the operational cost of the Community Center.
- **Other Benefits and Costs.** These categories are for the items that are more socioeconomic. Many of these are cost neutral and describe benefits and disadvantages each site has for the Mosier community.

In addition to the matrix, the following are included for reference:

- **Conceptual Site Plan:** This shows both sites for evaluating site specific features and adjacencies. Refer to Appendix B.

- **Conceptual Space Plan Diagram:** This was developed in the first feasibility study and has been updated to reflect the program option that was selected ("Essential Fire Station + City Hall") with items not included dashed in. Refer to Appendix C.
- **Reference Floor Plan:** The floor plan option that was selected in the first feasibility study ("Essential Fire Station + City Hall") has been included for reference. Refer to Appendix D.
- **Plan Diagrams for Alternate Existing Facility Site:** These are based on the option above selected from the first study ("Essential Fire Station + City Hall"). Refer to Appendix D.

Conclusion

From the criteria summarized in the matrix and on the site diagrams, the Mosier Building Committee has asked that this study address the following questions:

- Does the building fit appropriately on the alternate Existing Facility site?
- Is the cost of the building on the alternative Existing Facility site similar to the Railroad site?
- Is the alternate Existing Facility Site as safe as the Railroad Site?
- What are the economic / socioeconomic benefits of developing each site?

The floor plan studies show that the building footprint adequately fits on the site. The costs appear to be very similar between the two sites and there do not appear to be any significant differences that will affect cost. The alternate site appears to be at least as safe as the Railroad site. Both locations would function adequately as a Command Center in the case of an emergency event. Also, both sites appear to have their respective socioeconomic benefits (as summarized in the matrix).

Should there be a reason that the Railroad site is not selected for development, the Existing Facility site would be a viable alternative for locating the Mosier Community Center.

Appendix A - Comparison Matrix of Key Site Features

Comparison of Key Site Features between Railroad and Existing Facility locations.

Site Feature	Difference between the two sites:		Railroad Site	Existing Facility Site	Notes
	Similar Benefit	Can difference be eliminated?	Cost to Eliminate Difference	Cost to Eliminate Difference	
	Existing Facility Site Benefit				
	Railroad Site Benefit				
Project/Construction Costs					
Site Acquisition	Railroad Site Benefit: Property is already in hand. The Existing Facility site may or may not be easy to acquire (negotiations, fundraising).	No	\$0	\$0	
Site Cost	Similar benefit: When the value of both sites are considered, evaluation by Terry Moore suggests that they have similar costs under base assumptions.	-	\$0	\$0	
Site Location	Similar Benefit: Both sites are within the Mosier City Limits and in the Downtown Core.	-	\$0	\$0	
Site Area	Similar Benefit: The minimum area needed for the Community Center is approximately 15,000sf (see notes). Even though the Railroad site has a larger available area, the area planned for development of the Community Center is of a similar width and depth to the Existing Facility site (100ft x 200ft = 20,000sf) Within this size, both sites will accommodate the minimum area required and also allow for future expansion.	-	\$0	\$0	Building area needed: 8,000sf Apron area needed: 2,000sf Public Parking area needed: 2,000sf Volunteer Parking area needed: 2,000sf Landscape Swale area needed: 1,000sf Total minimum area needed: 15,000sf
Site Utilities	Similar Benefit: Both sites will have similar access to existing site utilities as both are in developed areas within the City limits.	-	\$0	\$0	City to confirm availability of existing utility infrastructure.

Soil Conditions	<p>Existing Facility Site Benefit: The structural soil conditions are likely similar based on the results of the geotechnical study done for the Railroad site. However, there is potential for hazardous materials at the Railroad site, which will be determined as part of the Environmental Site Assessment currently taking place.</p>	No	\$0	\$0	
On-Site Parking	<p>Similar Benefit: Both sites have enough space for a small parking area to address the need for ADA access to public features, and to also act as a loading area. Both sites have potential for on-street parking if desired.</p>	-	\$0	\$0	
Railroad Tracks Mitigation	<p>Existing Facility Site Benefit: The Railroad site has a close proximity to the railroad tracks, which will introduce sound and vibration that will need to be mitigated.</p>	Yes	\$0	-\$25,000	Facility has been located 50 feet from the tracks. Higher mass construction (such as CMU) can be used to help with vibration, sound and fire rating. Even with higher mass construction to mitigate, sound and vibration at the Railroad site will still be higher, especially outside or if windows are open.
Site Grading	<p>Similar Benefit: Both sites have similar grading challenges with approximately 15ft of grade change from south to north.</p>	-	\$0	\$0	
Zoning Limitations	<p>Existing Facility Site Benefit: Both sites are primarily the same zoning (Commercial) with the Existing Facility site additionally having a portion of Public zone to the east. Development opportunity will be similar. The Railroad site is north of Highway 30 and will have additional limitations for height and parking (see notes), both of which would require a variance with the City.</p>	No	\$0	\$0	<p>Building Height: Commercial zone (15.02.070, D, 6): Height limit for buildings north of Highway 30: 18ft. Height limit for buildings south of Highway 30: 28ft.</p> <p>Public zone (15.02.100, E, 4): Height limit: 35ft.</p> <p>Parking (15.03.130): North of Highway 30: Locate in rear of building. South of Highway 30: Locate in rear or at</p>

Building Footprint	Similar Benefit: The Essential Fire Station + City Hall Floorplan option from the first feasibility study will fit on both sites.	-	\$0	\$0	
Operational Costs					
Property Taxes	Similar Benefit: Tax roll impacts would be similar if a portion of the Railroad site is converted to offset changing the Existing Facility site to municipal use.	-	\$0	\$0	
Future Residential Development	Railroad Site Benefit: Future residential is not likely on the Railroad site. To place the Community Center on the Existing Facility site would give up space that could be developed as future residential, which could limit growth as well as tax revenue.				
Staffing	Similar Benefit: Staffing for both sites will be similar.	-	\$0	\$0	
Maintenance	Existing Facility Benefit: Maintenance for both sites will be similar. There is a potential difference if the public restrooms are only considered for the Railroad site due to the proximity to the trail head parking and bicycle hub. These will have a unique maintenance requirement.	No	\$0	Cost will depend on how facility is staffed.	If public restrooms are unique to the Railroad location, there would be an operational cost savings if these are not be needed on the Existing facility site.
Utilities	Similar Benefit: Utilities for both sides will be similar.	-	\$0	\$0	
Solar	Similar Benefit: The south facing orientation of both sites are similar, with potential for a roof design that incorporates a solar array to offset building energy use costs.	-	\$0	\$0	

Operational Revenue	<p>Similar Benefit: Opportunity to rent out the community aspects of the facility such as the community room and commercial kitchen will be better at the Existing Facility site due to greater visibility to the local and surrounding community off of 3rd Avenue. It also has close proximity to the Mosier School. However the Railroad site has better public visibility and access to adjacent event parking area. See Public Visibility and Community Visibility below.</p>	-	\$0	\$0
Other Benefits and Costs				
Stimulus for Development along Hwy 30	<p>This site is more of a commercial / industrial zone and has potential to stimulate development along Highway 30 and in coordination with the Mosier TSP.</p>	-	\$0	\$0
Stimulus for Development along 3rd Avenue	<p>Existing Facility Site Benefit: This site is more of a neighborhood / commercial zone and has potential to stimulate development along 3rd Avenue and coordinate with a future potential public corridor between the Mosier School and Post Office.</p>	-	\$0	\$0
Public/Green space on site	<p>Railroad Site Benefit: Both sites have the space for and opportunity to create outdoor public space (landscape and hardscape). At the Railroad site, this would be coordinated with the Mosier TSP, on the Existing Facility site this would be coordinated with the potential new public corridor between the Mosier School and Post Office. Construction on either site would reduce existing green space. However, the open space on the Existing Facility site is currently one of the only green spaces within the city south of Hwy 30.</p>	-	\$0	\$0

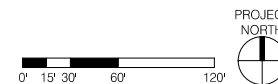
Activation of Street Frontage	Existing Facility Site Benefit: This site allows the community components of the facility to better engage the street (see alternate floor plan options). By moving the apparatus bays and circulation to the back/north, accessed from the east or west, the south side public activities have better access along 3rd Avenue.	No	\$0	\$0	The Railroad site only allows the apparatus to enter from the south, which moves the public components of the building further away from the street.
Public Visibility	Railroad Site Benefit: This site is more connected to public traffic passing through Mosier on Interstate 84 (site is visible from the Interstate), Traffic along the HCRH, Bicycle traffic including the future Bicycle Hub, and pedestrian traffic from adjacency to restaurants. This location is also preferred if it is to also act as a visitors center for Mosier.	No	\$0	\$0	This is location specific.
Community Visibility	Existing Facility Site Benefit: This site will be more visible to local and neighboring communities from traffic that passes through 3rd Avenue from the south along with adjacency to School and Post Office. The community is accustomed to using the Mosier School as a Civic gathering place, and the close proximity of the Existing Facility site is a benefit.	No	\$0	\$0	This is location specific.
On-site Event Parking	Railroad Site Benefit: This site has a large area adjacent to the building that can be used for event parking.	No	\$0	\$0	This is location specific and Existing Facility site does not have the additional site area to allow for this adjacency. Event parking would need to take place at another nearby location.
Emergency Response / Command Center and Staging	Railroad Site Benefit: It has a large area adjacent to the building location that can be used for emergency response staging. Having this adjacent to the Command Center is an advantage. The Mosier School would likely be used as a shelter in an emergency event. The distance between this site and the Mosier School is a benefit because you do not want to have a command center too close to a shelter and the Existing Facility site is close to the school.	No	\$0	\$0	This is location specific.

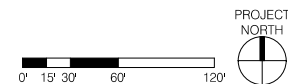
Emergency Response / Traffic	Existing Facility Benefit: Gridlock along Hwy 30 has the potential to happen in an emergency event. This would favor the Existing Facility site.	No	\$0	\$0	This is location specific.
On Site Apparatus Circulation	Existing Facility Benefit: Has access from three sides, which presents the opportunity for pass-through apparatus circulation. The Railroad site will require backing in the apparatus due to having access from only one side. This has the potential to block traffic, but is considered minor due to the infrequent times apparatus will need to back in.	No	\$0	\$0	This is location specific.
Off Site Apparatus Circulation / Traffic Impacts	Railroad Site Benefit: The Existing Facility site has narrow, sloped streets, which could limit the size of apparatus, and present traction issues in the winter. Street parking and school traffic may also congest the area. The Railroad site has better road access off of Hwy 30.	No	\$0	\$0	This is location specific. However, street parking and traffic can be regulated with signage or striping if needed.
Noise from Fire Department or City Activities.	Railroad Site Benefit: There is some potential for Fire Department noise (apparatus engine noise, maintenance or training) which is the same for both locations. However, the Existing Facility site is closer to a residential zone, which makes this adjacency less ideal. Also, when community events are held at the Existing Facility site the closer adjacency to residential is also not ideal.	No	\$0	\$0	
Site Views	Existing Facility Site Benefit: Both sites have the potential to obstruct views to the north from properties to the south. Both sites are large enough to accommodate the building program on one story, which will help mitigate this. Due to the option of street access from the east or west, the Existing Facility site has an advantage because the apparatus bays with the highest roof, can be set lower in elevation from the rest of the facility.	-	\$0	\$0	

Safety	<p>Existing Facility Site Benefit: This site is potentially a safer location due to it being further from the railroad tracks. The Railroad site location is set back 50ft, raised in elevation from the tracks, and has a local hydrant planned on site. However, there is potential for a box car fire or impact from another derailment that could take place.</p>	No	\$0	\$0	This is location specific.
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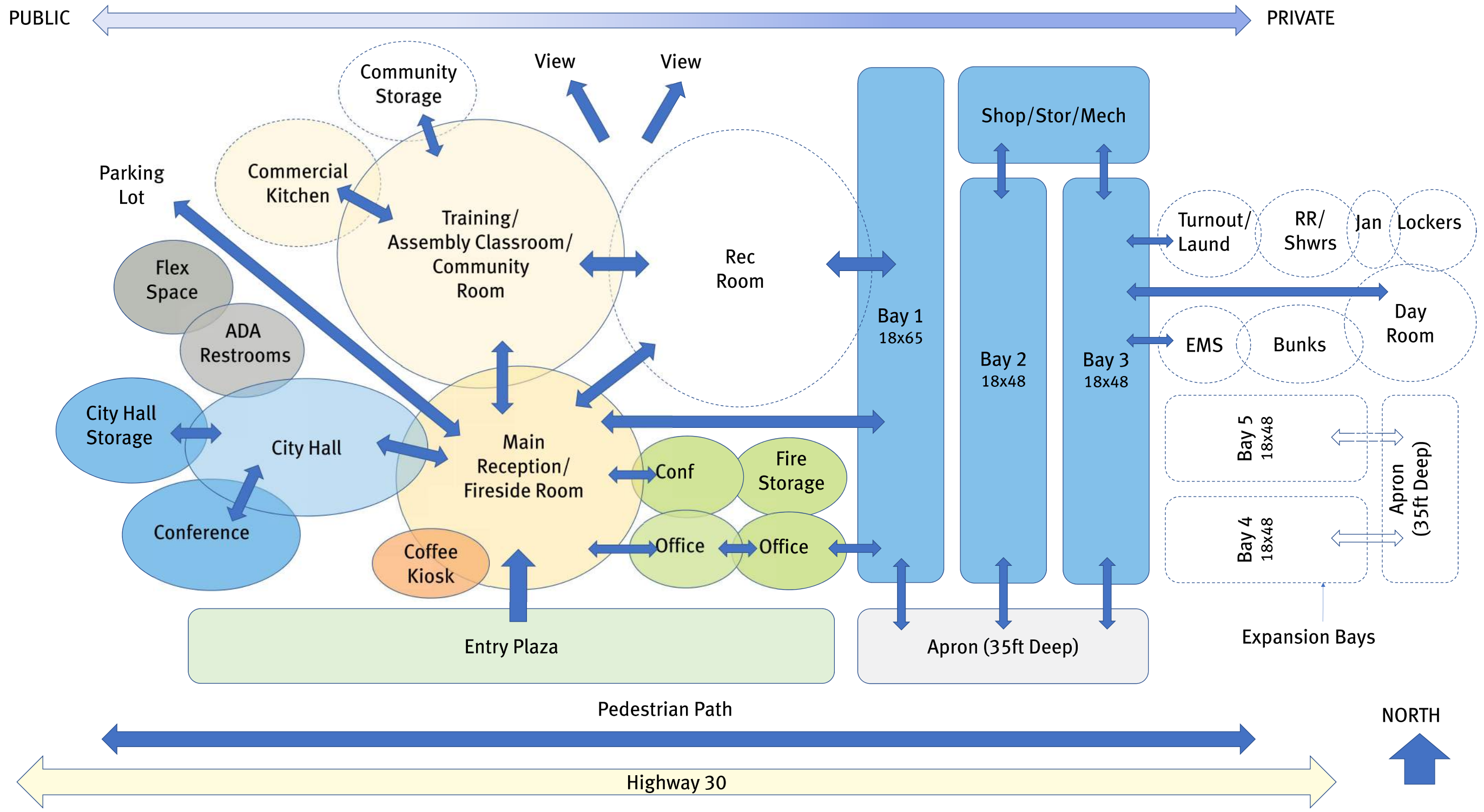
Project Cost Baseline:	Based on "Essential Fire Station + City Hall option from Appendix E from initial feasibility study.	\$3,017,561	\$3,017,561
Cost of Adjustments Above:		\$0	-\$25,000
Total Project Cost with Adjustments:		\$3,017,561	\$2,992,561

Appendix B - Conceptual Site Plans





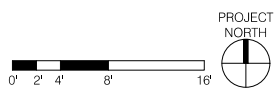
Appendix C - Conceptual Space Diagram



Appendix D - Floor Plan from Railroad Site Feasibility Study

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Appendix E - Floor Plan Diagrams for Existing Facility Site



OPTION 1



OPTION 2



OPTION 3



OPTION 4