

**Port of Hood River
MARINA AD-HOC COMMITTEE
Marina Planning Work Session Minutes**

**Thursday, November 12, 2015 – 8:00 a.m.
Gorge Innoventure Conference Room**

THESE MINUTES ARE NOT OFFICIAL until approved at the next regular meeting.

Present: Committee Members Josh Sceva, Lance Staughton, Steve Tessmer; Commissioner Brian Shortt; and Michael McElwee, and Laurie Borton from staff.

Absent: Committee Member Tammy Lakey

Guests: Jaime Mack (youth sailing/tenant); Steve Carlson (tenant); Brian Douglass (Hood River Yacht Club Commodore); Doug Archbald (tenant); Mark Newbrook (tenant); Kass Bergstrom (high school sailing/tenant); Kent Heighton (tenant); and Commissioner Jon Davies (former Ad-hoc Committee Chair)

1. Welcome & Introductions

Committee chair Brian Shortt opened the meeting at 8:04 a.m. and welcomed the participants. He provided an overview of the Planning Session and stated that information derived from today regarding a “user’s plan” for the future of the Marina, Marina Park, and Nichols Basin would be shared with the Commission at next Tuesday’s annual fall planning work session. Shortt said that public and private investments for an envisioned user’s plan would also need to be a consideration. After self-introductions were made, Shortt deferred to Executive Director Michael McElwee for comments. McElwee stated the group’s focus should be the list of priority projects as determined by the Committee that was derived from the spring 2015 Marina assessment by Halgren & Associates, and to receive input from the Small Watercraft Advisory Group, a subcommittee of the Hood River Yacht Club. McElwee said the practicality of this discussion would help determine if permitting for a single master plan made sense rather than submitting applications for projects one by one.

2. Marina Manager Report (Marina Rates for 2016; Rules & Regulation Changes)

McElwee noted that a moorage rate increase of 6% for 2016 would be proposed to the Commission and that another 6% increase was forecast for 2017. There is still a gap in Marina revenue not covering expenses and it was decided that an increase over three years (2015-2017) versus one large increase was more palatable to tenants. The special assessment for project indebtedness will continue until that debit is paid, and the utilities surcharge of \$15/quarter for water/garbage/recycle will begin in 2016 along with a base electric fee of \$15/quarter (or actual usage billed if the amount exceeds the base fee). Possible revenue streams discussed, but as yet to be determined, are paid parking at the boat launch parking lot, and dinghy storage. Proposed changes to the current Marina Moorage Rules & Regulations were provided for the Committee’s review with the request to contact the Port with their comments on these or any other rules currently in effect. McElwee said revisions would be taken to the Commission in December.

➤ **Committee Request:** Provide updated profit/loss (budget to actual) information including building rents, power bills.

3. Long-term Planning & Project Discussion (Priority Projects List; Small Watercraft Advisory Group)

The Committee’s ranking of priority projects are: 1) increase dinghy storage; 2) new South Basin Dock ramp; 3) transient dock design/permitting; 4) possible relocation of Sheriff’s boathouse and identify funding sources; 5) reconfigure boat launch parking lot and evaluate paid parking; and 6) consideration of hoist.

Josh Sceva reported the SWAG had met three times discussing short- and long-term visions to accommodate a variety of user groups. He requested that further discussion regarding sailing, rowing, and outrigger proposal be added to the December agenda, along with South Basin Dock lease terms, dinghy storage, and a seasonal lottery. Sceva and Jaime Mack then presented a conceptual layout of the Marina Park illustrating a dry storage “Community Boating Center” in the north grassy area of the Marina Park where the school concession sheds are now located. Sceva said this location made the best

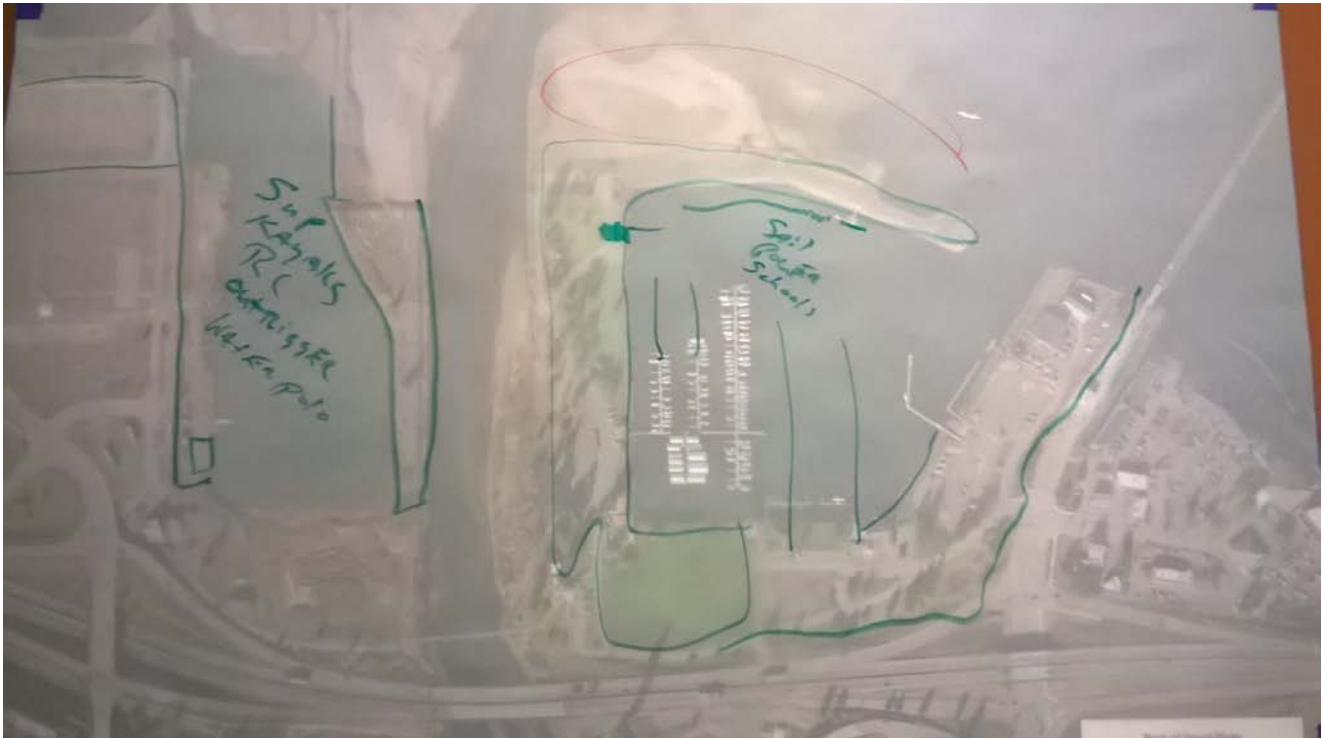
sense as the location is zoned recreational/open space (versus the commercial zoning by the DMV Building), the waters in the north corner of the basin are calm and protected, and parking is available along the Marina beach. The Community Boating Center, which could be a phased project, would include a fenced area with covered and open storage for canoes, dinghies and small craft (on trailers or on racks), and a covered breezeway connection to a building for classroom/event space with a second floor that could be leased. Having someone on site at the Center would be an ultimate goal (or under Port lease?). A hoist is also envisioned, along with a ramp to docks in the basin or possibly a natural ramp on the Marina Beach for water access. Modular docks, which have a longer life and more easily moved, were mentioned, with possibly the Port purchasing the docks and then leasing out. It was noted a minimum ramp width of 10-12 feet would be needed for dolly or hand-carried watercraft launching. Revenue assumptions on the numbers of stored watercraft and hoist use ranged from a conservative \$30,000 to \$75,000 annually. A Center would also draw interest with regattas, bringing more revenue into the community with lodging and meals. Along with this discussion, the comment regarding the need to deepen the existing boat launch ramp should be considered.



COMMUNITY BOATING CENTER
November 2015

- A. Fenced **dry storage yard** surrounding facility; tying into building. Rough estimate of area needed ~250x150 sqft. Mostly graveled yard with some green space. Picnic and gathering area shown in courtyard. Ideally the driveway would be paved.
- B. **Covered facility/building** for canoes, rowing shells, sailing gear storage, etc. Minimum length to house OC's and shells: 60ft. Building drawn as a two-story facility with storage on first floor with meeting rooms/teaching space above. Scope of building concept could be expanded to include public facilities for gatherings in the park. A breezeway between the buildings provides access into the yard from the north.
- C. **Vehicle trailered boat parking** for keelboats, powerboats, shell trailers, etc. One way drive and angled parking allows for easy maneuvering and backing of long boat trailers.
- D. **Yard for small boat storage** - dolly or hand carried watercraft. This area includes storage rack space for sailboats and kayaks.
- E. **Minimum 12ft wide ramp** for dolly or hand-carried watercraft launching. Low freeboard, straight long dock for ease of launching OC's and long shells. Set back from north shore of basin wide enough for sailing dinghies to short tack.
- F. **Hoist** with launching platform and holding dock below. The straight, long driveway along the south end of the facility allows for easy trailer backing onto the hoist platform.
- G. **Wide dock for outdoor small watercraft storage including rack space.** Docks to north and south connect the dolly launching ramp and the hoist landing dock.
- H. Temporary (until ramp is installed) **earthen/gravel ramp** along north shore for launching into the marina from the fenced dry storage area.

Shortt then sketched out areas of suggested uses for the Nichols Basin (SUP, kayak, remote control, outrigger, water polo) and the Marina Basin (sailboats, power boats, schools, extensions of A & B docks, two new docks running north from the South Basin Dock, extension of Commercial Dock, and water access to the Marina Basin from the northwest corner). Shortt said the concentration of people needs to be diluted, but asked what the right mix was? As Lot 1 develops, visual activities in the Nichols Basin will keep the “charm” going; and Shortt also said he envisioned a youth SUP center with easy access from town at the Nichols Basin but that good water access would need to be figured out. There were comments from the group that youth sailing programs should remain in the Marina Basin as river access would be easier and to avoid the congestion that would be experienced from the Event Site and sandbar. Shortt then mentioned tribal concerns about the impact on fish from the sandbars off the Spit and from the White Salmon River and that they would like to see it dredged.



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Steve Tessmer then presented his illustration showing A & B dock extensions and an extension of the commercial dock to the west riprap bank. His plan also included a ramp to the north dock from the west bank and bridge access to the Marina jetty at a midway point. Tessmer's concept plan also enhanced guest moorage by adding a connecting dock to the south side of the Visitors Dock along the eastern bank that would connect to the South Basin Dock with a public access bridge; extending the existing leg of the Visitors Dock; adding length to the fuel/pumpout dock where the Sheriff's Office Boathouse could be relocated so they would have quicker water access for emergencies; and water access to the Marina entrance area close to the Port office. All of his illustrations showed the potential number of vessels that could be accommodated.



Discussion then opened, with comments specific to plans and with comments in general.

- There can be a pinch point between the South Basin Dock and the end of C-Dock South when the youth sailing programs are in session.
- Future planning shouldn't be based on the current location of the Hood River Yacht Club.
- Some of the grassy area north in the Marina Park should be saved for the public and not all tied up in a Community Boating Center.
- Can the area north of the electrical box on the Marina Green be used to expand the HRYC's current dry storage?
- Relocate the HRYC to the Port administration/facilities buildings.
- What should the Port be responsible for, and what should the HRYC be responsible for?
- Create a better pavilion for community events; e.g. upgrade the current Picnic Shelter.
- Start the permitting process now for long-term build out.
- Allowing for longer boats on the east side of C-Dock South would increase Port revenues.
- A commercial-sized recycling/trash area is needed.
- A hoist needs to be higher on the priority list. If more dry storage was available more slips might open up as some tenants prefer dry-vs-wet storage. The boat launch ramp does not fully service users due to the drop off. A hoist could be adjacent to dry storage, or along a seawall

Shortt was hopeful there could be some type of "win" with a short-term investment; however, the Port's funding priorities were currently with development of the Lower Mill property in Odell and Lot 1 on the waterfront; and the Interstate Bridge, due to recent allusion (vessel striking a concrete pier). He asked what one or two things made sense to invest in. Mack responded that it may be easy to raise funds or secure grants for infrastructure, e.g. U.S. Sailing, Gorge Technology Alliance (more successful if tied to STEM—science, technology, engineering and math education). Tessmer suggested contacting a

local commercial banker to run numbers or possibly getting seed money from local community organizations, such as the Lions or Rotary.

After hearing comments and viewing conceptual illustrations, Lance Staughton offered a final drawing. He believed addressing use of the South Basin Dock was the #1 issue. He also showed A & B dock extensions and allowing longer length boats on the east side of C-Dock South; additional guest moorage at the Visitors Dock (funded in part by the Oregon State Marine Board); new docks inside the Marina Basin at the north end; and the Community Boating Center as illustrated by Sceva and Mack.



4. Wrap-up and Next Steps

Shortt thanked everyone for their time and input and reiterated that today's ideas would be shared with the entire Commission at the November 17 fall planning work session. The meeting was then adjourned at 10:35 a.m.

The next regular meeting of the Marina Ad-hoc Committee will be Thursday, December 17, 2015 at 8:00 a.m. in the Marina Center Boardroom.

Respectfully Submitted: Laurie Borton