

WATERFRONT *continued from page 1*

Bowe Theater, located on the Hood River Valley High School campus. An evening public forum is also scheduled for Thursday, July 31, at 7pm in the Bowe Theater.

The need for a planning and rezoning process was recognized by the Port and City in the mid-1990s to adapt prime real estate to the evolving local economy and land use needs. The waterfront was initially developed by the Port in the mid-'60s with the purpose of providing industrial land for economic development.

The City and Port have refined zoning and design guidelines for a mixture of complementary uses on the 35 acres of Port-owned property to facilitate the Port of Hood River's vision to create year-round, high quality waterfront development. The purpose of this development is to attract new and expanding businesses, residents and visitors, and to link to, complement and support downtown Hood River, the Hood River Marina, and the surrounding Columbia Gorge area.

The waterfront's mixed-use designation will allow for existing and expanded recreational uses, an extended stay hotel, convention facilities, office, retail, residential, light industrial, and open space.

Pedestrian and bicycle use is an integral part of the concept, with easy connections to downtown and the Marina. A new path will be developed, creating a 5-acre linear park along the Columbia River shoreline. A new 2-acre Waterfront Park will be dedicated to the existing public recreation and open space areas, which include the Event Site, the Hook, the Spit, and the Waucoma Island Sanctuary – a total of 27 acres of the Waterfront Complex. This is in addition to the 18 acres of recreational and park facilities at the Hood River Marina.

Over three years ago, the Commission and the City Council began a cooperative process to complete the waterfront development. Previous and current Port Commissioners have been heavily involved with the ongoing discussions. Actively participating in this most recent waterfront planning process is a working Port/City task force group whose key participants include Commissioners Bill Lyons and Fred Duckwall, Council members Linda Rouches and Chuck Haynie, Mayor Paul Cummings, City Manager Lynn Guenther, City Planning Director Cindy Walbridge, and Port Executive Director David Harlan. The Port Commission and City Council are kept informed of their progress resolving zoning and design issues at their respective regular meetings.

In August of 2000, the Commission selected the Leland Consulting Group of Portland to pursue development of a waterfront master plan. To initiate that process, Leland elicited

viewpoints from more than 70 community members, business owners and representatives from area organizations as they worked to develop a plan that mirrored local concerns and visions. Leland subcontractor StastnyBrun Architects, Inc., incorporated many of these interests into a landscape composition to fold a variety of uses into a campus-like setting. Unfortunately, the costs of developing such proved cost-prohibitive, and as a result the Port/City task force took the reins on the project, using much of the research and concepts put forth in the Leland conceptual plan.

The Port Commission adopted the group's recommendations and submitted the updated zoning ordinance to City Council for its deliberation earlier this month.

Key points in the proposed mixed-use zone include:

- A 75-foot setback from the top of the Columbia River bank and along the Nichols Boat Basin, encompassing a 50-foot Columbia River Waterfront Corridor and a 25-foot building setback that will create a linear park encompassing more than 5 acres.
- A 54-foot maximum height for lodging uses, with a 45-foot height limitation for all other uses.
- A requirement of at least a new 2-acre waterfront park and potentially a 5-acre park, depending on funding.



Contracting for engineering services and final design of streets, sidewalks, and other public infrastructure needed for initial phases of development is moving forward. One of the first tasks of development will be the creation of a new

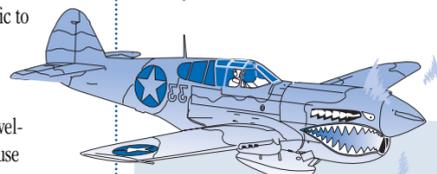
Second Street extension to Portway Avenue that carries traffic to the east side of the Hood River Expo Center. This will create a centralized entry to the waterfront area, while allowing for development of eight acres of mixed-use property near the Nichols Boat Basin, allowing for commercial, office, retail and residential establishments.

The Port will work with a developer to create the waterfront's master plan, and this project has attracted some of the Northwest's most renowned. In February, eight firms responded to the Port-issued Request for Qualifications to develop the waterfront. The Port interviewed six of the firms, each with an overall vision for developing the waterfront. Separately, these groups have completed some of Oregon's most attractive, successful developments, including Gresham Station in Gresham, the Brewery Blocks in Portland, Crater Lake Lodge in Central Oregon's Crater Lake National Park, the Hood River Inn complex in Hood River, One Waterfront Place in Portland, and The Old Mill District in Bend. The Port may negotiate with one or more of these groups to ensure the highest and best uses for the Hood River Waterfront.

On Lot 7, adjacent to the Hook, the Port anticipates demolishing the Western Power

Products building within the next five years to make room for a new Columbia River waterfront park.

The community input and planning process to date incorporate visions which characterize the waterfront as a place that presents tremendous opportunity to create a destination for visitors, but more importantly, a year-round and future-oriented place to work, live and play for Hood River County residents.



Hood River Fly-In

Ken Jernstedt Airfield

August 23: starts at 5 p.m.
Warbirds arrive, dinner and dance.

August 24: 8 a.m. to 4 p.m.
Breakfast and lunch available.

Celebrating 100 Years of Flight

- Warbirds, RC models, airplane rides, and much more!
- Camping on field, shuttle to and from town.

www.flythegorge.com
Flightline Services

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- **Windsurfing** is allowed at the Hook, Event Site and Marina, in designated areas.
- **Kiteboard or training kite** launching and landing is allowed year round at the Hook and the Spit areas only. Kiteboard or training kite flying, launching or landing is not allowed at the Event Site or the Marina.
- **Dogs** are required to be on leash at all times, except at the Hook one hour before and one hour after sunrise and one hour before and one hour after sunset or at the Spit one hour before and one hour after sunrise. Please use the handy Pet-Pickup Bags provided to keep our beaches, grass and walkways clean.
- Please obey all posted **signs** on Port property.
- **Boat launching** is allowed from designated launching areas only.
- Do not **litter** on Port property.
- **No hunting or trapping** allowed.
- **No fires or fireworks.**
- The Port's Board of Executive Directors may appoint a **Peace Officer** to enforce Port Ordinances. The Peace Officer or Hood River City Police can issue citations for violations and the person cited must appear in Hood River County Municipal Court. Each separate ordinance violation will not exceed \$250.

Lost and Found is located at the Port Services Building, across from the Museum as you enter the Marina Park parking area. (541) 386-3200. Please do not leave equipment unattended.

Please visit **www.portofhoodriver.com** for complete information on Port facilities, Event/Park fees and requirements, Marina moorage, kiteboarding guidelines and launch zone, event schedules and cruise ship information.



Hood River Waterfront Development Moves Forward

Planning and rezoning Hood River's waterfront to mixed use has been a decade-long process, reflecting a multitude of ideas, opinions, and areas of compromise, with an end in sight. Over the past two years, a close working relationship between the Port and City of Hood River should soon culminate in the final adoption of the Columbia River Waterfront mixed-use zone.

This month, the Hood River City Council voted to move forward with the Port's requested mixed-use zone that will maintain 50 percent of the publicly owned waterfront as open space while opening remaining parcels to commercial, residential and light industrial development to help create local jobs. An August public hearing is anticipated before the Hood River Planning Commission, and another public hearing will occur when the zone reaches the City Council level.

In addition to these hearings, the Hood River County Chamber of Commerce has scheduled a noon public forum for Thursday, July 31, at

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Bridge Redecking Project Draws Near

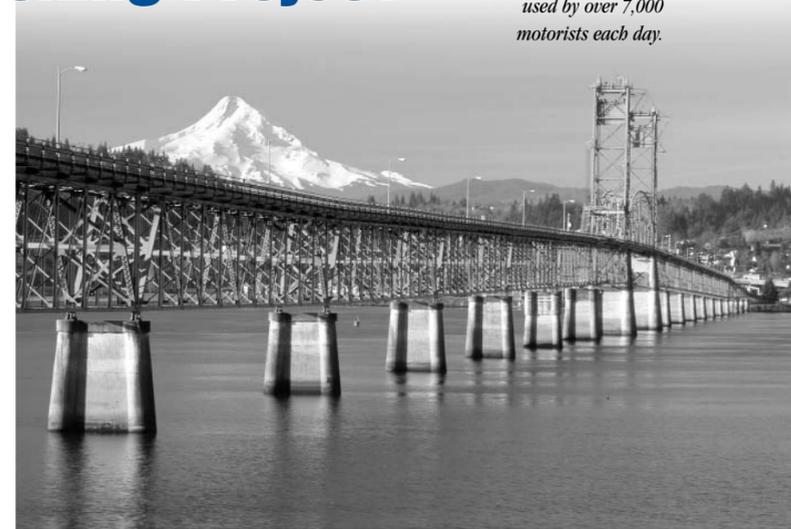
The Port of Hood River's bridge redecking project is gaining momentum, with work scheduled to begin in early 2004. As the essential link connecting Hood River County and Washington state, the Hood River Interstate Bridge is used by over 7,000 motorists each day to get to work, to appointments, to classes and to recreate.

Businesses rely on the bridge to bring customers to their door and employees to work, and to ferry goods and services between our communities.

Though the bridge redecking project will disrupt normal traffic flow for a period of time, the age and condition of the current deck necessitates this project be completed soon in order to extend the useful life of the bridge.

Bridge redecking will include road and support beam replacement, new guardrail installation and utility line relocation. The new deck surface will be permeable, like the existing one. The grid of the existing bridge includes steel edges at different heights, causing the mushy, shifty feeling that drivers notice. "The new deck will be quieter and shouldn't whip you around," explains Dave Harlan, Port Executive Director. According to bridge engineers, the new steel decking will substantially reduce bridge noise, though not eliminate it. Once the redecking is complete, the Interstate Bridge's life span will be extended 20 years or more.

The Port of Hood River has no plans to raise the bridge toll. The Port will assume the



Photograph courtesy of Peter Marbach

cost of the bridge redecking project through bonds, which will be paid off over time from proceeds from the Bridge Repair and Replacement Fund. Twenty-five cents of the current toll charge contributes to this fund. No state funds are used to maintain or repair the Hood River Interstate Bridge. As of April 2003, \$1.35 million in federal funding has been earmarked for the redecking project through fiscal year 2003 U.S. Department of Transportation budget.

Responsible Stewardship

Hood River Interstate Bridge was originally built in 1924, and was acquired by the Port of Hood River in 1950. The existing open steel deck was laid in 1952, when it replaced aging timber decking. As it has aged, Port crews have welded the deck to extend its useful life, keeping the bridge safe and operable. In the last several years, the Port has spent \$3.5 million on bridge strengthening for increased load capacity and seismic retrofit, widening of the Washington-side curve, and rebuilding of the lift-span mechanisms.

These projects, as well as the redecking, were recommended in a 1994 engineering study. However, while the bridge is currently

considered safe, the 50-year-old decking is literally at the end of its useful lifespan.

The final contractors for the bridge redecking project have not yet been determined. Bidding for the project begins in early September 2003. It will take approximately 30 days to negotiate a contract and several more to secure materials.

Questions and Concerns

Concerns of commuters and travelers have been integral in determining the redecking process. For instance, the project will be completed in one session, instead of over two winters, because bridge patrons overwhelmingly preferred the project to be done as quickly as possible. Provisions will be made for emergency responders to cross the bridge. Up-to-date reader boards will be stationed prior to the exits at Cascade Locks and The Dalles to inform travelers of the bridge closure. The new decking will have a permanent centerline embedded in the steel to better delineate lanes.

The Port was unable to address every concern with this project. For instance, many people desired a pedestrian walkway or a bike

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Please enjoy the Port of Hood River's Parks. Relax, picnic, swim, boat, play, or watch the action at the Hook, Event Site, Marina, or the Spit. These ordinances are in effect on all Park grounds.

- Park facilities are **open from 8am to 10pm.**
- **Diving or jumping** off the cruise ship dock is prohibited.
- You must obtain permission from the Port to engage in a **commercial activity** while on Port property.
- No overnight **camping** on Port property.



2003 Port Concessions

Kiteboarding

New Wind Kiteboarding
 Dave Tybuski (541) 387-2440
 www.newwindkiteboarding.com

Gorge Kiteboarding School

Maui Owens (253) 740-0169
 Specializing in kiteboarding camps, lessons, accommodations, rental gear.

Columbia Gorge Kitesurfing School

Mark Worth (541) 490-4401
 Safely teaching kitesurfing with four-line kites. Programs tailored to individual's learning speed. www.gorgekite.com

Windsurfing

Big Winds

Steve Gates (541) 386-6086
 Offering a complete Windsurfing Center, including Kids Windsurfing Camps. Rentals and Demos available at the Marina. www.bigwinds.com

Windsurfing/Kiteboarding Combined

Hood River Waterplay

JaK Wilberscheid (541) 386-9463
 Offering windsurfing, kiteboarding, kayaking, and Hobie Cat Sailing lessons. www.hoodriverwaterplay.com

Brian's Windsurfing and Kiteboarding

Brian Schurton (541) 387-1423
 Teaching windsurfing in the Gorge, Jamaica, Maui and Miami. USYRU and U.S. Sailing certified. www.brianswindsurfing.com

Sailworld (Stormwarning)

Chris Kelly (541) 386-9400
 Offering beginner to expert lessons, PASA certified. www.e-stormwarning.com

Sailing Schools

Bubba Louie's Westwind Sailing

Tom Massart (541) 386-4222
 Provides sailing lessons, skippered charters and sailboat rentals. www.bubbalouie.com

Food & Other Concessions

Taco del Mar

Tom & Holly Wood (541) 308-0030
 Offering fresh & healthy Mexican food from their new burrito cart at the Hood River Event Site. Open daily May-September.

Nobi's

Florence Akiyama
 Offering coffee, hot dogs, snacks, juice, fruit smoothies, bottled water at the Hood River Event Site. Open daily May-September.

Senorita's Burrito's

Cassandra Cass
 Offering burritos, tacos, tostadas at various Port sites. Open daily May-September.

Sol Fashion

Sean Desmond
 Sunglass fashion wear at the Hood River Marina. Open daily May-September.

Arthur Larsen Architect Moves to New Port Facilities

Arthur Larsen Architect, tenant at the Port's Columbia Building for the last eight years, recently relocated to another Port facility, this time at the Port Administration Building at Port Marina Park. The move was precipitated by two factors: Da Kine, a key employer and Port tenant in the Columbia Building required room for expansion, while Art Larsen Architect preferred smaller office space that better matched its needs.

"We are thrilled that Arthur Larsen Architect moved into that space," says Mike Doke, the Port's Economic Development and Marketing Manager. "The west wing of the Port Administration Building has had a variety of temporary users, but no ongoing tenant." For years the west wing served as home to the Hood River County Chamber of Commerce and the Visitors Center, but those operations moved to the Expo Center in 1996. Since then, the space has been used for various Port functions and meetings, and served as seasonal headquarters for the Gorge Games. Now, when you visit the new 918 sq. ft. offices of Arthur Larsen Architect, you are treated to a vibrant dockside view of the marina and its activities.

Art Larsen Architect came to Hood River nearly 25 years ago. Years earlier he spent two years in the Army Corps of Engineers in Germany during the Vietnam War. He followed with 10 years working as an architect in Bend before finding his way to Hood River in 1979 to work for United Telephone. Larsen spent 10 years as a staff architect at UTS, which became Sprint. There, he oversaw the entire rehabilitation of their facilities to make them compatible to a computer environment.

In 1989, Sprint downsized and Larsen used this opportunity to become an independent architect. Over the years, he has worked on many more Sprint projects. However, his independence enabled him to work on a multitude of new buildings, additions and remodeling projects. His past clients include Hood River County, Providence Hood River Memorial Hospital, Hood River Aquatics Center, The Dalles Police Station, and Hood River Cinemas, to name a few.

Larsen's current projects include a nine-screen theater in Chehalis, Wash., the Mt. Hood Towne Hall renovations, the La Clinica remodel, and several private residences



Arthur Larsen enjoys his new office view of the Hood River Marina

including a development at the end of Hazel Avenue in Hood River.

Larsen feels fortunate to have participated in so many aspects of the downtown Hood River renovation. He is a member of the City of Hood River's Landmarks Review Board and has photos and drawings in his office documenting much of downtown Hood River's transformation in recent years. He's also finding some of his new clients are renewing buildings he's already worked on for new businesses.

Larsen's goals are simple -- to continue to work on challenging jobs, but to maintain a reasonable work schedule. He has one employee, David Brownscome, and maintains a long-standing association with Ken Kisko Architect on projects such as the cinemas. He looks forward to maintaining associations with other architects as well."

Art Larsen Architect's new address is 700 E. Port Marina Drive, Suite 100.

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lane. Unfortunately, the underlying structure of the vintage bridge will not accommodate the extra weight these types of extensions create.

Why No New Bridge?

One of the strongest concerns expressed by bridge customers was why the Port will spend \$8 million now to redeck a bridge that is too narrow and has a finite life span. The decision to perform the redecking work now is both practical and well-timed.

According to information provided at a May SR-35 open house held in Bingen, the cost of total replacement of the Interstate Bridge varies from \$155 million to \$174 million for a 45-foot wide bridge.

A new bridge is still years away from being a reality. Southwest Washington Regional Transportation Council's SR-35 Committee is in the final analysis stages of new bridge development. The group's consultant is preparing a draft Environmental Impact Statement. Once that is complete, a full Environmental Impact Statement must be completed, along with more analysis and study. Moreover, the high price tag will require adequate time to secure federal funds to pay for such a project. This all must occur before any construction project can begin.

Replacing the decking on the Interstate Bridge is a timely solution for the aging bridge. The Port of Hood River's goal is to ensure that this project proceeds quickly and safely so that our region continues to have a safe, functional Columbia River crossing for the next two decades.



During a recent visit to Hood River, Congressman Greg Walden (second from left) examines a piece of the bridge's current decking with Bill Fasbing, Hood River County Economic Development Coordinator, Dave Harlan, Port Executive Director and Sherry Bohn, Port Commissioner

Once the redecking project begins, the bridge will be closed at night to expedite the project

- **May 1 to September 14**
 Sunday through Thursday evenings between 10:30 p.m. to 5:00 a.m.
- There will be no closures on weekends and holidays.
- The Port will work with the contractor to determine the final bridge closure

schedule. The Port will announce the final schedule once it is established.

- Estimated time for completion is 18 months, with a contractor incentive for early completion.

Big 7 Building New Home For Gorge Networks

After an extensive search for a new home, pioneering Internet company Gorge Networks is relocating to the Big 7 Building, a Port property located on Industrial Way in downtown Hood River. This month, Gorge Networks begins its move from its longtime location on the corner of 13th and May to new digs inside a former Diamond Cannery Complex building.

Gorge Networks was founded in Hood River in 1995 as the first local Internet service provider (ISP) in the Gorge. Owned by Glenn Phillips and Dan Bubb, the company soon hired its first employee, Craig Lester, to help with its rapid expansion offering dial-up service to The Dalles, White Salmon, Goldendale and Stevenson.

Gorge Networks has grown by leaps and bounds in the last eight years as the demand for Internet service has exploded. "We have completely outgrown our current location," says Bubb. "The space we are now in can reasonably accommodate about 10 people. We currently have 19 employees in the space, and a need for two more. We've had to put off essential hiring because the building is so overcrowded."

About a year ago, Bubb and Phillips began the process of planning their move by looking at every option available in the area, including buying or building a commercial facility. "Once the Port made the commitment to help us find a home, they were extremely helpful and easy to work with," recalls Bubb. "We looked at several Port properties, and in the end the Big 7 Building made the most sense. We worked closely with the Port to modify the facility to meet our specific needs. It really represents the best situation in terms of growth, location and economics."

Gorge Networks' new facilities will not only allow the ISP to hire two new employees immediately, but also provides enough space for it to double in size. While their staff will be working from the new building starting in June, it will take six months to install necessary equipment to bring up their network at the new location. Gorge Networks' goal is to have no disruption in network service at any time during the move. It will, however, be a difficult move. According to Bubb, "This will be a major undertaking, and will most likely be the last time we move." Gorge Networks will have to orchestrate some degree of system duplication, building a network in the new location while the old location is "hot," and then severing ties to the old location once the new location is completely developed. The up side is the company will have the opportunity to upgrade its network in the process. "Our current network backbone connecting Hood River, White Salmon and The Dalles is all over fiber optics," explains Bubb. This move will include upgrades that allow us to further support the rapid growth of our customer base and the wide variety of telecommunications services offered."

While Gorge Network's original business goal was to bring dial-up Internet service and web site hosting to the Gorge, they have always worked to provide their customers with one-stop shopping for "anything related to Internet access and service," Bubb says. As the need for high-speed connections grew in demand, Gorge Networks responded by creating a wireless service provider company, Northwest Airmet, two years ago.



Dan Bubb and Glenn Phillips of Gorge Networks in their new location

To further expand the services and access options offered to its customers, Gorge Networks recently began offering DSL services. This growth came about as the ISP went through the process to become a certified Competitive Local Exchange Carrier (CLEC), essentially forming a new local telephone company, Axxis Communications. This allows Gorge Networks significant cost savings on telephone services, enabling it to maintain costs and keep prices competitive. As a CLEC (and one of Sprint's bigger customers), Axxis Communications is allowed to locate equipment in Sprint's central offices. Gorge Networks now has equipment in six Sprint offices. Combining the three companies, a total of nearly 2 dozen locations (which includes wireless towers) provides service to thousands of customers throughout the gorge.

Gorge Networks' next product will be offered toward the end of the year, after the company purchases a "Telco switch." This will allow it to offer dial tone phone service and long distance as part of a complete package for voice and data communications.

While neither owner envisioned their company would become a significant local employer, they acknowledge that they are. Over half of their employees have children, and are counting on Gorge Networks to continue their growth and success.

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