

Port of  
Lewiston  
Idaho - USA

# MASTER PLAN

HARRY WALL INDUSTRIAL DEVELOPMENT

2014





# TABLE OF CONTENTS

1. BACKGROUND AND OBJECTIVES ..... 2

2. PLANNING AREA OVERVIEW ..... 4

3. EXISTING CONDITIONS ..... 6

    Site Overview ..... 6

    Zoning ..... 8

    Transportation Access..... 11

    Utilities ..... 12

    Topography and Geology ..... 14

    Environmental ..... 16

    Development Issues And Constraints ..... 17

4. DEVELOPMENT OPPORTUNITIES ..... 20

    Overview ..... 20

    Harry Wall North..... 22

    Harry Wall East ..... 27

    Harry Wall West..... 28

    Confluence Riverfront ..... 32



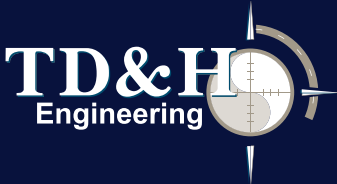
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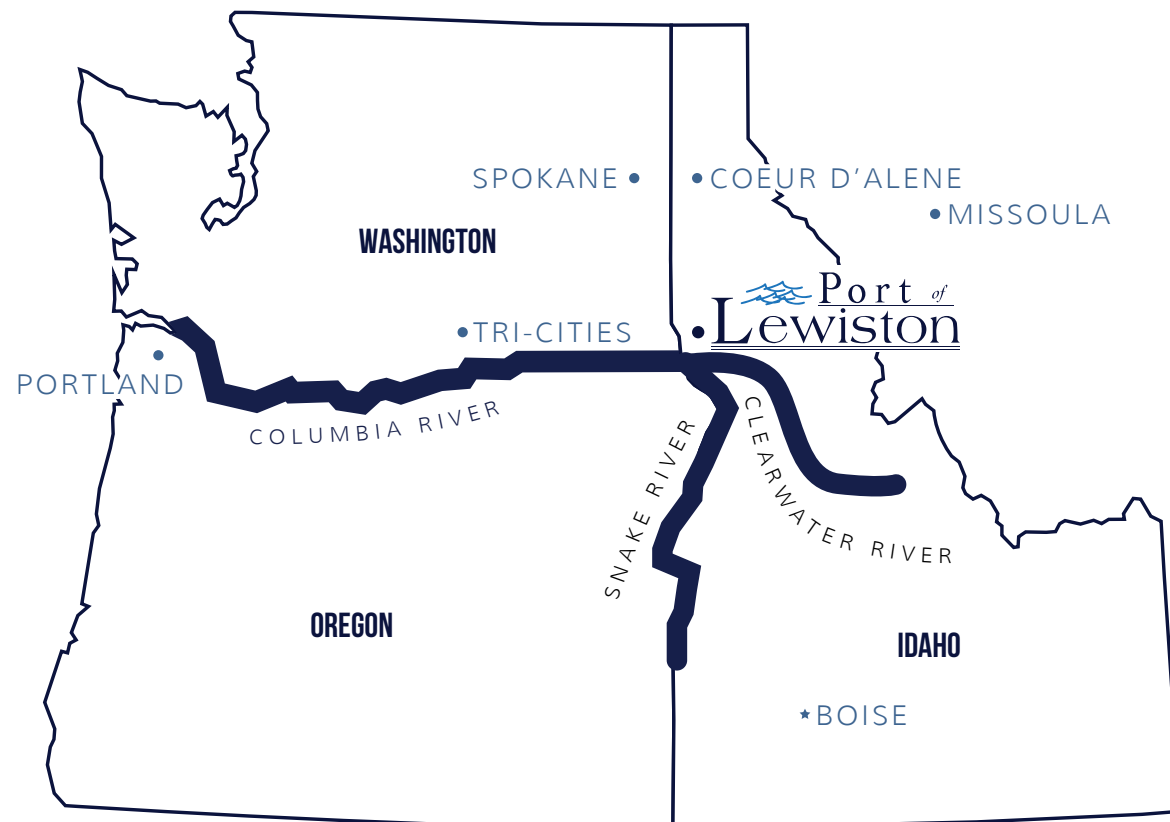
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# 1

## BACKGROUND AND OBJECTIVES



### BACKGROUND

The Port of Lewiston was formed in 1958 by the voters of Nez Perce County. In accordance with Idaho Code 70-1101, the Port oversees harbor operations, terminal facilities, international trade, and industrial and economic development.

Working in cooperation with the Nez Perce County, the City of Lewiston, and Valley Vision, a primary objective of the Port is to encourage economic growth to make the valley a competitive force in the regional marketplace. By doing so, the Port improves employment opportunities and the standard of living within our community.

Throughout the Port's history it has developed multiple sites in Lewiston and Nez Perce County, thereby opening the door for commerce and industry to expand and relocate. Other than North Port, the Port of Lewiston has typically developed a site, leased or sold

the properties, and then closed out the property on the Port's books. Such has been the case with the Blount (ATK) South Port site. More recent activity is ongoing in the Port of Lewiston Business Technology Park. This site has seen tremendous recent development, and future opportunities for development in this area are limited.

Currently the Port is focusing development efforts on opportunities within the Harry Wall Industrial Park. This site originally included 117 acres that was purchased in 1986. In 2001, the Port acquired from the U.S. Army Corps of Engineers approximately 13 acres of Clearwater River riverfront property named in this report the "Confluence Riverfront" property. In 2012 the Port purchased 26 acres of farm land north of the original Harry Wall property, termed herein the "Harry Wall North" property. Together these properties totaling approximately 156 acres make up what is called "Harry Wall" in this Master Plan.



MASTER PLAN OBJECTIVES

The Harry Wall Development Park (Harry Wall) is the focus of this Master Plan. This plan is intended to provide the Port Commission and Staff a document that outlines challenges and opportunities of development within the Harry Wall Development Park. The plan provides an overview of the site, existing site conditions, development opportunities and cost estimates for potential improvements.

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A primary objective of the Port is to encourage economic growth to make the valley a competitive force in the regional marketplace.





# 2 PLANNING AREA OVERVIEW

## OVERVIEW

Harry Wall is located on the northern banks and foothills of the Clearwater River in North Lewiston. The site is adjacent to the North Port, also maintained by the Port of Lewiston. The development area consists of four distinct areas:



### HARRY WALL WEST

Current site of EKO and the City of Lewiston solid waste transfer station.

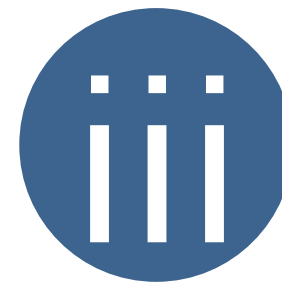
**59 ACRES**



### HARRY WALL EAST

Site of the Nez Perce County Jail and new FedEx Ground sort facility.

**58 ACRES**



### CONFLUENCE RIVERFRONT

Undeveloped riverfront land with rail access.

**13 ACRES**



### HARRY WALL NORTH

Undeveloped agricultural land north of SR 128. Currently this land is tillable agricultural use.

**26 ACRES**





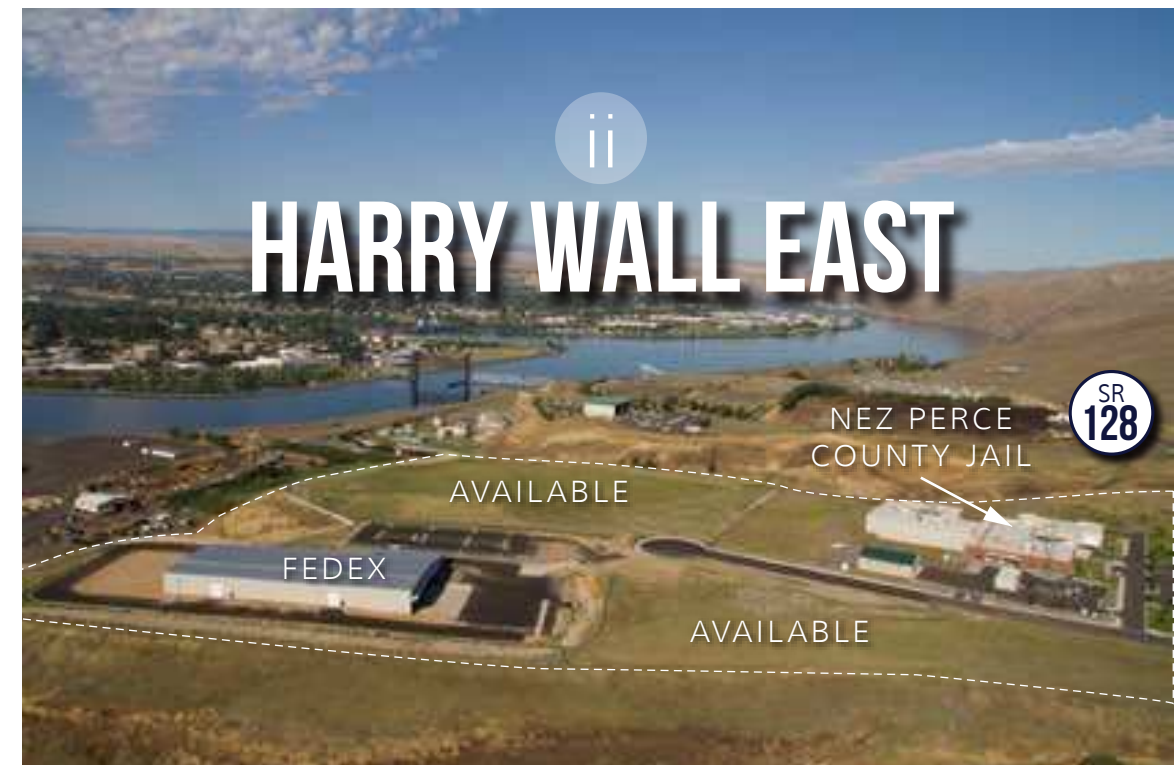


# 3 EXISTING CONDITIONS



## I. HARRY WALL WEST

Portions of Harry Wall West were developed first with the leasing of land to EKO for a composting facility. In 2015 the lease with EKO will expire, making additional developable land available in Harry Wall West. Subsequent developments include a leased site for the City of Lewiston solid waste transfer station and three pads to be leased or sold for small manufacturing or commercial purposes.



## II. HARRY WALL EAST

More recently development started in Harry Wall East with the construction of the Nez Perce County Jail facility. After completion of the jail site, Wall Street was constructed to provide access to the remaining portion of Harry Wall East, and in 2013 a new sorting facility was constructed on this property by FedEx. Approximately half of Harry Wall East is still available for development.



“

Harry Wall is situated between Idaho State Road (SR) 128 on the rolling foothills of the Lewiston hills overlooking the Clearwater River.



### III. CONFLUENCE RIVERFRONT

In 1985 the Corps of Engineers deeded to the Port of Lewiston the majority of a 13 acre strip of land along the Clearwater River termed the Confluence Riverfront. This land, originally known as the “Lewiston Levee Landfill”, was built by the Corps of Engineers during construction of Lower Granite Dam and used for disposal of dredging materials that were unsuitable for levee fill material. Longview Fiber Coompany previously leased this site from 1980 to 2005 as a log chip facility.



### IV. HARRY WALL NORTH

The most recent addition to the Harry Wall Development occurred in 2012 with the purchase of 26 agricultural acres north of SR 128. Development of Harry Wall North will require significant grading operations as well as the installation of underground utilities. The site is bisected on the west side by a farm access road that serves the uphill farmland to the north. This access road is located along a drainage that must be considered as part of site development.





## ZONING

With the exception of Harry Wall North, the entire Harry Wall development is Zone P (Port Zone). Uses permitted outright, as well as conditional uses permitted, are included on the facing page for the Port Zone. In order to pursue a conditional use for a site the Port, or developer, will be required to file an application for a permit through the City of Lewiston Planning and Zoning Department.

Harry Wall North is currently Zone F-2 (Agricultural Transition). The Port should apply to the City of Lewiston for a Zone Change, as this process typically requires five to six months to complete.



USES PERMITTED OUTRIGHT

- Auto, Manufactured Home, Recreational, Heavy Equipment Sales and Service
- Boat Sales and Marina
- Chemical and Fertilizer Storage, Blending and Distribution Facilities
- Commercial Entertainment Facility (Indoor)
- Commercial Marina
- Commercial or Industrial Laundry
- Concrete or Concrete Products Manufacturing
- Eating and Drinking Establishments
- General Contracting and Storage Yard
- Grain Storage
- Greenhouses and Nursery
- Manufacturing, Fabrication, Processing, Repairing, Packing or Storage (except a use specifically listed as a conditional use in the M-2 Zone)
- Mineral Storage
- Mini-Storage
- Offices
- Petroleum Products Storage and Distributing Facilities
- Port Facilities as Described Above
- Public Uses Which Uses are Similar to other Permitted uses in this Zone
- Recycling Center
- Retail Sales and Service
- Service Station
- Solid Waste Handling Facilities
- Telecommunications Towers (subject to the standards of section 37-13.1(4) of this code)
- Alternative Telecommunications Towers (subject to the standards of section 37-163(2) of this code)
- Tire Recapping
- Transportation Facilities
- Truck Terminal
- Veterinary Clinic or Kennel
- Warehouse
- Wholesale Distribution
- Wood Processing Plant
- Wood Products Storage

According to City of Lewiston, Idaho Community Development Department Zoning Information Document Sec. 37-109. Port Zone P.

CONDITIONAL USES PERMITTED

- Other Public Use
- Semi Public Use
- Scrap Metal Storage
- Asphalt Plant
- Meat Packing Plant Excepting Stockyards
- Cement Manufacturing
- Chemical Storage and Manufacturing, Including Farm Fertilizers
- Rendering Plant
- Heliport
- Quarrying
- Other Manufacturing Uses which are not Permitted Outright but which are Consistent with the Purpose of the Port Zone and are not Detrimental to any of the Outright Permitted Uses or Other Existing Conditional Uses

According to City of Lewiston, Idaho Community Development Department Zoning Information Document Sec. 37-111. Port Zone P.







# TRANSPORTATION/ACCESS

The Harry Wall Development is a multi-modal facility with direct or nearby access to highway, rail, river and airport service.

## HIGHWAY

State Route 128 bisects the property and connects to US-12 three miles west of the site with west-bound destinations of Portland and the Dalles, Oregon. US-12 and US-95 also connect to SR 128 one mile to the east with destinations of Missoula, Montana to the east, Spokane, Washington to the north, and Boise, Idaho to the south.

Oversized cargo arriving by barge is off-loaded at North Port, less than one mile from Harry Wall. From here this cargo has travelled via US-12 and US-95 to destinations in Montana, North Dakota, and Canada.

## RAIL

The Great Northwest Railroad, owned and operated by Watco Companies, serves the Lewis-Clark region. The Confluence Riverfront property has adjacent access to rail transportation via a mainline track and siding yard consisting of two rail spurs. Another spur line connects to the mainline at the northeast corner of the Confluence Riverfront property and provides service to North Port.

The Great Northwest Railroad interchanges with Union Pacific Railroad and Burlington Northern Santa Fe Railroad at Ayer, Washington 85 miles west of Lewiston. The Great Northern Railroad connects with the Bountiful Grain & Craig Mountain Railroad (BG&CM) 12 miles east of Lewiston at Spalding.

## RIVER

The Port of Lewiston is the furthest inland sea port on the west coast of the United States, providing a connection for barge traffic from Lewiston and the surrounding region to the Pacific Ocean and international destinations beyond. The Confluence Riverfront property has direct access to the Clearwater River and barge transportation. The property also has existing dolphins and conveyor system for loading barges.

## AIRPORT

The Lewiston-Nez Perce County Regional Airport is located five miles from the Harry Wall Development. Service includes Delta Airlines, Horizon Air and FedEx Express. Direct connections provided by local airline service include Pullman Airport and Seattle-Tacoma International Airport, Washington, Boise Airport, Idaho, and Salt Lake City International Airport, Utah.



Existing Conditions : Transportation/Access



UTILITIES

WATER

Municipal water supply is provided to the Harry Wall Development along SR 128. This water main is 12" ductile iron, in conformance with City of Lewiston standards, with a static water pressure of 80 psi and adequate flow for fire suppression requirements in the vicinity.

On site, an 10" private water main runs from SR 128 south to the City of Lewiston solid waste transfer station where it reduces to 8" running west within the pad site area. Water mains has also been constructed along Wall Street in Harry Wall East, providing water service to all parcels within this area.

Water pressure within Harry Wall West exceeds 100 psi in most areas. A pressure reducing valve station was constructed within Wall Street so water pressures in Harry Wall East are within normal parameters (40-80 psi).

Currently water is available adjacent to Harry Wall North. A 6" City water line serves the Confluence Riverfront property. A fire pump also provides emergency fire suppression to the Confluence Riverfront property.

SANITARY SEWER

The City of Lewiston waste water treatment plant provides treatment for all City effluent, both south and north of the Clearwater River. This treatment plant is located immediately adjacent to the Harry Wall Development and has adequate capacity to serve the entire area. However, steep hillsides between Harry Wall and the treatment plant, as well as several ravines on the Port property, make it challenging to collect Port

property waste water via a gravity system.

Harry Wall East is served by an existing 8" sanitary sewer main that could collect waste water from any lot, although some lots would require extension of the sewer to provide service.

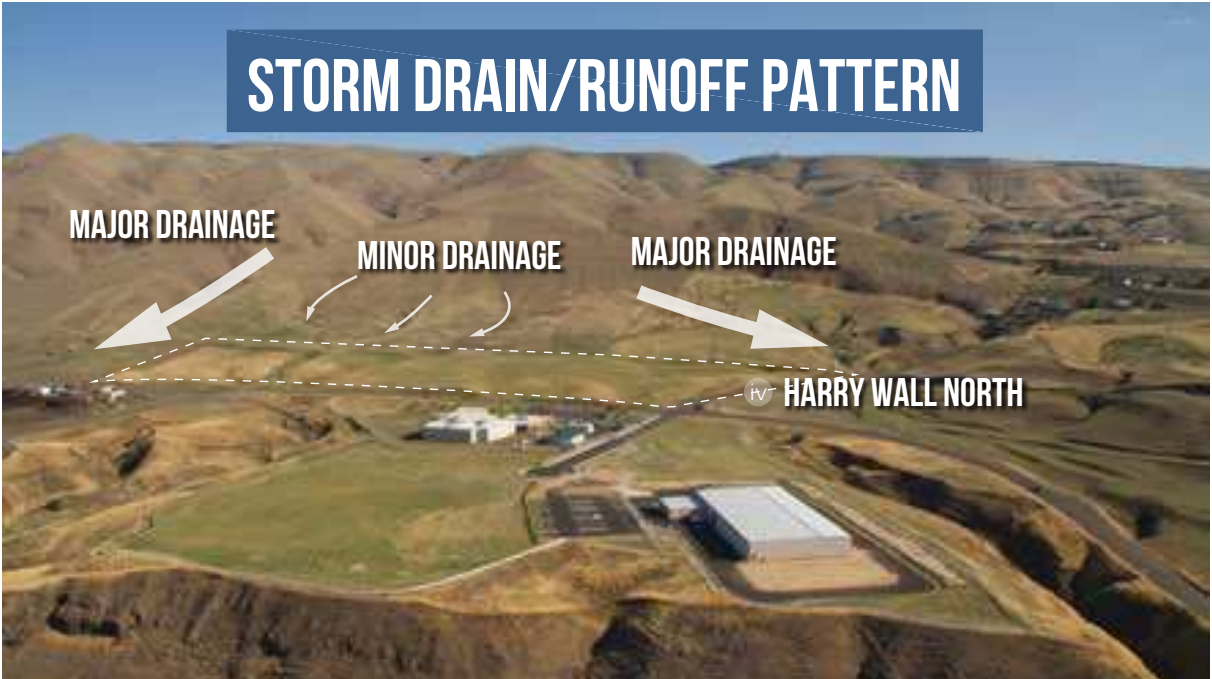
Harry Wall West, Harry Wall North, and the Confluence Waterfront property are not currently served by a sanitary sewer collection system.

STORM DRAIN/RUNOFF

Several small drainages originate on the Lewiston foothills and cross the Harry Wall property. Most of the drainage from the hillside discharges to large drainage basins east and west of the development.

A 36" culvert captures runoff from Harry Wall North at SR 128 and discharges this runoff into the drainage basin that bisects Harry Wall East and West. At the south boundary line of the Port property runoff then drains across City property until it eventually discharges to the Clearwater River.

Most runoff within Harry Wall is handled with surface drainage facilities (ditches, draws and culverts). The only underground storm sewer system in the area was constructed as part of Wall Street east of the Jail.



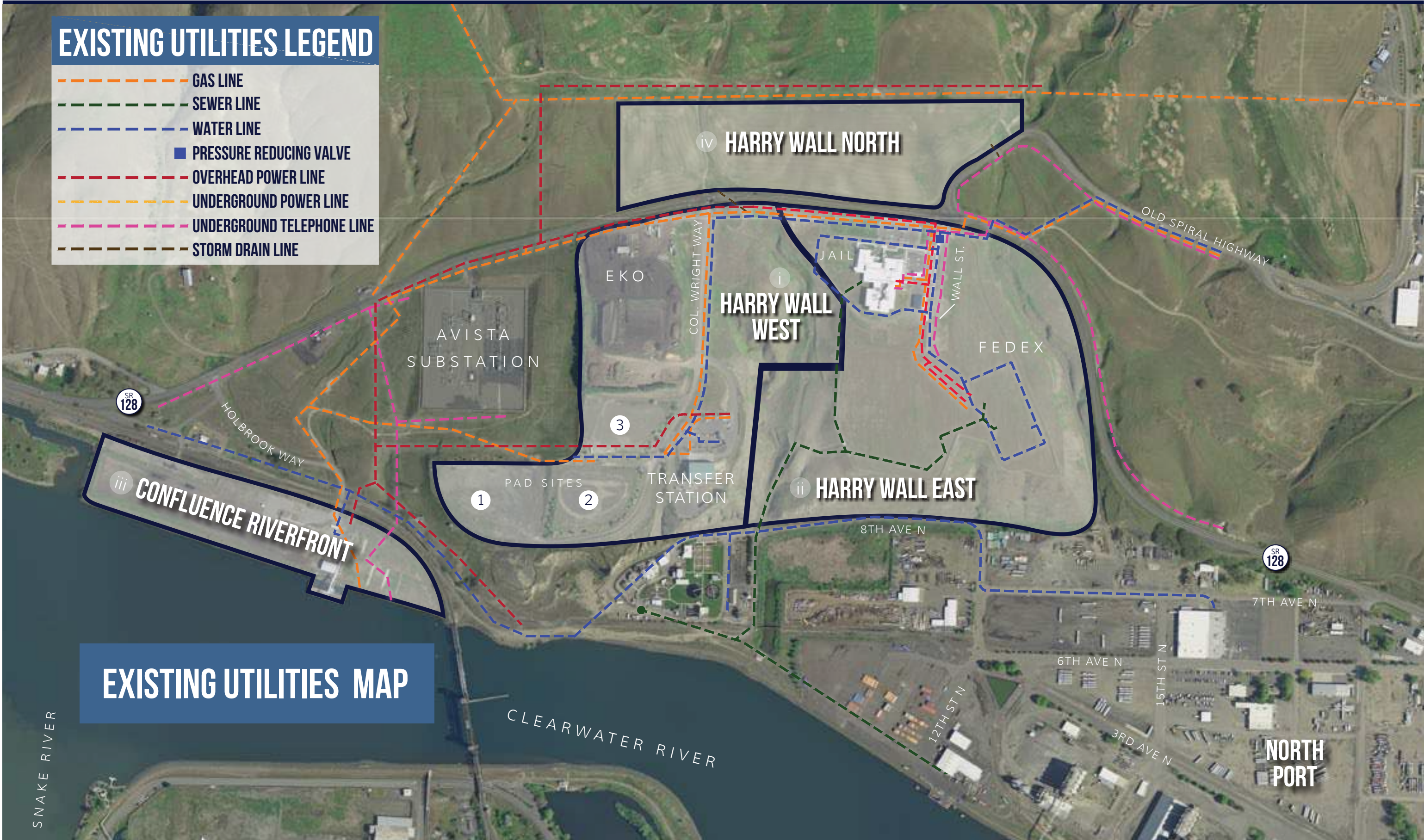
POWER/GAS/TELCOM/CABLE

Existing utilities serving the Harry Wall property include power and gas (Avista Utilities) and telecommunication (CenturyLink). Cable TV is not currently available to the site.

Avista Utilities provides underground and overhead 3-phase power along Wall Street and SR 128 west of the Old Spiral Highway. In addition to service along US 128 there is an overhead 3-phase power feed to the waste transfer station. Natural gas consists of a 4" intermediate pressure main along SR 128 and within Colonel Wright Way between the highway and the waste transfer station. A 2" intermediate pressure gas main provides service along Wall Street. The west side of the Harry Wall property, including the Confluence Riverfront, is served by a high pressure 4" gas main.

The CenturyLink telecommunication system along SR 128 has capacity to service the Harry Wall development. The existing CenturyLink line that provides service to the Confluence Riverfront property is nearly at capacity and would require upgrading if high-speed data is required.

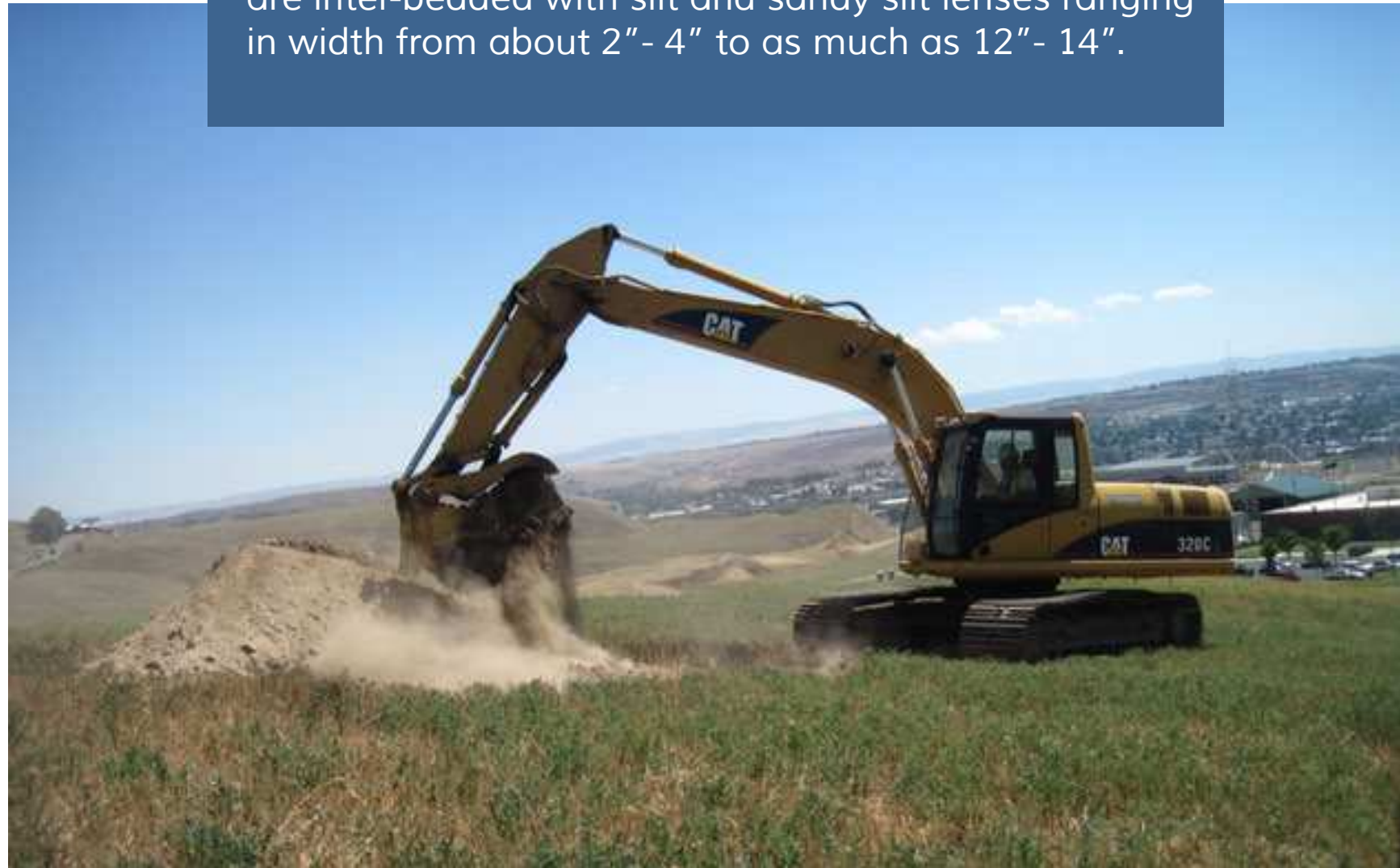




Existing Conditions : Utilities



The subsurface soil conditions appear to be very consistent based on our exploratory excavations and soil sampling. In general, the subsurface soil conditions intersected consist of very fine alluvial sand composed of about 80 percent well sorted, sub rounded basalt clasts, 15-18 percent plagioclase and quartz fragments with 3 – 5 percent mica. The sands are inter-bedded with silt and sandy silt lenses ranging in width from about 2”- 4” to as much as 12”- 14”.

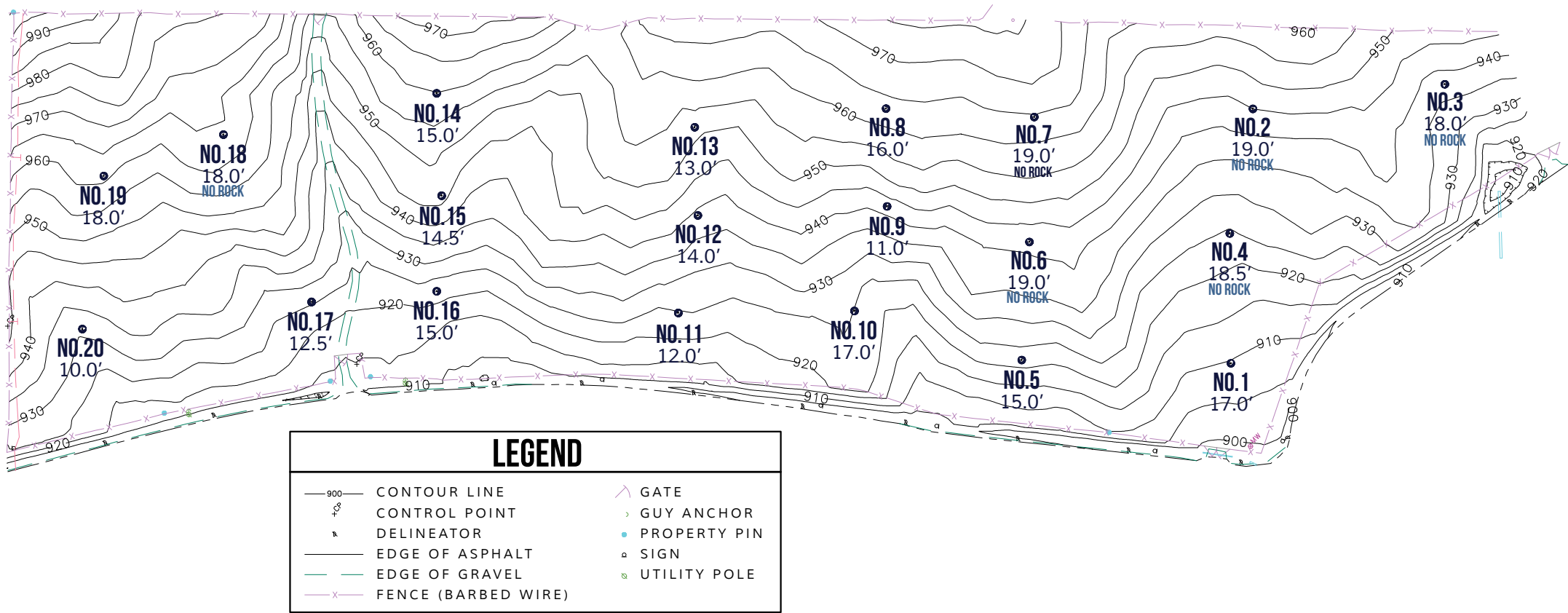


TEST PIT RESULTS

TEST PIT NO.	DEPTH	SOIL TYPE	BED ROCK
1	17'	Gray Dense Sand, Clay Clumps with Mica	X
2	19'	Gray Dense Sand, Clay Clumps with Mica	
3	18'	Gray Dense Sand, Clay Clumps with Mica, thin rock layer at 9 feet	
4	18'	Gray Dense Sand, Clay Clumps with Mica, thin gravel layer at 4 feet	
5	15'	Gray Dense Sand, Clay Clumps with Mica	X
6	19'	Gray Dense Sand, Clay Clumps with Mica	
7	19'	Gray Dense Sand, Clay Clumps with Mica	
8	16'	Gray Dense Sand, Clay Clumps with Mica	X
9	11'	Gray Dense Sand, Clay Clumps with Mica	X
10	17'	Gray Dense Sand, Clay Clumps with Mica	X
11	12'	Gray Dense Sand, Clay Clumps with Mica	X
12	14'	Gray Dense Sand, Clay Clumps with Mica	X
13	13'	Gray Dense Sand, Clay Clumps with Mica, Thin Gravel layer at 4 feet	X
14	15'	Gray Dense Sand, Clay Clumps with Mica, Rust Light gray clay with Mica	X
15	14.5'	Gray Dense Sand, Clay Clumps with Mica, thin sand layer at 9 feet	X
16	15'	Gray Dense Sand, Clay Clumps with Mica	X
17	12.5'	Gray Dense Sand, Clay Clumps with Mica	X
18	18'	Gray Dense Sand, Clay Clumps with Mica	
19	19'	Gray Dense Sand, Clay Clumps with Mica	X
20	10'	Gray Dense Sand, Clay Clumps with Mica	X



HARRY WALL NORTH



TOPOGRAPHY AND GEOLOGY

HARRY WALL SITES

Harry Wall West, East and North are classified as rolling or hilly terrain sloping generally from the north (Lewiston Hill) toward the Clearwater River to the south. Slopes range from 10 to 25 percent, with some shallow gully slopes of up to 45%. Geologically this area is mapped as two sedimentary deposits overlying basalt and the Natural Resource Conservation Service (NRCS) maps the soils as Chard silt loam (ML-CL) and Chard-Tammany complex within gully areas. Most of the property within Harry Wall East and West have been developed, or prepared for future development. Therefore, the focus of master planning efforts have been on Harry Wall North.

Part of this study included a topographic survey of Harry Wall North and a limited geotechnical investigation of the site. The purpose of the topographic survey was twofold: first, it was necessary to obtain more accurate mapping on which to base master plan design concepts. Second, it was necessary to determine existing ground elevations at test pit locations so that the subsurface rock elevation could be more accurately mapped.

A limited geotechnical exploration was conducted primarily to determine the depth of bedrock and the durability of the rock where it was found. Twenty test pits were dug to bedrock, or to the reach of the excavator, throughout the 26 acre site in a rough grid pattern. Soil material was visually classified, bedrock depth was measured, and test pit logs were produced. Bore locations have been surveyed for reference during future planning efforts.

The map on this spread includes existing ground topography as surveyed in 2013, as well as test pit locations dug during the same year. The adjacent table logs each test pit with depth of test pit, visual soil classification and whether or not bedrock was discovered. Basalt encountered was massive in structure, very lightly weathered, and very hard. It is unlikely "rippable".

CONFLUENCE RIVERFRONT SITE

The Confluence Riverfront property occupies approximately nine acres of flat land between the railroad and Clearwater River immediately southwest of the Harry Wall property. Historically this peninsula, known as the "Lewiston Levee Landfill", was created during construction of Lower Granite Dam to dispose of material dredged from the river that was unsuitable for use in constructing the levee system. Approximately 200,000 cubic yards, eventually including substantial quantities of industrial and municipal debris, are estimated to have been wasted at this site. The characteristics of this site are described in more depth in the "Lewiston Levee Landfill Site Investigation and Concept Plan" prepared by the Walla Walla District US Army Corps of Engineers dated July 2010.

Existing Conditions : Topography and Geology



# ENVIRONMENTAL



Generally, development of any property would require the same environmental review and mitigation as a typical large-scale development project in undisturbed land. Such impacts that would require consideration and possible mitigation may include:

## NPDES CONSTRUCTION GENERAL PERMIT

For any site disturbance exceeding one acre the developer will be required to submit a Notice of Intent (NOI) for the National Pollution Discharge Elimination System Construction General Permit, as well as preparation of a Stormwater Pollution Prevention Plan (SWPP).

## SECTION 10 PERMIT (RIVERS AND HARBORS ACT)

Any work on the Confluence Riverfront property that involves construction, dredging or excavation within the Clearwater River will require a Section 10 Permit under the jurisdiction of the US Army Corps of Engineers.

Additionally, if federal funding sources are utilized for construction of improvements such funding may mandate the preparation of an Environmental Information Document (EID) as part of project planning efforts. Preparation of this document may require 3-6 months and should be considered when preparing the project schedule.



# DEVELOPMENT ISSUES AND CONSTRAINTS

## HARRY WALL EAST AND WEST

These two sites are constrained geographically to the north and east by State Route 128, to the south by a rock bluff and City or Port-owned property, and to the west by an electrical substation owned and operated by Avista Utilities, thereby precluding growth in any direction.

Natural drainages between these two sites, as well as along the east side of Harry Wall East, currently limit development opportunities for substantial acreage. Reclamation by importing fill is an option to increase available acreage for development, but this would also require substantial drainage improvements in some cases to maintain a route for seasonal runoff from the Lewiston Hill.

Additional developable land will become available in Harry Wall West when the lease expires for EKO. Due to the operations at this site (composting), there are large quantities of organic materials on the ground surface that must be stripped prior to development. This can either be a requirement for the current tenant to handle, or the Port could use this as an opportunity to strip and stockpile the nutrient-rich material for future beautification efforts.

Domestic and fire suppression water supply are available throughout the site, but some lot locations may require water main extensions and/or fire hydrant installations. Static water pressure toward the south side of the property exceeds 100 psi and, therefore, the best long-term solution for development in these areas is the construction of a pressure reducing valve (PRV) station. If constructed this would be turned over to the City after construction and maintained by the municipality.



The existing sanitary sewer collector serving the Nez Perce County Jail and the City of Lewiston Waste Transfer Station is of sufficient capacity to serve the entire Harry Wall development. However, topography makes extension of the sewer a challenge in some areas. Based on an economic analysis, smaller developments within the pad sites west of

the waste transfer station would best be served by individual on-site sewage systems. Soil conditions would need to be tested and approved by the Department of Health before determining what type and size would be approved.



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Hard, durable basalt rock should be expected within deep excavations.



**HARRY WALL NORTH**

The Harry Wall North property is geographically bounded on the east by the Old Spiral Highway, and the south by State Route 128, precluding development to extend in either of these directions. Additional agricultural land could be developed north and west of this property provided that a purchase agreement could be negotiated. Immediately north of Harry Wall North running east and west are high-voltage overhead power lines that could interfere with future development plans to the north. A high pressure gas transmission main is also located north of the site.

A minor drainage crosses the west third of the property and design provisions will be required to accommodate off-site drainage as well as on site runoff generated by development. There is also a drainage along the east border of the property that will require installation of a culvert to maintain drainage if an access road is constructed on the Old Spiral Highway.

Hard, durable basalt rock should be expected within deep excavations. The depth of bedrock could be used as a primary design constraint to minimize development costs. With the proximity of the adjacent high pressure gas transmission main north of the site care will be required if construction requires blasting.

Access to farmland north of the property must be maintained. Upon development the most straightforward route to provide this access would be along the eastern border of the property near the Old Spiral Highway. At this point the existing and proposed

grades of the site along the north are very close in elevation and would require very little grading to accomplish. Access to city-owned property north of the site must also be provided with any new development.

The Idaho Transportation Department (ITD) maintains jurisdiction over State Route 128. For development, ITD will require the developer to either prepare and submit a Transportation Impact Study, or construct right turn and acceleration lanes along SR 128 at each approach. If a new approach is constructed along the Old Spiral Highway (Nez Perce County jurisdiction), ITD will require the same provisions at the Old Spiral Highway approach onto SR 128.

Water service is readily available on the south side of SR 128. ITD will require any new pipeline crossing to utilize trenchless technologies (such as boring and jacking).

There are several options for sanitary sewer service with the closest being a connection south of the Nez Perce County Jail, approximately 750’ away from the Harry Wall North property.





### CONFLUENCE RIVERFRONT

Development issues, constraints and opportunities are well-documented in the “Lewiston Levee Landfill Site Investigation and Concept Plan” prepared by the Walla Walla District US Army Corps of Engineers dated July, 2010. Notably, this document describes the nature of the existing landfill and special concerns that may apply to development. The document also includes the Quitclaim Deed of 2001 transferring ownership from the Corps to the Port of Lewiston, wherein more specific requirements are spelled out related to waterfront development and environmental issues.

Other environmental issues will be a significant factor in development of the property. Such issues may include a Section 404 permit and Section 10 permit (Rivers and Harbors Act of 1899) through the US Army Corps of Engineers, a Section 401 water quality certification through DEQ, and Section 7 ESA consultation with the National Marine Fisheries Service (NMFS) and US Fish and Wildlife Service (USFWS).

Access to the site from State Route 128 may require improvements to Holbrook Way as well as improvements to SR 128 to comply with the Idaho Transportation Department (ITD) requirements for a highway encroachment permit. Access will also require a railroad crossing and coordination with Watco Companies for any required permits.

Sanitary sewer service will require the construction of at least 1,500 feet of sewer force main and a connection to the sewer near the City of Lewiston Wastewater Treatment Plant. This will require boring and jacking underneath the railroad.



# 4 DEVELOPMENT OPPORTUNITIES

## OVERVIEW

With the rezoning of the Harry Wall North property the 156 acre Harry Wall and Confluence Riverfront property will have potential for development in the form of industrial, manufacturing, and commercial use. In addition, there is opportunity for recreational development of the Confluence Riverfront property as described in the “Lewiston Levee Landfill Site Investigation and Concept Plan” prepared by the Walla Walla District US Army Corps of Engineers dated July 2010.

Vehicular access to all sites is readily available via State Route 128. Additional, marine and rail facilities are available at the Confluence Riverfront property. Existing streets within Port property are currently in the process of transferring to the City of Lewiston for maintenance by the municipality. The Port intends to construct all new streets to City of Lewiston standards with the intent to dedicate new rights-of-way and infrastructure to the City.

Of the 156 acres of usable Port land, 56 acres are currently available for development with little-to-no major infrastructure upgrades or site grading. With site grading, reclamation of drainage, and/or utility extensions a total of 90 acres are available to develop. The Port of Lewiston has been flexible in satisfying specific owner/tenant requirements by providing purchasing or leasing options on a case-by-case basis.

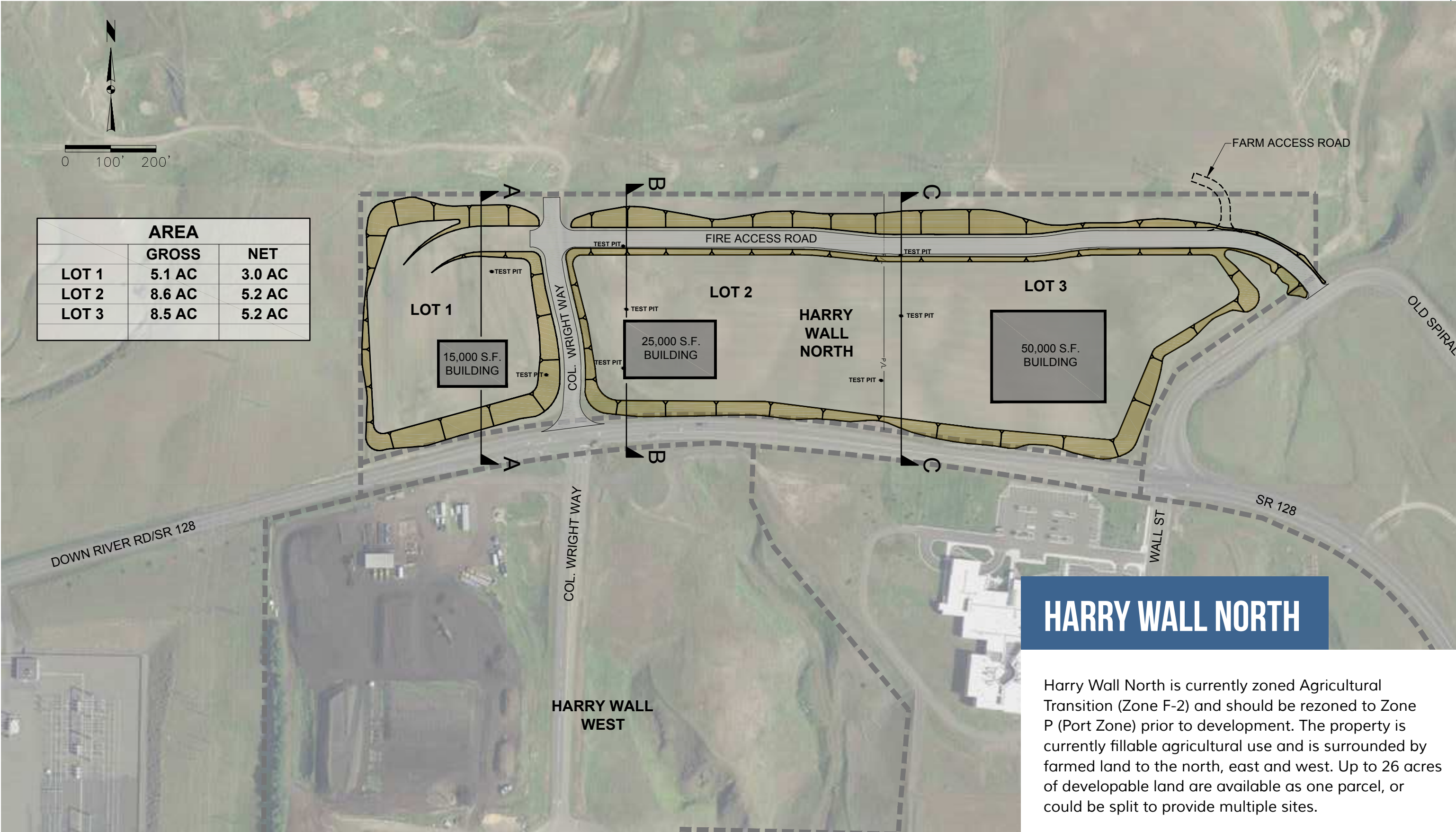
Each potential development area is explored in the subsequent sections of this Plan. Overall estimated costs for potential build-out are included within each section.





Development Opportunities







# SITE GRADING

Site topography is classified as rolling with grades between 10% and 25%, generally sloping from the north to the south. The Port is required to maintain a “farm access” to the property north of Harry Wall, which will either require an access road through the site or negotiation and construction of improvements on private property to the west of Harry Wall North.

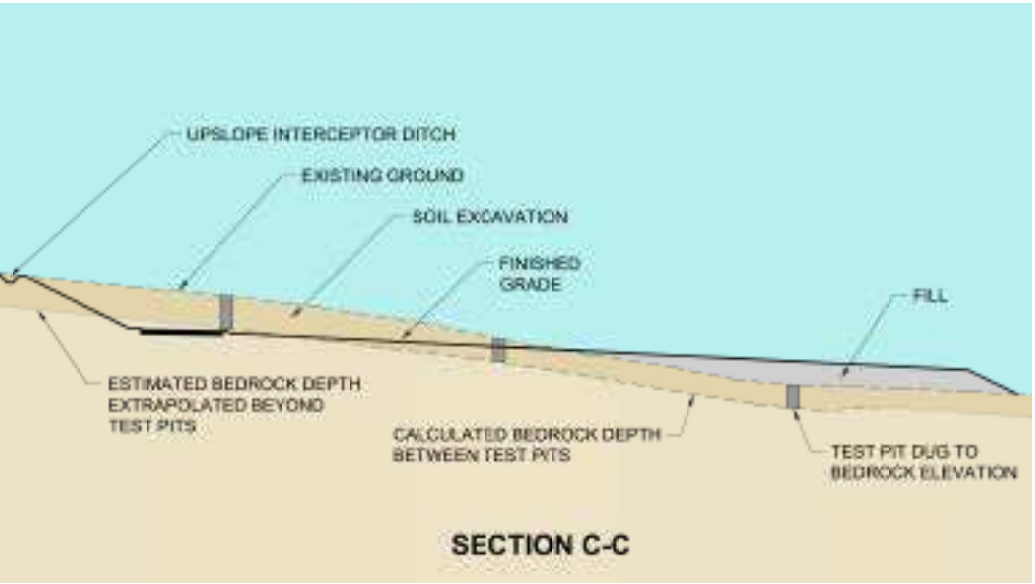
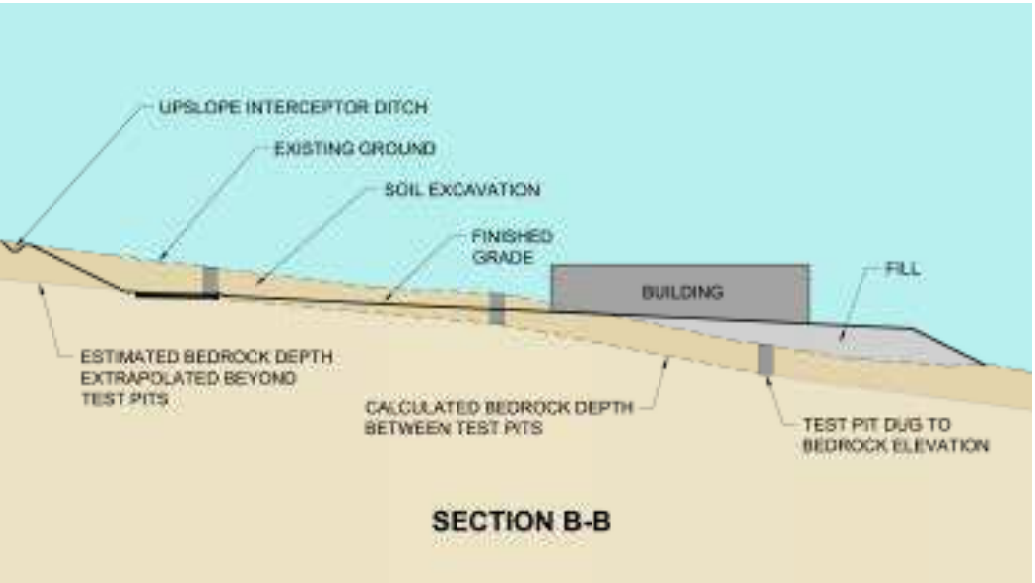
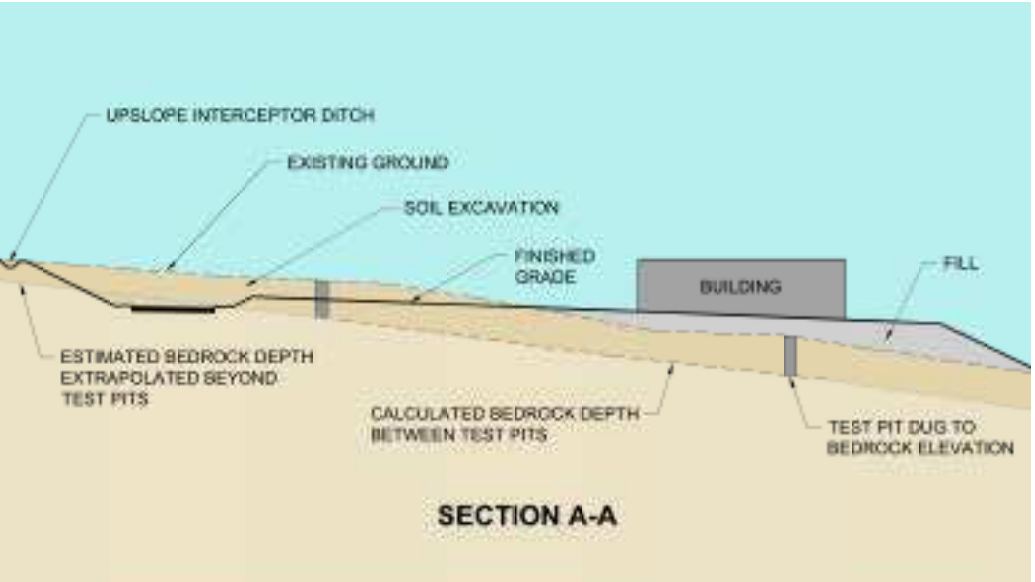
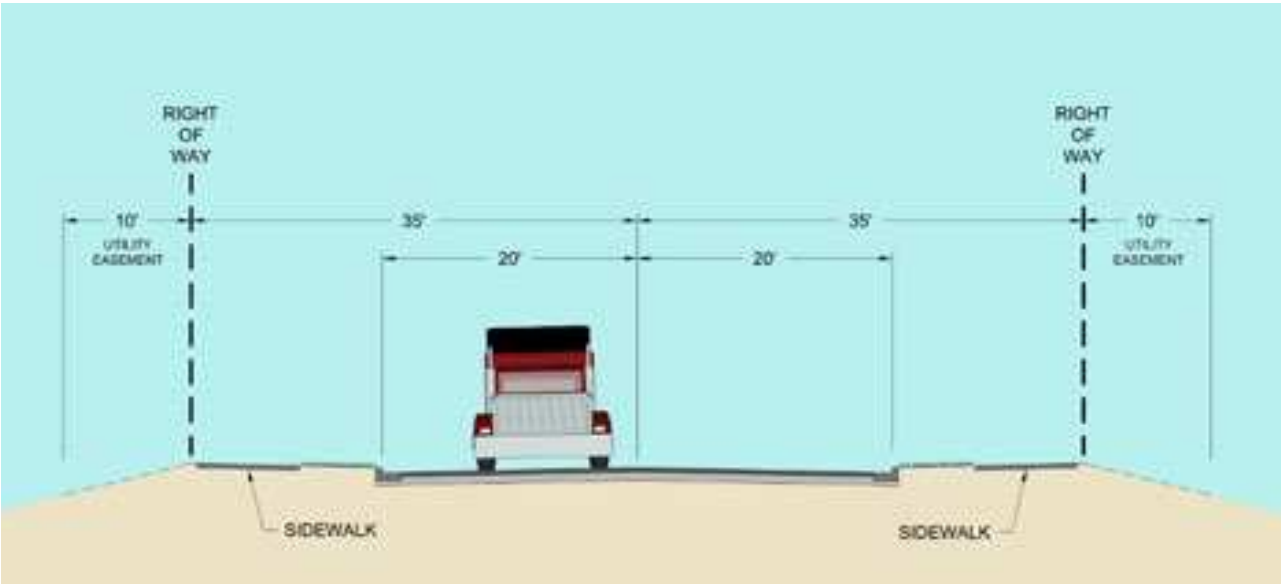
One of the principal concerns of developing the site is the presence of hard, durable basalt bedrock. During an abbreviated geotechnical analysis of site during which 20 test pits were dug to bedrock or the reach of the excavator, bedrock was discovered at depths between 10 feet and 19 feet. Bedrock was not discovered in five of the test pits, indicating depths beyond the reach of the excavator (approximately 18-20 feet).

A topographic survey was completed for Harry Wall North. This survey was used to determine more accurate topography than previously available as well as to field locate test pit excavations and visible property pins.

A conceptual grading plan was prepared with the following criteria:

1. Limit excavation, as much as possible, to depths above bedrock. Where possible, excavation depth was set to provide an additional four feet of soil beneath the finished grade to allow utility excavation without encountering rock.
2. Balance the cut and fill quantities, if possible. If balance cannot be achieved, excess excavated material could be wasted south of SR 128 in one of the drainages proposed for reclamation.
3. Provide access to farm land north of site.
4. Maximize usable acreage of the site.
5. Meet City of Lewiston standard requirements for industrial street design, as future streets will be dedicated upon completion.
6. Maintain a maximum grade of 8% for streets to allow semi-truck use in all areas.
7. Provide maximum grades across the site of 5% in all areas (for reasonable parking lot design).
8. Satisfy requirements for maintaining off-site runoff through the site.

The plan shown on this spread satisfies most of these requirements, including balancing cut and fill volumes. This plan does require some rock excavation near the middle of the site. Three cross sections are also shown (see plan for cross section locations).





GRADING & SITE DEVELOPMENT

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$134,000	\$134,000
2	Clearing & Grubbing	23.6	AC.	\$4000	\$9,440
3	Excavation	128,800	CY	\$3.50	\$450,800
4	Rock Excavation	5,100	CY	\$10	\$51,000
5	Embankment Compaction	128,700	CY	\$0.50	\$64,350
6	Base Course	6,110	TON	\$18	\$109,980
7	Asphalt Pavement	2,110	TON	\$85	\$179,350
8	Concrete Curb & Gutter (incl. base)	4,990	LF	\$16	\$79,840
9	Concrete Sidewalk (incl. base)	3,290	SY	\$45	\$148,050
10	Acceleration Lane	1	EA	\$130,000	\$130,000
11	Rt. Turn Lane	1	EA	\$130,000	\$130,000
12	Permanent Signing & Striping	1	LS	\$4,000	\$4,000
13	Seeding	20.7	AC.	\$1,000	\$20,700
14	Traffic Control	1	LS	\$10,000	\$10,000
15	Silt Fence	3,000	LF	\$5	\$15,000
16	Stabilized Construction Entrance	2	EA	\$2,500	\$5,000
17	Water for Dust Abatement	120	MG	\$80	\$9,600
Total Estimated Construction Cost					\$1,530,110
Construction Contingencies (20%)					\$306,000
Engineering & Construction Management (25%)					\$382,500
Total Estimated Project Cost					\$2,218,610

HIGHWAY ACCESS

Access to the site is available from State Route 128, which connects to US 12 both east and west of the site, as well as the Old Spiral Highway. The Old Spiral Highway is under the jurisdiction of Nez Perce County.

The Idaho Transportation Department (ITD) will require a right-of-way encroachment permit for any work completed on or adjacent to SR 128. Prior to issuing a permit ITD will require the developer to satisfy any traffic impact concerns associated with the development of the site. Typically ITD requires that a Traffic Impact Study (TIS) be prepared to determine potential impacts. It is expected that traffic generation from the site will require construction of west-bound right turn lane and acceleration lane for each approach. This would include improvements to the Old Spiral Highway approach onto SR 128 if an approach is constructed from the site onto the Old Spiral Highway (as shown on the Concept Plan).

UTILITIES

Utility improvements required for developing the property include extensions to water, sanitary sewer, and dry utilities (power, telecommunication, gas).

The existing 10" water main that runs parallel to SR 128 will provide sufficient static water pressure and flow for the anticipated development need. Since the existing water main runs along the south side of SR 128 a highway crossing will be required. ITD will require that this crossing be made using trenchless technology and will require a carrier pipe (water main within another pipe). The tap to the existing water main could be made at any point necessary to provide the best service to the site.

Sanitary sewer service could be provided from multiple locations. The utility plan shows one route between Harry Wall East and Harry Wall West. Another (more expensive) option would be construction of a new sewer collector system through Colonel Wright Way down the hill to the Wastewater Treatment Plant.

WATER IMPROVEMENTS

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$6,000	\$6,000
2	Remove Existing 90° Elbow	1	EA	\$400	\$400
3	12" x 10" x 10" M.J. Tee w/Thrust Block	1	EA	\$750	\$750
4	10" x 8" Reducer	1	EA	\$500	\$500
5	Connect New 8" D.I. to Existing 8" D.I.	1	EA	\$400	\$400
6	8" 90° M.J. Elbow w/Thrust Block	1	EA	\$400	\$400
7	8" Gate Valve w/Box	2	EA	\$1,200	\$2,400
8	Fire Hydrant	4	EA	\$3,500	\$14,000
9	8" D.I. Water Main (incl. Excavation, Pipe Bedding and Backfill)	950	LF	\$40	\$38,000
10	Directional Drill 16" Dia. Carrier Pipe	80	LF	\$250	\$20,000
11	8" M.J. Elbow w/Thrust Block	1	EA	\$300	\$300
12	8"x1" Service Saddle w/Corp. Stop	1	EA	\$400	\$400
13	1" Copper Water Service Line	30	LF	\$25	\$750
Total Estimated Construction Cost					\$84,300
Construction Contingencies (20%)					\$16,900
Engineering & Construction Management (25%)					\$21,100
Total Estimated Project Cost					\$122,300





**HARRY WALL NORTH**

Development Opportunities : Harry Wall North



SANITARY SEWER IMPROVEMENTS - ALTERNATIVE A

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$8,000	\$8,000
2	Connect 8" SDR PVC Pipe to Existing Manhole	1	EA	\$2,500	\$2,500
3	8" SDR 35 PVC Sewer (incl. Excavation, Pipe Bedding & Backfill)	1,650	LF	\$30	\$49,500
4	8" HDPE Directional Drill	80	LF	\$120	\$9,600
5	4' Dia. Manhole	7	EA	\$2,500	\$17,500
6	8"x6" Wye	3	EA	\$150	\$450
7	6" SDR 35 PVC Sewer Service (incl. Excavation, Pipe Bedding & Backfill)	150	LF	\$25	\$3,750
8	Gravel Restoration	350	CY	\$30	\$10,500
9	Asphalt Patch	135	SY	\$60	\$8,100
Total Estimated Construction Cost					\$109,900
Construction Contingencies (20%)					\$22,000
Engineering & Construction Management (25%)					\$27,500
Total Estimated Project Cost					\$159,400

SANITARY SEWER IMPROVEMENTS - ALTERNATIVE B

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$7,000	\$7,000
2	Install New Manhole on Existing 8" Sewer Line	1	EA	\$4,000	\$4,000
3	8" SDR 35 PVC Sewer (incl. Excavation, Pipe Bedding & Backfill)	1,200	LF	\$30	\$36,000
4	8" HDPE Directional Drill	80	LF	\$120	\$9,600
5	4' Dia. Manhole	9	EA	\$2,500	\$22,500
6	8"x6" Wye	3	EA	\$150	\$450
7	6" SDR 35 PVC Sewer Service (incl. Excavation, Pipe Bedding & Backfill)	150	LF	\$25	\$3,750
8	Gravel Restoration	120	CY	\$30	\$3,600
9	Asphalt Patch	65	SY	\$60	\$3,900
Total Estimated Construction Cost					\$90,800
Construction Contingencies (20%)					\$18,200
Engineering & Construction Management (25%)					\$22,700
Total Estimated Project Cost					\$131,700

DRAINAGE IMPROVEMENTS

Drainage improvements for Harry Wall North consist means to handle both off-site runoff through the site and site-generated runoff. The utility plan shows a general method to handle off-site runoff through the site. Improvements would consist of:

- 1. An interceptor ditch constructed along the top of all cut slopes at the north end of the property. This ditch would capture any runoff from off site and divert it in a controlled manner onto and through the site.
- 2. Rock-lined ditches behind sidewalks to handle runoff through the site.
- 3. Culverts to handle existing ditch flows at all new approaches.
- 4. A connection to the existing culvert across SR 128 near the proposed approach.

Site-generated storm water will also require management. It is anticipated that this would be handled with the construction of on-site detention/retention ponds with a metered outflow to the drainage system.

DRAINAGE IMPROVEMENTS

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$13,000	\$13,000
2	Catch Basin	2	LS	\$2,500	\$5,000
3	4' Dia. Precast Manhole (incl. Excavation and Backfill)	2	EA	\$4,000	\$8,000
4	18" Storm Drain Pipe - Type S CPP	150	LF	\$30	\$4,500
5	Riprap Lined Ditch	5,200	LF	\$25	\$130,000
6	24" 16 gauge Spiral Culvert	180	LF	\$30	\$5,400
7	36" 16 gauge Spiral Culvert	100	LF	\$50	\$5,000
Total Estimated Construction Cost					\$170,900
Construction Contingencies (20%)					\$34,200
Engineering & Construction Management (25%)					\$42,700
Total Estimated Project Cost					\$247,800

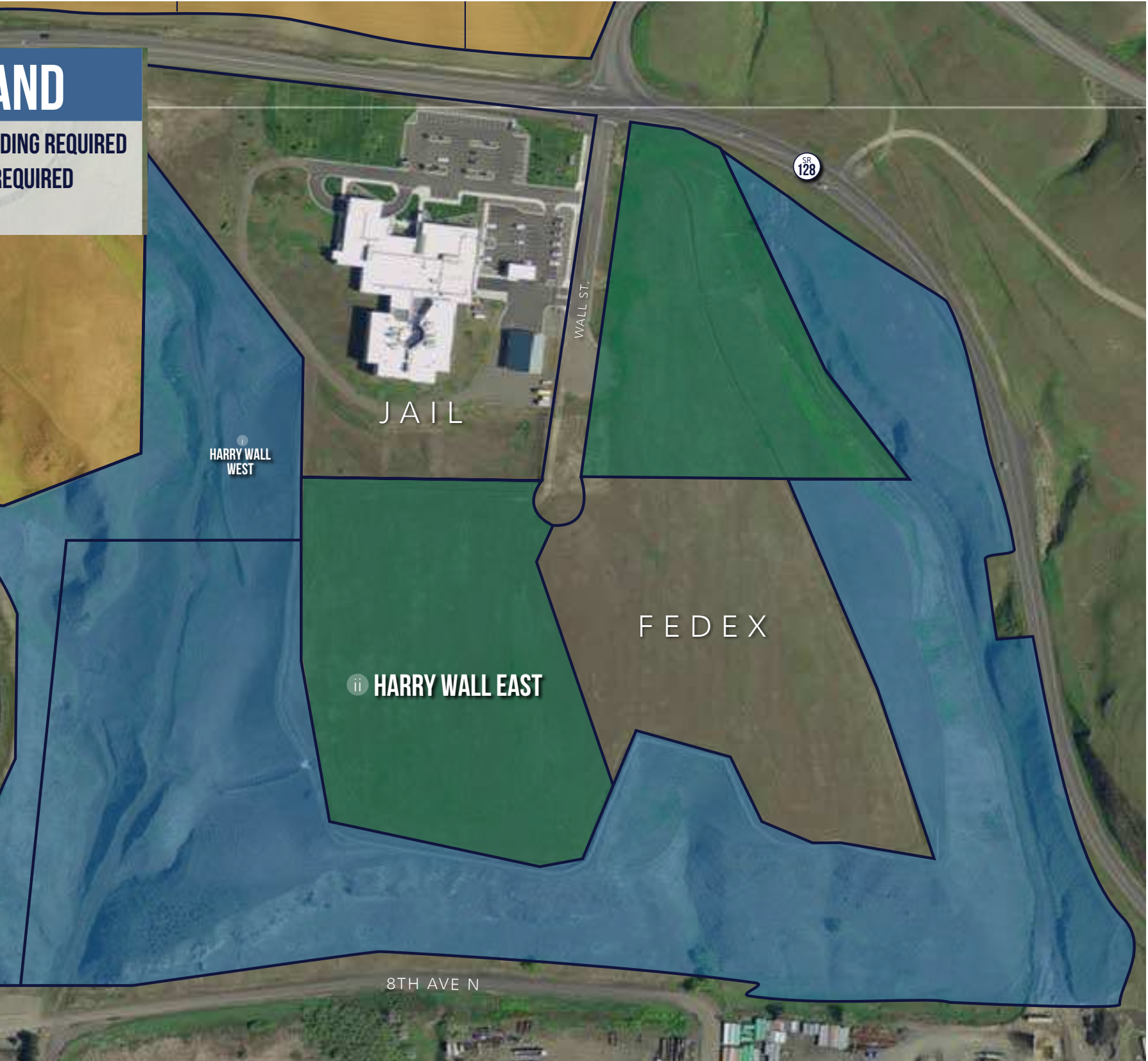
COST ESTIMATES

Cost estimates are included for site development and drainage improvements, water system improvements and sanitary sewer improvements to serve the site. Additional dry utility costs would also apply, but are not included as part of these estimates (power, telecommunication, gas, etc.). Costs are prepared as order of magnitude estimates for the purposes of budgeting and planning. More detailed cost estimates should be developed when more information is available.



### DEVELOPABLE LAND

<div></div>	LITTLE OR NO SITE GRADING REQUIRED
<div></div>	MAJOR SITE GRADING REQUIRED
<div></div>	NOT DEVELOPABLE



## HARRY WALL EAST

Infrastructure is currently in place to support development within Harry Wall East. There is an opportunity to reclaim a drainage on the east side of the property, but the cost to fill and compact this drainage, and to provide culverts to maintain drainage, most likely would not offset the value of the improved property after development.

Development Opportunities : Harry Wall East



# HARRY WALL WEST

## AVAILABLE SITES/DRAINAGE RECLAMATION

Property available for development in Harry Wall West includes three already-graded pad sites formerly known as the Steelman Duff Pads. In addition, the EKO lease will expire in January, 2015 making this property available for development. The existing drainage draw represents a significant area within Harry Wall West and could be considered for development if the draw is reclaimed by filling and compacting imported material.

The adjacent map illustrates a concept to re-grade the EKO site, thereby providing material that could be used to fill the draw on the east side of Colonel Wright Way. High-resolution mapping was not available for the topography in this area, so USGS quadrangle maps were utilized to determine existing ground surfaces in an effort to calculate excavation quantities. Based on this surface, it was determined that a balanced cut/fill approach to excavating material from the EKO site would approximately fill the site termed “Fill Area A” on the map. Additional borrow material could also be imported to complete Fill Area B, thereby maximizing use of the site.







If the existing drainage draw is filled there would be a need to maintain the existing drainage pattern. This could be accomplished by constructing a storm drain from the north side of the new pad to the bottom of the draw along the east side of the pad. Due to the length, manholes would most like be required to allow cleaning of this storm drain system.

DRAINAGE IMPROVEMENTS

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$2,000	\$2,000
2	24" Storm Drain Pipe Type S CPP	500	LF	\$40	\$20,000
3	4' Dia. Precast Manhole (incl. Excavation and Backfill)	2	EA	\$4,000	\$8,000
4	Riprap Lined Ditch	50	LF	\$25	\$1,250
Total Estimated Construction Cost					\$31,250
Construction Contingencies (20%)					\$6,300
Engineering & Construction Management (25%)					\$7,800
Total Estimated Project Cost					\$45,350

EKO SITE & FILL AREA A

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$44,000	\$44,000
2	Clearing & Grubbing (Fill Area A)	5.7	AC.	\$400	\$2,280
3	Stripping Topsoil, 1' depth (EKO Site)	21,000	CY	\$3.50	\$73,500
4	Excavation	60,900	CY	\$3.50	\$213,150
5	Embankment Compaction	59,700	CY	\$3.50	\$208,950
6	Seeding	18.1	AC.	\$1,000	\$18,100
7	Traffic Control	1	LS	\$2,000	\$2,000
8	Silt Fence	3,400	LF	\$5	\$17,000
9	Stabilized Construction Entrance	4	EA	\$2,500	\$10,000
10	Water for Dust Abatement	100	MG	\$80	\$8,000
Total Estimated Construction Cos					\$596,980
Construction Contingencies (20%)					\$119,400
Engineering & Construction Management (25%)					\$149,200
Total Estimated Project Cost					\$865,580

ADDITION OF FILL AREA B

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$23,000	\$23,000
2	Clearing & Grubbing (Fill Area B)	2.0	AC.	\$400	\$800
3	Excavation	2,800	CY	\$3.50	\$9,800
4	Embankment Compaction	35,900	CY	\$0.50	\$17,950
5	Borrow	31,900	CY	\$8	\$255,200
6	Seeding	2.0	AC.	\$1,000	\$2,000
7	Silt Fence	100	LF	\$5	\$500
8	Water for Dust Abatement	10	MG	\$80	\$800
Total Estimated Construction Cost					\$310,050
Construction Contingencies (20%)					\$62,000
Engineering & Construction Management (25%)					\$77,500
Total Estimated Project Cost Addition					\$449,550
Total Estimated Project Cost for EKO & Fill Sites A&B					\$865,580
Total Estimated Project Cost					\$1,315,130



UTILITIES

Water service and dry utilities are available throughout the Harry Wall West property. However, sanitary sewer is not yet available within the property. Cost estimates were prepared for two alternatives to provide a sanitary sewer collection system. Alternate A would provide service to all properties within Harry Wall West, but would most like be cost prohibitive. Alternate B would be more cost effective, but would only service the current EKO site and the proposed fill area occupying the drainage.

If Alternate B is selected, there would still be a need to provide sanitary sewer service to the pad sites on the south side of the property. The most cost effective solution for smaller developments would be the construction of individual on-site sewage systems or a community on-site sewage system. Prior to selecting this alternative it would be necessary to evaluate the soil conditions and obtain approval from the Health Department.

SANITARY SEWER IMPROVEMENTS - ALTERNATIVE A

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$13,000	\$13,000
2	Connect 8" SDR PVC Pipe to Existing Manhole	1	EA	\$2,500	\$2,500
3	8" SDR 35 PVC Sewer (incl. Excavation, Pipe Bedding & Backfill)	3,000	LF	\$30	\$90,000
4	4' Dia. Manhole	15	EA	\$2,500	\$37,500
5	8"x6" Wye	4	EA	\$150	\$600
6	6" SDR 35 PVC Sewer Service (incl. Excavation, Pipe Bedding & Backfill)	200	LF	\$25	\$5,000
7	Gravel Restoration	910	CY	\$30	\$27,300
8	Asphalt Patch	80	SY	\$60	\$4,800
Total Estimated Construction Cost					\$180,700
Construction Contingencies (20%)					\$36,100
Engineering & Construction Management (25%)					\$45,200
Total Estimated Project Cost					\$262,000

WATER IMPROVEMENTS

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$2,000	\$2,000
2	8"x8"x6" M.J. Tee w/Thrust Block	2	EA	\$400	\$800
3	Relocate Existing Fire Hydrant	1	EA	\$1,500	\$1,500
4	8" Gate Valve w/Box	3	EA	\$1,200	\$3,600
5	8" 90° M.J. Elbow	1	EA	\$400	\$400
6	Fire Hydrant	1	EA	\$3,500	\$3,500
7	8" D.I. Water Main (incl. Excavation, Pipe Bedding and Backfill)	420	LF	\$40	\$16,800
8	8" M.J. Cap w/Thrust Block	1	EA	\$300	\$300
9	8"x1" Service Saddle w/Corp. Stop	2	EA	\$400	\$800
10	1" Copper Water Service Line	60	LF	\$25	\$1,500
Total Estimated Construction Cost					\$31,200
Construction Contingencies (20%)					\$6,200
Engineering & Construction Management (25%)					\$7,800
Total Estimated Project Cost					\$45,200

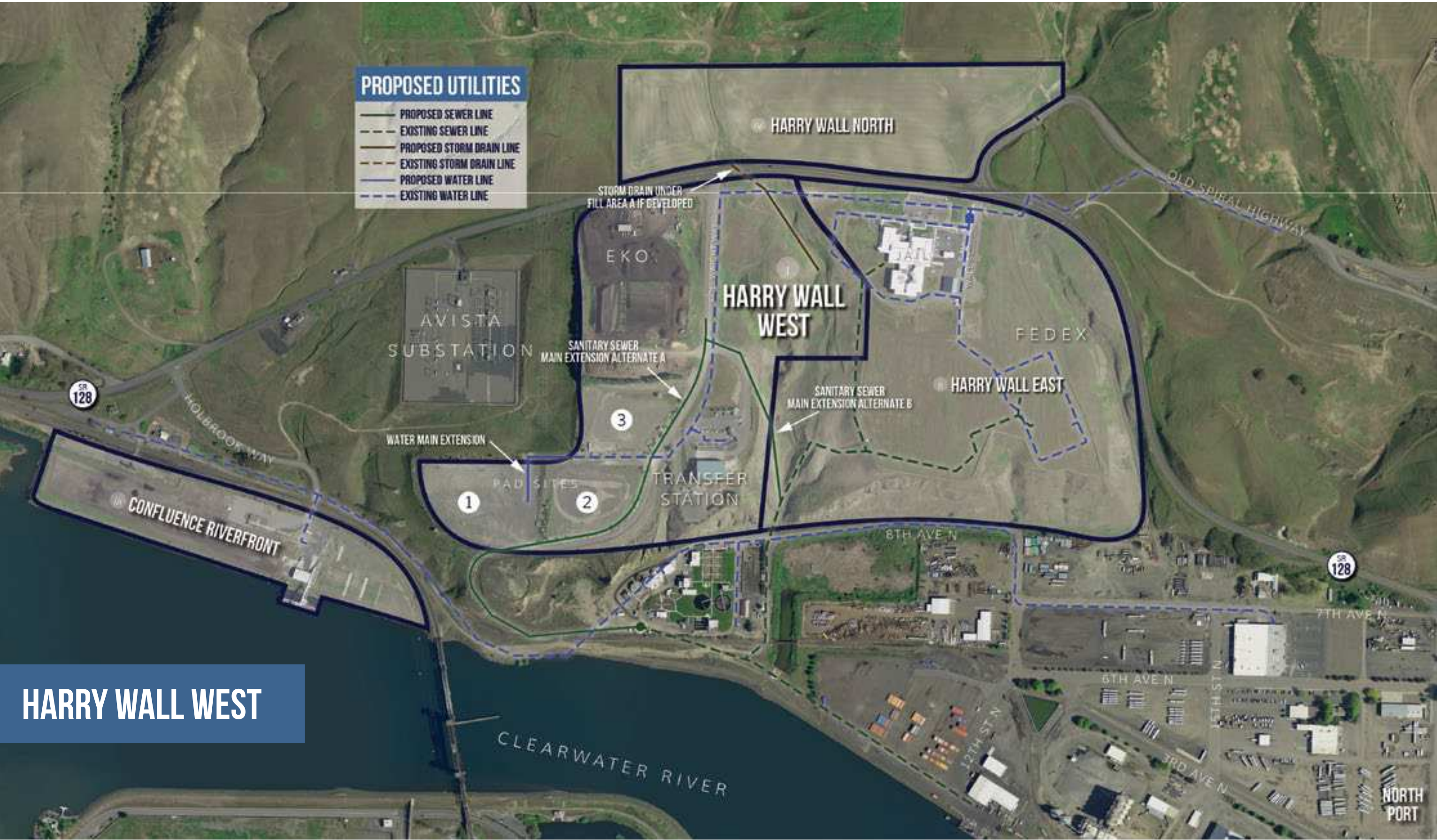
INDIVIDUAL OR COMMUNITY ON-SITE SEPTIC SYSTEM

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	On-site Septic System	1	LS	\$50,000	\$50,000
Total Estimated Construction Cost					\$50,000
Construction Contingencies (20%)					\$10,000
Engineering & Construction Management (25%)					\$12,500
Total Estimated Project Cost					\$72,500

SANITARY SEWER IMPROVEMENTS - ALTERNATIVE B

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$6,000	\$6,000
2	Connect 8" SDR PVC Pipe to Existing Manhole	1	EA	\$2,500	\$2,500
3	8" SDR 35 PVC Sewer (incl. Excavation, Pipe Bedding & Backfill)	1,200	LF	\$30	\$36,000
4	4' Dia. Manhole	8	EA	\$2,500	\$20,000
5	8"x6" Wye	3	EA	\$150	\$450
6	6" SDR 35 PVC Sewer Service (incl. Excavation, Pipe Bedding & Backfill)	150	LF	\$25	\$3,750
7	Gravel Restoration	150	CY	\$30	\$4,500
8	Asphalt Patch	60	SY	\$60	\$3,600
Total Estimated Construction Cost					\$76,800
Construction Contingencies (20%)					\$15,400
Engineering & Construction Management (25%)					\$19,200
Total Estimated Project Cost					\$111,400





HARRY WALL WEST

Development Opportunities : Harry Wall West



# CONFLUENCE RIVERFRONT

The Confluence Riverfront property is uniquely situated with prime riverfront access at the confluence of the Snake and Clearwater Rivers. Existing infrastructure includes dolphins along the shoreline, conveyors for loading barges, and other miscellaneous small-scale industrial improvements such as a storage building and scale. The depth of the river adjacent to the site ranges from 20 to 25 feet.

The existing site is flat. Approximately nine acres of the 13 total acres make up an encapsulated landfill that was created during the construction of Lower Granite Dam. Any new development must take into consideration the construction of improvements on top of the landfill, as soil conditions and differential settlement could impact any new facilities.

Due to the location alongside other Port facilities, and highway access via SR 128, this property is ideally situated for industrial development. It is currently the only available Port of Lewiston site adjacent to an active railroad.

As part of the Quitclaim Deed conveying the property from the US Army Corps of Engineers to the Port dated March 28, 2001 the Corps outlined certain limitations to the use of the site. A subsequent Release of Reverter in 2008 relaxed some of these restrictions, but some still must be met (this list is not all inclusive):

- a. Certain perpetual rights maintained by the Corps of Engineers for riverfront development such as inundation, saturation, percolation and wave action to an elevation of 738 feet above sea level. These rights are described in detail in the Quitclaim Deed.
- b. Development must comply with all State and Federal environmental regulations.
- c. No industrial or commercial building can have a floor constructed below an elevation of 741 feet without approval by the USACE.
- d. Public access must be maintained for unused portions of the site.
- e. The existing landfill must be preserved and protected.
- f. Certain piling, excavation and fill requirements associated with the landfill.

## UTILITIES

Existing utilities available to the site include water, power, gas, and telecommunications. Three existing on-site sewage systems are located at the east end of the property, at the conveyor building and at the scale house.

Any significant development may require an upgraded sanitary sewer system. These improvements will require extensions of infrastructure from the east with boring and jacking or directional drilling under the railroad.

## SANITARY SEWER IMPROVEMENTS\*

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	ITEM TOTAL
1	Mobilization	1	LS	\$5,000	\$5,000
2	Connect 4" Force Main to Existing Manhole	1	EA	\$1,500	\$1,500
3	4" C-900 PVC Force Main (incl. Excavation, Pipe Bedding & Backfill)	1,400	LF	\$30	\$42,000
4	90° M.J. Elbow w/Thrust Block	2	EA	\$250	\$500
5	4" 22-1/2° M.J. Elbow w/Thrust Block	4	EA	\$200	\$800
6	10" Carrier Pipe Directional Drilled	100	LF	\$175	\$17,500
Total Estimated Construction Cost					\$67,300
Construction Contingencies (20%)					\$13,500
Engineering & Construction Management (25%)					\$16,800
Total Estimated Project Cost					\$97,600

\*COSTS DO NOT INCLUDE A GRINDER PUMP STATION AT THE POINT OF CONNECTION.





CONFLUENCE RIVERFRONT

Development Opportunities : Confluence Riverfront



