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be compatible with a community vision for the waterfront that accommodates multiple interests—water recreation, transportation, industry, special events and scenic values among others.

To respond to the “compatibility challenge,” the Port has adopted design guidelines that include site and building standards and an approval process for projects on Port property. These guidelines require developers and architects to consider other important waterfront uses and community objectives and respond appropriately. The Port will also require Disposition & Development Agreements (or DDA) for projects on Port-owned property. A DDA ensures that construction plans are complete, permits are ready, jobs goals are defined and financing is in place before a specific property is sold. Both of these tools help ensure that the public interest is served if and when public property is sold by the Port.

The strongest business interest we are seeing on the waterfront falls within three categories—technology, food processing and outdoor recreation. These reflect local economic clusters and the relative strength of the local economy. Each would be considered highly appropriate and desirable depending on specific project needs.

opportunity. However, as development occurs it must

For example, the waterfront generally cannot accommodate “large footprint” structures. Truck and traffic impacts will be critical considerations especially as ODOT is considering controls that will limit waterfront traffic access.

Time will tell if the projects being considered for the waterfront come to fruition. A significant amount of negotiations, planning and design work lie ahead. If and when they occur, the Port is mindful of the need to accommodate all users and seek a beneficial mix that the community can be proud of. ●

### PORT MEETINGS

Regular Port Commission meetings are held on the **1st and 3rd Tuesday** of each month in its **Boardroom at Marina Center Building** (1000 E. Port Marina Drive). The Port welcomes your questions, comments and suggestions.

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## PORT OF HOOD RIVER

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# Port Commission considers airport Ordinance 23

Safety is a top concern at the Port of Hood River's Ken Jernstedt Airfield, the community's general aviation airport where more than 15,000 take-offs and landings occur annually. Toward that goal, the Port Commission this fall is expected to consider a new ordinance regulating conduct at the airport.

Ordinance 23 is designed to rein in a variety of non-aviation activities that happen at the busy airport, ranging from animal control to camping, littering to fires.

Moreover, the ordinance addresses access prohibitions, commercial activity, vehicle parking and aircraft storage.

Ordinance 23 was developed by the Port with Federal Aviation Administration (FAA) feedback. Put in simple terms, the ordinance is a legal tool to build a buffer between long-time accepted aircraft activities and incidents that conflict with those activities.

Ken Jernstedt Airfield is a public airport owned by the Port. Its capital developments are funded largely by FAA to ensure it retains its status as one of more than 3,400

airfields that are part of the federal agency's integrated airport systems across the United States. Some public access is allowed, chiefly at the Airport Administration Building that houses the fixed-based operator which provides essential services like aviation fuel sales, flight training and an aircraft mechanic.

However, most of the airport is restricted to pilots and lease holders with a legal right to be in Limited Access and Restricted Access areas.

Port tenants, their employees, pilots legally using aircraft and their guests may enter Limited Access Areas, which are located on paved hangar, airplane tie-downs and parking locations.

Restricted Access Areas blanket most of airport property surrounding the runway and taxiways. Only pilots in command of an aircraft and their guests may be in Restricted Access Areas, where the majority of flight operations occur. An example is non-motorized aircraft like gliders, which, contrary to Port and FAA rules, have been parked close to the runway.

A third classification, No Access Area, limits who can enter leased premises, which include hangars and the land that surrounds them.

FAA has suggested additions that include Unicom communication between the fixed base operator and aircraft, plus rules for the recently installed grass landing strip which abuts the main runway.

Ordinance 23 defines the Port's right to remove or fine individuals violating the regulation. It is patterned after the Port's Ordinance 22, which regulates conduct on other Port properties, including Hood River waterfront recreation locations.

This summer, the Port installed new fencing and signs to enhance airport safety and support the rules outlined in Ordinance 23. ●



The fourth annual WAAAM/Hood River Fly-In held at the Ken Jernstedt Airfield September 10-12 provided a great opportunity for community members to see hundreds of aircraft up close, plus many antique cars.

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# PORT NEWS

Summer 2010

## A Beneficial Mix

by Michael McElwee,  
Port Executive Director



Michael McElwee

Summer is when the Hood River Waterfront comes alive with recreation. Despite poor weather in June, 2010 has been extremely active.

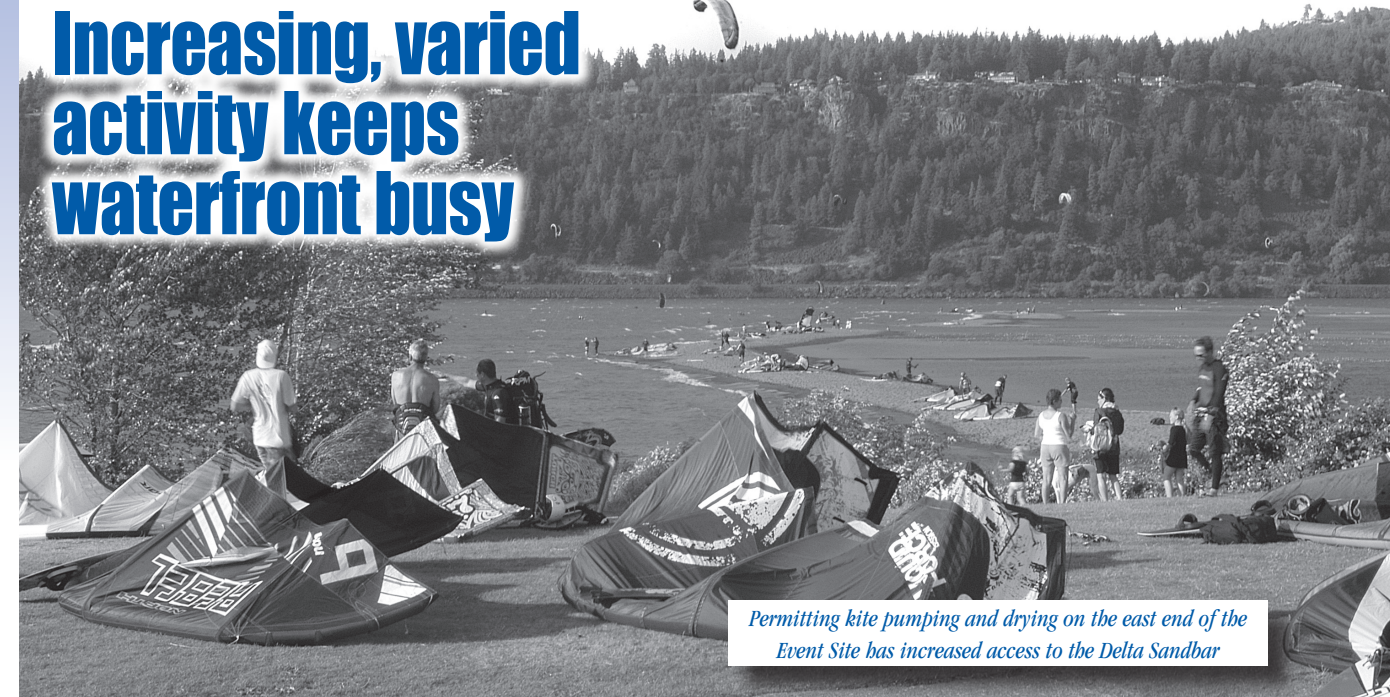
High visitor counts were seen at all waterfront recreation sites in July and August. The growth of kiteboarding, in particular, continues unabated. This year there is the added element of ongoing construction activity—and the promise of new projects in the near future. How this mix of development and recreation is managed is vitally important for the future of the waterfront.

The Port invested significant capital funds in the Halyard Building and recent infrastructure projects. These were intended to demonstrate visible progress and create a foundation for private investment. Now, that work is beginning to pay off. In July the Port Commission approved preliminary agreements with Key Development of Hood River for two sites south of Waterfront Park. These agreements could lead to construction of two 25,000 square foot buildings by late 2011. Along with the Hood River Juice Company plant and the re-purposed Jensen Building, the amount of development and private investment in the next two years could be significant.

Private investment brings the promise of jobs and economic

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# Increasing, varied activity keeps waterfront busy



Permitting kite pumping and drying on the east end of the Event Site has increased access to the Delta Sandbar

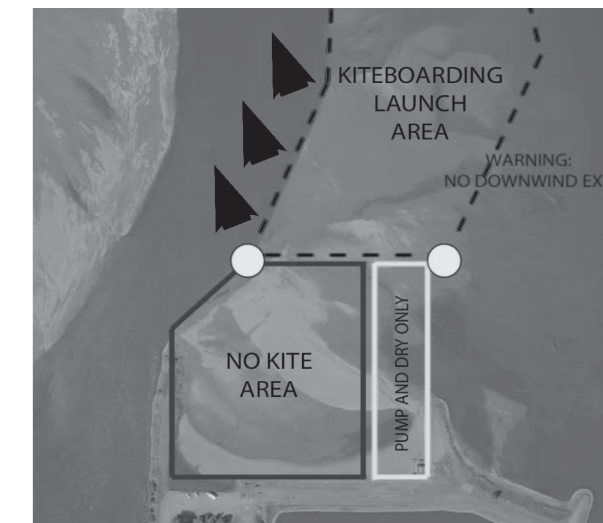
The Hood River waterfront has arguably seen more activity by a variety of users this season than ever before. One of the Port's concerns is managing multiple user groups effectively to support recreation and tourism as a vital segment of the local economy, while managing its other economic development interests.

The changing nature of the waterfront, including the Hood River Delta, the City's newly developed Waterfront Park, new trails, and an assortment of sports and activities, have contributed to evolving waterfront uses.

## Kiteboarding Access Increases

Kiteboarding, introduced in the area about a decade ago, has seen tremendous growth. Kiteboarders are the primary users of the Sandbar, and seek river access in greater numbers. However, the sport does not commingle safely with other waterfront uses. In an effort to accommodate growth, the Port has implemented three trial policies.

New this summer, after careful consideration, is provisional kiteboard pumping and drying at the Marina beach, with shallow water access to the Sandbar. The area became risky for swimming after the 2006 flood event created more shallow areas, drop offs, and swift currents. For kites, the area is designated “intermediate and expert only” for those very reasons, and so boat access to/from the Marina is not encumbered.



This diagram shows allowed kiteboarding access at the Marina beach.

This diagram shows allowed kiteboarding access at the Marina beach.

Last year, the Port experimented with kite pumping and drying at the east end of the Event Site, with in-water access to the nearby Delta. The arrangement, continued in 2010, has increased space for kites while preserving the Event Site as a windsurfing launch.

A new temporary policy allows trainer kite flying on the northern half of Lot 1, across the street from the Event Site. This use is permitted until September 30, and no vehicle parking is allowed on the site.

The Port Commission will evaluate its provisional policies at the end of this season.

## Other Waterfront Changes

The new Waterfront Park, developed by the City of Hood River on six acres of land donated by the Port, has added another recreational asset to the waterfront. The park created a safe new swim area and beach, plus offers a launch for windsurfers and other non-motorized small craft, excluding kiteboards. This addition has eased congestion at the Event Site parking lot on windy days.

The former cruise ship dock next to the Event Site is inaccessible to ships due to shallow water, but is nonetheless bustling with more activity than ever by windsurfing/kiteboarding schools and a food concession, the Sandbar Café.

More schools are located at the Spit and the Hook. The Hook continues to be the site of choice for beginner windsurfers. The Hook and the

With all the activity at the waterfront, Sandbar Café owner Christa Scheer (right), pictured with sister Julie Scheer, says their second season of business is going well.



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Oregon Senator Ron Wyden (second from left) met with members of the Gorge Technology Alliance to discuss a wide range of local needs. Port Commissioner Jon Davies, Executive Director Michael McElwee, and Marketing Manager Mike Doke were among attendees.

Senator Ron Wyden visited the Halyard Building for a round table discussion at the Gorge Technology Alliance (GTA) monthly meeting on August 16. "Much of the focus was on the cluster of high-tech firms in the area, and their need for financing and space," reported Mike Doke, Port marketing manager.

With over 60 members, the GTA mission is to promote the technology business sector in the Columbia River Gorge.

The Port of Hood River hosted the meeting at the Halyard Building. For more information about the Gorge Technology Alliance, visit [www.crgta.org](http://www.crgta.org), or phone Jessica Metta of Mid-Columbia Economic Development District, 541-296-2266.



Congratulating CAT Executive Director Dan Schwanz (center) on the new Columbia Area Transit Center are Port Marketing Manager Mike Doke (left) and Port Executive Director Michael McElwee.

Columbia Area Transit has a new home at 224 Wasco Loop. A Grand Opening of the new Columbia Area Transit Center at Wasco Business Park was held on July 23. A ribbon cutting ceremony, refreshments, and tours of the new state-of-the-art facility kept community members engaged on a hot July afternoon.

Fuel at the Marina boat dock is only a phone call away. The Port's fuel pump is operated by Marina Shell on East Marina Way, seven days a week from 8:00 a.m. to 6:00 p.m. Customers can access a station attendant by phone. Non-blended gasoline and diesel are available for credit card purchase only.



The C-Dock Expansion at the Hood River Marina was completed in June and the Port has filled 22 new marina slips from the waiting list. The Hood River Yacht Club now manages the dinghy dock in an arrangement with the Port.

Robichaud Batten Systems (RBS) will become the newest tenant at the Port's recently acquired Luhr Jensen Building. RBS relocated from the UTS Portsite Building, which the Port intends to demolish soon. RBS is leasing 11,288 square feet, of which 9,910 is manufacturing space, and 1,378 is office space. The lease begins in October 1. RBS joins current tenants Turtle Island Foods, Burnwiin, and Northwave Sails.

Mike Doke, Port marketing manager, was appointed to the Region 9 Workforce Response Team, which provides employer workforce training funds for the five-county area. Doke is also the Vice Chair for the Mt. Hood Economic Alliance, which appropriates economic development loans and grants, mainly for the creation or retention of jobs.

A new pump out station at the Hood River Marina was made possible by a \$30,000 grant from Oregon State Marine Board, a portion of which comes from federal Clean Vessel Act funds. The new state-of-the-art pump is computerized and alerts Port Maintenance Manager Joe Pounders of any problems.

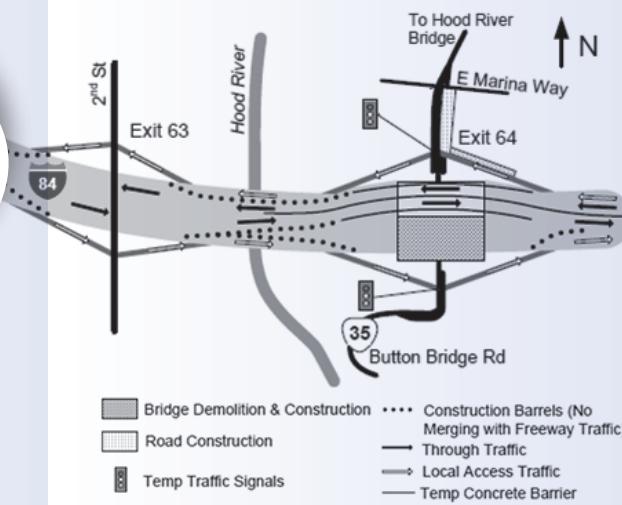
"I'm a big fan of the state Marine Board. They collect boat registration fees and put them right back into facilities," states Linda Shames, Port finance manager, who managed the project. "The Port benefits from about \$6,000 a year in OSMB funds for operations. There are few agencies that offer such ongoing support."

Anchor Way landscaping is scheduled for fall. The Port approved a proposal by Garden Gates of Hood River to provide a low-maintenance, aesthetic plan, and install irrigation and landscaping.



The Port of Hood River will host the Gorge OEN PubTalk at Cathedral Ridge Winery on Tuesday, October 12. OEN stands for Oregon Entrepreneurs Network, with the Gorge chapter serving Hood River, Wasco, Klickitat and Skamania counties.

The informal event begins at 5:30 for networking and refreshments, followed by keynote



Traffic patterns for Exit 64 are depicted in this I-84 graphic.

Construction progresses at Exit 64 off I-84, as work continues until fall, 2011. Traffic signals have been installed on Button Bridge Road at the freeway ramp intersections. Freeway travel lanes have been reduced to one lane in each direction. Westbound access to exit 63 will be via exit 64, and eastbound access to exit 64 will be via exit 63 until next summer.

"Part of the detour design is to separate local and through traffic," notes Susan Hanson, ODOT's community affairs coordinator. "This is a pattern we've used successfully in other areas of the state. It makes merging with freeway traffic much safer." Traffic patterns in the work zone change numerous times during the project, and ODOT expects minimal traffic delays. Motorists are encouraged to drive safely and pay careful attention to road signs. For updated project information, visit [www.ODOTgorgeprojects.com](http://www.ODOTgorgeprojects.com).



Kiteboarders in 2010 raised the largest amount yet for Kiteboarding4Cancer events. Photo: Richard Hallman

Kiteboarding 4 Cancer is a growing charity that raises money and awareness for regional cancer programs. This summer's event added SUP 4 Cancer, and events combined raised both the fun level and fund level: over \$70,000 for regional cancer programs. Over 130 kiteboarders participated in the Kite Derby, racing 1096 laps around a three-mile course for six hours. Over 2,000 spectators came to the two-day event. The Port of Hood River was one of many sponsors. For more information, visit [www.kb4c.org](http://www.kb4c.org).

speaker Sheila Holden, regional community manager for Pacific Power. Holden will speak on "Building Efficiency and Sustainability into your Business" at 6:15 p.m. At 7:00 p.m., two early stage company presenters will pitch their ideas to attendees that include entrepreneurs, investors, business leaders and professionals.

Admission is \$10, which includes program and snacks. To RSVP, contact Robin Cope, Gorge OEN coordinator, at 541-295-8080 or [robinc@gorge.net](mailto:robinc@gorge.net).



The Hook is a safe, functional environment for beginner windsurfing lessons.

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Marina are currently the only areas that allow launching for both kiteboarding and windsurfing.

Another developing sport is Stand-Up-Paddleboarding, or SUP, that is gaining in popularity as an easy, fitness-enhancing pastime. This season marks the second year that Big Winds has hosted a free Ladies SUPer Club at the Event Site on non-windy Tuesday nights. According to organizer Daryl Morrissey, interest exceeded all expectations, with 120 attendees one week.

"It's a great activity to introduce the waterfront to people who may not be windsurfers or kiteboarders," Morrissey relayed. "Of the hundreds of people who tried it, everyone liked it. It's easier than people anticipate, there are boards for every level, and it's a great core workout."

SUP users prefer non-windy days, so adding this activity to the river has not added to crowding. SUP is a fledgling addition to the local recreation economy that is making an impact with growth potential.

In addition, more skateboarders, bicyclists, and pedestrians are using the waterfront as a result of the new park and adjoining trails connecting various recreation areas.

Management of the Waterfront

The Port of Hood River owns all the waterfront land between the Hook and the Marina, with the exception of Waterfront Park, and the northern mass of the Delta owned by the Department of State Lands (DSL). A Delta Management Plan was prepared and adopted by the Port, Columbia Gorge Windsurfing Association (CGWA), Columbia Gorge Kiteboarding Association (CGKA), and DSL to foster cooperation of all users.

The Port of Hood River and the Columbia River Gorge Commission recently updated the Hood River Waterfront brochure to inform community members and visitors about Hood River waterfront safety. The brochure, in cooperation with CGWA and CGKA, outlines the Hood River Waterfront Access Zones for multiple users, including windsurfers, kiteboarders, boaters, local Native American fishers, swimmers, and even spectators. Brochure distribution is spreading and the information is also reproduced on signs posted at key sites on the waterfront.

The Event Site and Spit are the only launch sites that charge user fees on Port land. Preliminary revenue estimates for this season are down approximately 25% compared to years past. This may be due in part to June's unseasonably cool weather, people accessing the river from other areas, and users parking outside the Event Site and carrying equipment in. Some days, Event Site hosts

have counted 60 cars parked outside the Event Site belonging to people using the facilities.

"The Port wants community members and visitors to enjoy the parks, but a repercussion has been increasing complaints about

loose dogs or dog waste

in public areas," says Laurie Borton, Port operations manager. "Nobody wants to ban dogs, but it is likely rules enforcement will ramp up." The issue has been greatest at the Event Site. As a result, larger ordinance signs will be posted and users may see increased animal control response.

To help, the Port has enlisted volunteer Event Site hosts, Sharon and John Chow, visitors to the area for the past 15 years. The Chows remind park visitors of rules, alert the Port to problems, and collect lost items for the Port's Lost and Found. Sharon says they have collected about 240 lost items, which the Port tags and stores for claims.

"The vast majority of people are really good about following rules, a few people from other places are unaware of rules, and then a small percentage bend or disregard the rules," John Chow relays.

"By and large, the many different user groups have their niche areas and patterns, and respect the other groups," expresses Katie Crafts, Executive Director of CGWA. "Like everything, there are a few bad apples who make it difficult for others. But for the most part, there is very little conflict given the immense amount of activity."

One sensitive area of the waterfront recreation area is a five mile-per-hour "safe zone" in front of the Event

Site that extends about 200 feet north of the two jetties to hazard buoys. That area, primarily used for windsurf launching, prohibits jibing and fast sailing south of the buoys. Kiteboarders are not allowed in the safe zone except under extraordinary distress.

Another sensitive area is the Delta, which has experienced more congestion than ever this year. The Port attempts to limit crowding by granting permits to a limited number of kiteboard schools. This year, the Port granted more school permits since some schools planned to shuttle students by jetski to more remote areas for instruction.

Use of the Event Site, Hook, Marina Park, The Spit and other Port waterfront areas are subject to Port Ordinance 22 provisions and enforceable by local officers of the law. The complete ordinance is available online at: [http://www.portofhoodriver.com/info/ordinance\\_22](http://www.portofhoodriver.com/info/ordinance_22).

"While it's exciting to see the increase in the number and diversity of users at all the waterfront locations this year it has caused some complaints and conflicts," expresses Port Commissioner Sherry Bohn. "This in turn

has forced staff to spend more time on management and increased maintenance costs. I am thankful that the members of the Waterfront Recreation Committee have worked very diligently and synergistically this summer, and will meet again in October, to make recommendations to the Port Commission on ways for all users to enjoy the waterfront in years to come."

The Port's Waterfront Recreation Committee meets regularly to discuss relevant

issues. Guided by the Waterfront Recreation Committee, the Port Commission sets policy on uses for Port-owned land as it balances its many responsibilities. For input or more information, contact the Port at [porthr@gorge.net](mailto:porthr@gorge.net), or phone 541-386-1645.

Event Site hosts Sharon and John Chow provide weekly reports to the Port office on Event Site activity.



Halyard Building hosts open house



A Community Open House at the Halyard Building was held July 7. Members of the Port of Hood River Commission and Port staff greeted the general public who was invited to see the building up close.