

continued from **Lot 1** on page 1

■ The visibility of the site and significant interest in the waterfront will require a strong and prolonged emphasis on public input. Focused discussion with key stakeholder groups is also important.

■ Costs of new infrastructure will be a major challenge for the Port. The Port is lacking necessary capital to fund infrastructure construction, and will seek grants and loans for this purpose, especially for recreational facilities.

■ Technical data will be needed for more accurate site development and infrastructure cost estimates, regardless of specific future development plans.

■ The Port plans to clarify policies to guide Lot 1 development. These will include the type and scale of development, whether to sell property, and the extent and location of recreational access.

■ A larger assessment of Nichols Basin may be needed to better identify opportunities and constraints, uses (recreational, access and habitat) and regulatory issues.

The Port is committed to a thoughtful and public process prior to development of Lot 1. We believe the projects that will take place there in the years ahead should, and will be, much more inspiring than its current name. We will work through the pre-development steps in the coming months in concert with anyone who has an interest in this significant piece of the waterfront. ●



PORT OF HOOD RIVER

1000 E. Port Marina Drive
Hood River, OR 97031

continued from **Waterfront** on page 2 During peak season, kite pumping and drying is permissible at the Event Site, but kites must transport equipment to the Sandbar for launching and landing. In the past, exceptions to this rule have been made when the Sandbar is submerged.

Event Site High Water Plan

A new kite launching / landing safety plan at the Event Site has been approved by the Port Commission for periods of high-water when the sandbar is submerged. The new plan allows an end date to the launching/landing season to be determined by the Port Executive

Director in consultation with recreation groups, once high water recedes. In 2011 and 2012, high water did not recede until late July. In previous years, launching / landing use could resume on October 1, and the new policy moves that date up to September 15. The new policy is an effort to increase communication and safety at the Event Site for all users by designating a specific area for kite launching and landing during high water levels. Port staff is also exploring new methods to make the kiteboarding area more visible with additional signage and boundary lines.

Port selects recreation sites & schools for 2013-15

In addition, a process was undertaken to review and select water sport lesson and rental concessions at various Port sites. Last fall, the Port Commission voted to grant the following permits for waterfront school concessionaires for the 2013-2015 season.

Concession	Type	Location(s)
Big Winds	Windsurfing/SUP	Event Site & Hook
Brian's	Kiteboarding/Windsurfing/SUP	Event Site & Marina
Cascade Kiteboarding	Kiteboarding	Event Site
Gorge Kiteboard	Kiteboarding	Event Site & Spit
Hood River Waterplay	Windsurfing/SUP	Marina & Hook
Kite the Gorge	Kiteboarding	Spit
New Wind	Kiteboarding/SUP	Event Site

The RFP (Request for Proposal) process and school selection was the outcome of safety concerns shared by Port staff, the Port's Waterfront Recreation Committee, and a majority of local kite schools that the Event Site was experiencing crowding and there was a need to limit schools at the site.

The full Waterfront Annual Report can be viewed at www.portofhoodriver.com, link to the Waterfront tab. ●

continued from **Marina Plan** on page 1

improvements in the Marina. Moorage tenants saw fees increase by \$405 annually in 2013, while boathouse tenant fees increased by \$675.

Due to high demand for moorage at the Hood River Marina, the Marina Action Plan calls for adding boat slips over the next two years. Ultimately, the Port's goal is for the Marina to maintain a positive cash flow. ●

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.

PORT DIRECTORY

Commissioners

Hoby Streich Fred Duckwall
Jon Davies Brian Shortt Rich McBride
Executive Director - Michael McElwee

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The Future of Lot 1

by Michael McElwee,
Port Executive Director



Michael McElwee

Lot 1, while tagged with a uniquely uninspiring name, represents a very important property to this community. The large vacant area located between 2nd Street and the Nichols Basin on the waterfront

is highly visible from downtown, has a superior location relative to I-84 and the river, and represents the largest developable light industrial property in Hood River. In 2012, the Port took steps to prepare a concept plan for the ultimate development of Lot 1. The concept plan is complete and available for review on our web site (www.portofhoodriver.com). Over the next 18 months, the Port will carry out many more steps to make the site development-ready. Here's a look at the approach we will take looking forward:

■ The Preliminary Concept Plan is the initial basis for future development. It is reminiscent of planning efforts that resulted in Waterfront Business Park, now taking shape along Portway Avenue. The total build-out of Lot 1 is estimated at around 150,000 square feet of light industrial and commercial space. We recognize that there may be more creative development proposals to consider in the future. Any plans should allow for future flexibility.

■ Since Lot 1 is a "capstone" property under public ownership, the Port Commission feels it's appropriate to move thoughtfully, even if that means taking more time to see construction. Carrying out all necessary pre-development steps is a two-year effort, which means initial construction is likely three to five years away.

Please see **Local** on page 4

Marina Action Plan calls for immediate improvements



The Port of Hood River has developed a Marina Action Plan with numerous improvement projects that should foster the Port's objectives of enhancing the Marina as a recreation center that promotes quality of life as well as economic development.

One project has already been initiated: upgrades to the Marina electrical system. Another is under consideration: replacement of the boathouse docks.

Marina Electrical Upgrades

The most significant of the improvements is the Marina Electrical Upgrade. The Port received plans and specifications for the project in 2011, but project estimates exceeded the agency's budget at that time. With budget and financing options in place, the Port has contracted with MKE Electrical Engineers to revise its electrical design from two years ago for the 165-slip marina, and include new wiring to existing boathouses. MKE Engineers will prepare final bid drawings, and construction will likely occur early summer. The construction of the new electrical system is expected to be in the \$500,000 to \$600,000 range.

Boathouse docks

Flowing Solutions, Inc. has been contracted for planning, permitting and engineering for the boathouse dock replacement. With existing docks at the end of their useful life, a new system of concrete docks and standardized boathouse connections would accommodate electrical upgrades. New docks would be installed in the same location and general configuration as existing docks, likely at the end of this year. Final engineering would occur after permit review by the U.S. Army Corps of Engineers. Since Flowing Solutions plans no treated wood in the design, biological assessments are not included.

Additionally, the Port has developed a routine maintenance plan for the Marina that includes weekly dock walks, and monthly maintenance. The Port will also determine uses for the South Basin Dock (former Floatplane Dock), perform any necessary repairs or improvements, and prepare a leasing plan for the 2013 season. The Visitor Dock will likely undergo improvements in Fiscal Year 2014.

In December 2012, the Port Commission authorized a rate increase for slip and boathouse tenants to carry out long-term

Please see **Marina Plan** on page 4

Halyard space leased to PocketFuel

The Port welcomes a new tenant, PocketFuel Naturals, to the Halyard Building. The LEED-silver certified building will be 80 percent occupied when tenant improvements are complete this summer.

PocketFuel produces a line of nut butter blends developed as a natural energy food. As its name indicates, PocketFuel products are portable for easy use by athletes, or anyone looking for a healthy snack. PocketFuel nut butter blends are made from natural ingredients found in nuts, seeds and fruits, which offer a slow-burning, easy-to-digest energy boost.

The products are packaged in 1.8, 3 or 20-ounce pouches, and the new space at the Halyard will enable the company to better showcase its products to the public.

"The Halyard will allow us to centralize our efforts with production, sales and marketing under one roof in an inspirational setting," founder Mark Ribkoff relayed. "The public will be able to view production through glass windows, we'll offer factory tours, and we'll also have a small tasting area and retail outlet with a 'try before you buy' environment."

PocketFuel, founded in 2011 in Hood River, has experienced a period of strong growth in the nation-wide sports market, and is also focusing sales efforts in the national grocery industry. With three employees currently, the company plans to add two to four more employees in the near term.

PocketFuel Naturals will move into its new space around July 1.



PocketFuel staff looks forward to the company's move into the Halyard Building. Pictured are Heidi Ribkoff (co-founder), Mark Ribkoff (founder), Heather Pola (sales), and Chad Miller (operations). Not pictured is employee Steve Bartells.



New aerial photos of the Port area were taken February 1, 2013. For more images, visit www.portofhoodriver.com.

Port partners with USGS

The Port of Hood River is partnering with the US Geological Survey (USGS) to install and operate a gauge at the Hood River Marina to measure water level in this area of the Columbia River. The gauge would help determine Event Site use, and also help toll collectors determine when it's necessary to raise the lift span.

The initial cost to the Port is \$6,000, while the USGS will pay \$4,000 with federal matching funds. In future years the Port will contribute funds annually for maintenance and operation. Some local organizations have expressed interest in sponsoring the gauge at a potential contribution of \$1,000 for 2013. If that occurs, sponsors will be identified on the Port's website adjacent to a link to the gauge.

Bridge deck welding required

The Port is working with its bridge engineer on solutions to a chronic defect which has resulted in cracks in some joints of the Hood River Interstate Bridge steel decking. These cracks cause a "clanging" noise from loose steel bars banging together when vehicles pass over the cracks. The problem appears more prevalent on the three southern-most spans of the bridge. The Port has been aware of the decking flaws for some time, and has dedicated Port maintenance staff to welding repairs.

In an effort to seek practical, long-term solutions, the Port has worked with HNTB Engineers to study the issue and recommend strategies to remedy the problem. HNTB has recommended a plan to experiment with three types of welding repairs in three target areas, and perform intermittent inspections to evaluate the effectiveness of each type of repair. A welding contractor would then work with Port maintenance staff to train Port staff for the likelihood of on-going repairs and maintenance.

Bridge maintenance update

HNTB Engineers, who provided the Port with a long-term maintenance plan in 2011 for the Hood River Interstate Bridge, was able to more accurately assess condition of the bridge during the recent bridge painting project. As a result, HNTB recently provided the Port with updated analysis based on more accurately informed assumptions.

The result will affect the Port's bridge maintenance plans and budget in the short and long-term. Short-term costs will likely be less than 2011 estimates, mainly because the recently completed bridge painting project included more work than originally estimated, and was completed in a shorter time frame than anticipated.

However, mid-term and long-term costs for bridge repairs are likely to be higher than originally estimated. This is primarily based on observations of the condition of paint on steel trusses, Washington side concrete approaches, and the condition of the open deck system. The engineer estimates bridge decking will likely need replacement by 2033, and the lift span electrical and mechanical components will likely need replacement around 2040.

These factors will require the Port Commission and staff to revise budget and maintenance projections to keep the Hood River Interstate Bridge in good condition over the next 30 years.

New policy on old bridge tickets

The Port Commission authorized a new policy on the use of bridge tickets purchased prior to Dec. 31, 2011. These tickets may now be used as credit to set up BreezeBy accounts, or exchanged for new tickets at the 2012 toll rates. The pre-2012 tickets must be exchanged at the Port of Hood River office – they will not be accepted at the Toll Booth. There is no deadline for the exchange to occur.

Security cameras for Marina

The Port will install surveillance cameras in three areas at Port Marina Park. A \$3,000 grant from Special Districts Association of Oregon will cover half the cost of the project.

History Museum reopens

The History Museum reopened at Port Marina Park on January 6 after a 13-month closure. The county museum underwent a major Phase 1 Renovation Project to update and upgrade the 1978 facility infrastructure, and remodel existing exhibit galleries, office and public spaces. Exhibits detail life in Hood River County, including Native American, pioneer, immigrant, and industry history, as well as life in Hood River today.

"The History Museum will now be open year-round to better meet the needs of the community and visitors to Hood River," announced Museum Director Connie Nice.



Hood River History Museum reopens. Photo: Nicholas Bielmeier

Growing usage brings changes at waterfront sites

With increasing seasonal use of the Hood River waterfront, the Port of Hood River is taking measures to address issues that have arisen with crowding at popular recreation sites.

The first step in this process was the development of the 2012 Waterfront Annual Report, produced by Liz Whitmore, the Port's waterfront coordinator. The Waterfront Annual Report illustrates the waterfront area experienced one of its busiest years since 2005, with multiple user types and a total of 35 events.

The Event Site experienced the highest use by a number of markers, and safety for all users became a primary concern at this multi-use recreation site.

A sub-committee of the Port's Waterfront Recreation Committee was formed to reevaluate and deliberate on policies for kiteboard launching and landing at the Event Site. Nearly half of Event Site season pass holders participate in the growing sport of kiteboarding, and close to 20 percent of season pass holders participate in both kiteboarding and windsurfing.

Since use of the Event Site spikes dramatically in July, the Port has taken measures to permit kiteboarding, with its lengthy control lines and large wind-influenced kites, while also accommodating other uses at the Event Site.

Trail completion high priority

The Port of Hood River is planning development of the Nichols Basin segment of the Hood River Waterfront Trail. This segment is one of two final segments required to connect the western and eastern waterfront trails, from The Hook to the Best Western Plus Hood River Inn.

To assist in funding for this effort, the Port has submitted two grant applications. The first application is to ODOT's Active Transportation Section to fund the preliminary engineering needed to prepare for construction of the trail segment. The application seeks \$108,700 in federal funds from the Transportation Enhancement-Oregon Bicycle and Pedestrian Advisory Committee (TE-OBPAC) 2012 Combined Solicitation program.

A second grant application has been submitted by the Port to fund construction of the trail from the Recreational Trails Program administered by Oregon Parks and Recreation Department (OPRD). This application requests funding in the amount of \$90,914, with the Port providing a 22 percent match to fund construction costs related only to the path itself.

The Port is also planning on submitting an application to the Local Government Grants Program, also administered by OPRD, for construction and landscaping costs for the trail and surrounding areas.

During the preliminary engineering phase, the Port will seek public comment on trail design. Contact Port Special Projects Manager Genevieve Scholl at gscoll@portofhoodriver.com for more information.

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Crowding at the Event Site has resulted in a number of actions to manage the multi-use site.

Please see **Waterfront** on page 4

Development on Hood River Waterfront summarized

The Port of Hood River has focused on development of Waterfront Business Park the past few years, completing infrastructure projects, constructing the Halyard Building, purchasing the Jensen Building, and improving the Maritime Building.

The Port's development strategy allows land sales south of Portway Avenue for light industrial and commercial development, with specific conditions that include

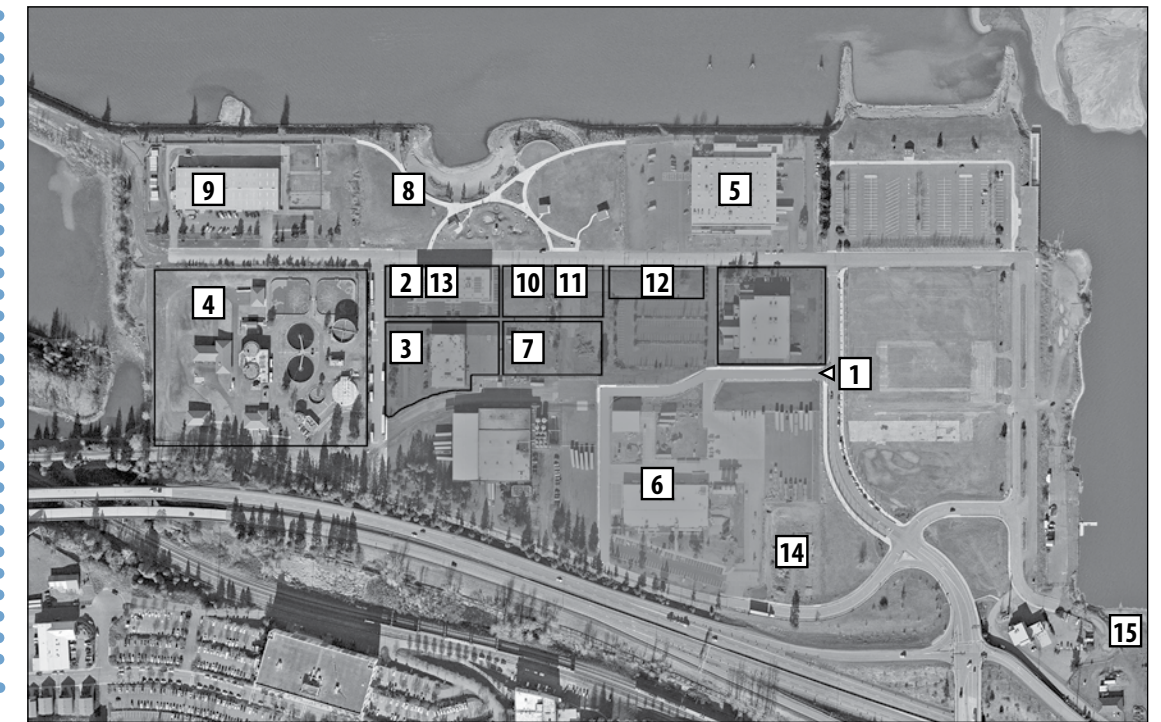
employment quotas and architectural design approval. To date, the Port has sold four lots to the private sector.

The graphic below displays completed projects, projects under development, and potential projects, with associated summaries. The table illustrates not only total development, but also total investment and jobs to date, and through 2015.

The Waterfront Development Summary does not yet include Lot 1,

just west of Nichols Basin. The Port Commission has initiated conceptual planning for Lot 1, and identified a considerable number of steps and infrastructure investments necessary to make that site development-ready.

For further information, visit www.portofhoodriver.com, phone the Port office at 541-386-1645, or email portthr@gorge.net.



COMPLETED PROJECTS	DATE	SIZE	INVESTMENT	JOBS	TENANTS
1 – Anchor Way	2009		\$750,000		
Portway Avenue II	2012		\$450,000		
2 – Halyard Building	2010	20,000 sf	\$3,000,000	20	Real Carbon, Pfriem Brewing
3 – UTS Building	2011	35,000 sf	\$2,040,000	30	Hood Technology
4 – Treatment Plant Upgrade	2011		\$700,000		
5 – Jensen Building	2010	55,000 sf	\$2,870,000	40	Turtle Island Foods, RBS Batten Systems, Servpro, Northwave
6 – Hood River Juice Company	2011	30,000 sf	\$2,000,000	108	Hood River Juice Co.
7 – Turtle Island Foods	2012	33,000 sf	\$10,000,000	30	Turtle Island Foods
8 – Waterfront Park	2010	6 acres	\$1,000,000		
9 – Maritime Building	2012	37,000 sf	\$200,000	15	Hood River Distillers, Double Mountain Brewing, Hitchsource
UNDER DEVELOPMENT	DATE	SIZE	INVESTMENT	JOBS	TENANTS
10 – Hood Technology	2013	40,000 sf	\$4,410,000	20	Hood Technology
11 – DaKine Hawaii	2013	N/A	\$250,000	45	DaKine Hawaii
12 – Commercial Building	2013	20,000 sf	\$2,000,000	20	Inter-fluve
13 – Pocket Fuel	2013	20,000 sf	\$150,000	8	Pocket Fuel
TOTAL DEVELOPMENT:		270,000 sf			
TOTAL INVESTMENT:			\$29,820,000		
TOTAL JOBS:				328	
POTENTIAL DEVELOPMENT	DATE	SIZE	INVESTMENT	JOBS	TENANTS
14 – Industrial Project	2014	15,000 sf	\$1,500,000	10	Under Negotiation
15 – Naito Hotel	2015	65,000 sf	\$12,000,000	111	Hampton Inn and commercial
TOTAL DEVELOPMENT:		80,000 sf			
TOTAL INVESTMENT:			\$13,500,000		
TOTAL JOBS:				121	

TOTAL DEVELOPMENT: 350,000 sf • TOTAL INVESTMENT: \$43,320,00 • TOTAL JOBS: 449