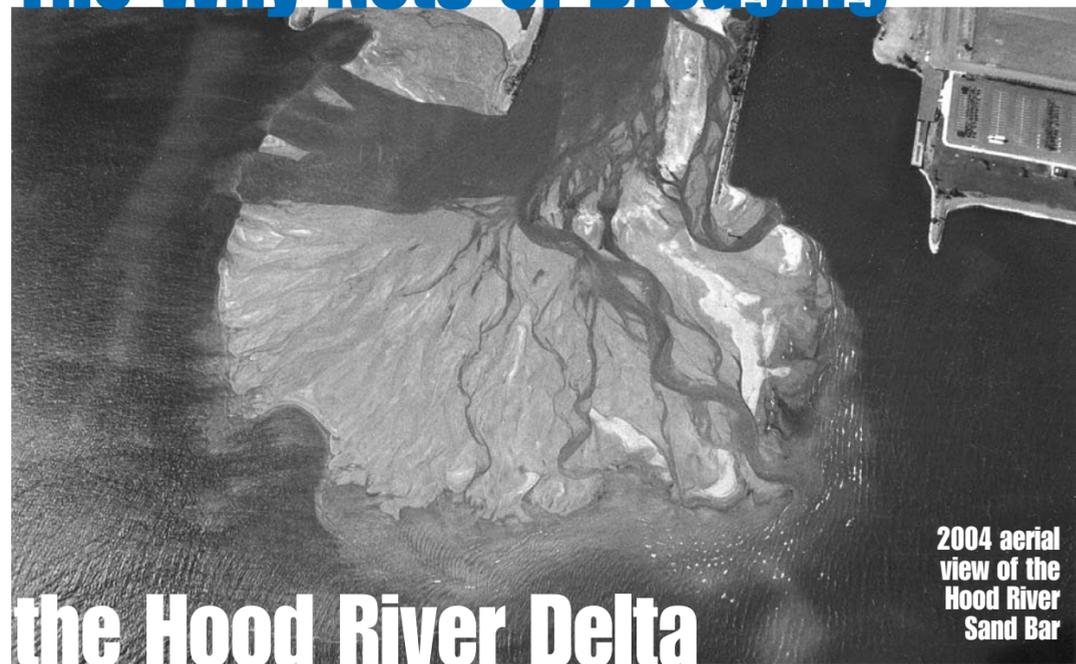


The Why Nots of Dredging



2004 aerial view of the Hood River Sand Bar

the Hood River Delta

With spring just around the corner, the color and excitement of windsurfing sails are about to make their annual return to the central Columbia Gorge. However, Hood River's first dedicated windsurfing launch will not be available to greet them.

The news may perk the ears of kiteboarders, though.

In recent years, a sandbar has become a dominant fixture at the mouth of the Hood River, silting in the beach at Port of Hood River's Marina Park. Windsurfers have asked the Port to explore dredging the accumulating materials. That task has been done, but it does not bring the resolution many may hope for.

It is estimated that it will cost between \$1.7 million and \$3.3 million to remove the shoaling, which includes an estimated 300,000 cubic yards of material, according to engineer's estimates. In addition, it will cost up to \$1 million to obtain the needed permits to

get rid of the material and develop structures, like a new jetty or pile dike, to prevent it from reoccurring.

The growing sandbar does not jut into the Columbia River's main navigation channel, which is maintained by the U.S. Army Corps of Engineers. The cost of taking out the materials would fall to the Port, which has no plans to proceed with the project.

The reason is simple: The bulk of the material came from a 2001 Mount Hood landslide that occurred more than 30 miles up the East Fork Hood River, and more loose material could be washed downstream with each heavy rain or major snow event. The Port might spend \$4 million or more to solve the problem today, but that does not guarantee the work won't need to be done at a similar expense in the near future.

Longtime Hood River residents have seen the sandbar ebb and flow over the decades – this is not the first time

sediment has formed at the mouth of the Hood River. However, years with heavy rains and a steady Columbia River flow have washed earlier shoaling away. The Gorge has not seen above-normal rainfall since before 2001, but steady precipitation may resolve the problem as well as expensive dredging.

Port engineers researched two possible dredging options, including depositing dredged materials on the nearby Port waterfront or barging materials out of the area. Local disposal is estimated at \$1.7 million; barging carries a \$3.3 million estimate. The Port also considered excavating materials from the river and hauling them away, an effort that would cost approximately \$2.5 million.

Even before the work could occur, however, federal permits are required since dredging could potentially impact

navigation, fish migration and even other Columbia River shoaling patterns. Applying for those permits would cost between \$500,000 to \$1 million with no guarantee of securing permission to complete the job.

The Port recognizes the importance of waterfront recreation amenities, and that's why good windsurfing launch conditions are maintained at the Port's Hood River Event Site and the Hook.

Other water recreationalists – namely kiteboarders and swimmers – are taking advantage of the shoaling, too. Kiteboarders access the sandbar via the Spit, the long narrow jetty on the west side of the Hood River. Swimmers, meanwhile, have less competition for their swim beach at the Marina Park's eastern shoreline.

The Port opened the swim beach there in 1980, and swimming was the main waterfront activity for years before that. As windsurfing emerged during that decade, however, the Port became the region's first public agency to develop a site inside an urban area specifically for windsurfers.

The Marina eventually became host to major windsurfing championships. Swimmers were displaced to the current beach site located at the shore's east side.

As the 1980s progressed, windsurfers lobbied for a better launch site to the west, where winds were more predictable. In 1991, the Port constructed the Hood River Event Site as the region's premier launch site. The Port invested \$1 million, which included \$317,000 in state lottery funds.

For almost zero investment, kiteboarders have been happy to have their own launch sites off the sandbar. In fact, kiteboarders have developed beginner, intermediate and expert areas on the sandbar, which has grown in recent years to accommodate their growing sport.



2005 Chamber Leaders for Tomorrow visit the Port –

Last month, local Chamber Leaders for Tomorrow learned about the Port of Hood River and visited the newly redecked Interstate Bridge. The group is led by the Hood River County Chamber of Commerce.

Front row: Julie Stanley (HRVHS), Sara Rusb (CLHS), Kristin Reese, Youth Services Director (HRCCC)

Second row: Vanessa Geddis, Ariel MacMillan, Jennifer Jeffries, Amanda Skelton, Courtney Tennant (all HRVHS) and Brittany Litschewski (CLHS) **Third row:** Audra Cody, Madison Kyger, Markee Cox (all HRVHS), Nikki Martin (CLHS) and Lionor Najera (HRVHS) **Fourth Row:** Jared Nagreen (HCS), Tony Guisto, Matt Byrne and Lisa Perry (Tony, Matt and Lisa are HRVHS)

HRVHS = Hood River Valley High School • CLHS = Cascade Locks • HCS = Horizon Christian School



PORT NEWS

Winter 2005



Pedestrian Bridge

Walking along the Columbia River on Port of Hood River property got a bit easier this winter, thanks to a modest upgrade to the Port's pedestrian bridge that joins Port Marina Park with the waterfront and downtown.

In early March, the Port's maintenance department restored many of the wooden planks, or timbers, that make up the deck of the span, which was built in 1985. It was the bridge's first major restoration project. The improvement adds to the safety of the pedestrian bridge for the 2005 summer season, but more work may occur this fall, including possible replacement of many worn timbers, says Joe Pounders, maintenance foreman.

The bridge is a central link for a popular local activity — walking. The structure allows pedestrians to safely travel from downtown to Port Marina Park away from vehicle traffic. A walkway beneath Interstate 84 on the Hood River's west bank ties the waterfront area to city destinations. Bicyclists should walk their bikes across the bridge.

Generous 8-foot wide walking paths surround the Marina basin, and provide an easy stride from the Hood River County Museum east to Hood River Interstate Bridge. All ages of pedestrians, cyclists and roller-bladers are welcome to enjoy the trail system; please yield the right-of-way to walkers and joggers.

Odell's Timber Incubator continues to assist local economy

In the summer of 1997, the Port of Hood River celebrated the opening of the Timber Incubator at John Weber Business Park in Odell. Though all three tenants work with metals, the naming of the building relayed the Port's intention to assist the community in developing economic opportunities for family wage jobs as a result of changes in the timber industry.

Grant funding from President Clinton's Northwest Economic Adjustment Initiative (\$360,000), Rural Economic Community Development (\$190,000), and the U.S. Forest Service (\$170,000) helped the Port initiate the building project.

Two of the original tenants, Champion Metalworks and Langdahl Design, continue to operate in the Timber Incubator building. The other original tenant, Schock Welding, constructed its own building at the John Weber Business Park a few years ago. Prigel Machine and Fabrication took over the available space. Though all three current tenants work in metals, they are all distinct from one another, and each business continues to evolve.

Eternity Ironworks

Eternity Ironworks has captured an impressive segment of the local custom iron work market, and has experienced success selling to retailers, designers, builders and architects farther away. In business locally as Langdahl Design for 10 years now, the company changed its name to Eternity Ironworks four years ago to market more effectively.

Eternity Ironworks specializes in high-end, artisan-quality wrought iron lamps, light fixtures and railings.

Marketing has become a key focus of business manager Norma Hernandez. She developed a plan based on research that is helping the company grow. Now, rather than spending large amounts of money on expensive retail shows, the company targets market niches, developing a formula to reach them.

"September 11 almost put us out of business," owner Brad Langdale explains. "We planned to attend a huge show that October, spent lots of money, and got only a few orders because nobody came. We are a classic little company that struggled through that."

He credits Hernandez, a savvy Stanford University graduate who started with Eternity Ironworks in 2002, with turning the tide. Langdale was too busy running the business and creating product to work on a marketing strategy. "We never would have been on the path

we're on for marketing without Norma," he relays.

"We are the only high-end blacksmith metal shop in the area with all the tools available for metalsmithing and unique finishes," Hernandez explains. She adds there is a traditional blacksmith in White Salmon.

Locally, the company creates custom railings, lighting and kitchen fixtures for quality homes in this area. Nationwide, the company focuses on custom lamps and lighting fixtures. Its products can be viewed online at eternityironworks.com.

Langdale aspires to break into the hospitality and commercial industries in the future, working with designers throughout the country. "In the next five



Eternity Ironworks' Brad Langdale & Norma Hernandez

years, we want to expand up to 15 artisans, maybe up to 50, but that is far forward thinking," Langdale says. "It would be nice to get to 15 in the next five

Please see Timber Incubator on page 2

PORT OF HOOD RIVER

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Hood River, OR 97031

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Timber Incubator continued from page 1

years." According to Langdale, some companies doing similar types of work have over 100 employees.

Company leaders are also considering tying in with the tourism industry by offering factory tours, and possibly teaching metalsmithing classes at the local community college. "The combination of old time blacksmithing and contemporary metalsmithing is a unique art, and creates some beautiful results," Langdale says. He sees potential for the company to join with local glass art craftspeople. Handmade ironwork from the Northwest adds to the value. "We are not out to compete with China or Mexico," Langdale expresses. "We will stay high-quality, high-end, and handmade."

Champion Manufacturing

Since 1993, Champion Manufacturing has created architectural metal for commercial and residential construction projects locally. Bronze, brass, aluminum, and steel metal designs are fabricated for the retail, gaming, marine and hospitality industries.

Though the focus is shifting away to additional lines of metal work, owner Garin Buckles says the company will continue to fabricate architectural metal for select customers. The company works with a number of specialty manufacturers that build high-end offices, hotels, and expo centers.



Champion Manufacturing Owner: Garin Buckles

Architectural and ornamental metals have until recently been the breadwinner for the company. Now that is turning around. In 2003, the ratio of construction vs. tool storage units was 90:10. Last year, 60 percent of business was in construction, and 40 percent toolboxes. This year, Buckles projects 20 percent of business will be in construction, and 80 percent tool boxes.

The Columbia Gorge location is highly suitable for tool storage unit manufacturing. "We rarely have to leave the shop, and do most sales over the internet and phone," Buckles claims. "We can manufacture here, and then deliver."

Champion makes personal deliveries on large orders. "The customers go crazy for that," Buckles adds. On the other hand, most construction projects require commuting to Portland to meet with clients and install.

Champion Manufacturing's employment ranges from six employees up to 15, depending on work load. But with Portland-based projects, the company often hires from its network of Portland talent.

For now, the company is focusing on its tool storage line, continuing to set up distributorships and dealerships throughout the U.S. Growth in this area could mean good news for increased local employment.

More information about both Champion Manufacturing's product lines can be found on

the web. Champion tool storage products are featured at www.championbuilt.com, while its architectural metal are described at www.championmanufacturing.com.

Prigel Machine and Fabrication

Prigel Machine and Fabrication is the newest tenant at the former Timber Incubator building, having moved in just over two years ago.

Prigel Machine and Fabrication's products are typically metal parts that clients can't buy off the shelf at hardware stores. Custom prototype parts or short run production parts made of aluminum, steel, stainless steel, titanium, brass, or plastic are generally intended to repair or replace parts for industrial process equipment.

The market to which the company sells is primarily businesses, 80-90 percent are fruit packing plants, bottlers, and small engineering companies, including local businesses Hood Technology, Cloud Cap Technology, Real Carbon, and the Insitu Group.

Machining precision parts is the company's specialty, although it also offers some welding and light fabrication.

"I have to say so far the Gorge location suits the company well," proclaims owner Brian Prigel. "It's surprising how many small manufacturing businesses are in this area that need this type of service. The location may end up limiting growth for this type of service-oriented business, but like so many people, I'm here because I want to live here."

Prigel has lived in the area for 18 years, arriving with an early influx of other windsurfing enthusiasts. He's been in the same trade for a number of years, and has been self-employed in the past, "I like the freedom and the possibilities of being self-employed," he adds. "There aren't too many choices when it comes to finding good jobs. I felt there was a demand and an opportunity."

To get the company started, Prigel initially sent a mailing to businesses and knocked on doors. Since then yellow pages and word-of-mouth have brought the business in, mostly, he claims, word-of-mouth.

Prigel does not have any immediate future plans. "I am currently exploring needs for services that aren't available locally," he says. "Like pattern cutting with plasma or water jet, Computer Numerical Control (CNC) machining of mold cavities, and any other areas of machining where I might expand my capabilities to meet local needs."



Prigel Machine Owner: Brian Prigel

Odell Sanitary District plans major improvements

In rural areas, infrastructure is a chief consideration for economic development. Hood River County's potential for economic growth is compromised by availability of land and services essential to business expansion. Good economic news is coming to the Odell area via the Odell Sanitary District's wastewater facility and system improvements, which will allow for both residential and industrial growth.

OSD was formed in 1965, largely by efforts of former Port Commissioner John Weber, and has been on the leading edge of rural wastewater treatment since 1983. In 1990, the district was recognized with a national award by the Environmental Protection Agency (EPA), and current improvements will once again bring state-of-the-art technology to the area's wastewater treatment.

"The improvements we're making will add capacity and the area will be in a better position to handle growth, both from the Port and residential," relays Mark Beam, manager of OSD.

However, the wastewater project initially began as a result of environmental concerns. OSD is currently under a Mutual Agreement Order from the Department of Environmental Quality to

meet new federal and state requirements for creek temperatures, toxicity and nutrient levels for its water.

A strong effort is underway to address these pertinent environmental obligations with various funding sources forthcoming.

A boost was given locally when voters passed, with 64 percent approval, a \$3.5 million bond issue for OSD to improve the wastewater facility and system. This project will address ammonia, temperature and chlorine impacts that discharges from the district are having on Odell Creek.

The bond measure, restricted to property owners in the Odell Sanitary District, is dedicated to infrastructure. Beam says OSD is working very hard to contain costs, and is hopeful tax levies will be under \$2 per \$1,000 assessed valuation.

Operational costs are offset by the additional \$19 per month OSD customers will pay in user fees over the next 25 years.

Currently, the wastewater facility plan and pre-design report have been completed, with final design expected to start in the next couple of months. Construction of the new facility is scheduled to begin in April, 2006, substantially completed and ready for plant start up in March, 2007.

The total cost for the Odell Wastewater Facilities Planning and Wastewater System Improvements is estimated at \$4 million. A low interest \$3.5 million loan was received from Oregon Economic and Community Development Department (OECD), as well



Mark Beam, with OSD since 1976, stands in front of the chlorine contact chamber, which will be obsolete after a high-tech ultra violet system is installed.

as a \$250,000 grant. Another \$250,000 grant was received from the federal Environmental Protection Agency (EPA), made possible through Oregon Congressman Walden and Senators Smith and Wyden. OSD continues to seek additional grant funding.

One important facet of the project is the installation of a compact microbiological reactor, or MBR system, to improve wastewater treatment. A major benefit will be improved effluent water quality. The district will cease to add chlorine to the effluent water. Instead, an ultra violet system will disinfect the water by light as opposed to chlorinating or using any toxin.

Upon completion of the project, the Odell wastewater facility will have capacity just under a million gallons per day, nearly doubling its capacity. "This should suffice the area's needs based on population projections for next 20-25 years," Beam predicts. The last OSD expansion was in 1983. "We are in bad need of an upgrade," he adds.

Not only will pressing environmental issues be satisfactorily addressed, allowing OSD to meet the Mutual Agreement Order stipulations from the state, the district will be in a better position to handle added users as housing and jobs increase in the Odell area.

Port Elections Near

The Port of Hood River Commission has three positions up for election this May. Filing began February 7 for Position numbers 1, 2, and 3. These posts are currently held by Fred Duckwall, Don Hosford and Kathy Watson. Both Hosford and Duckwall are running for re-election. Commissioner Watson is running for the first time, having filled by appointment the position vacated by Commissioner Bill Lyons.

PORT DIRECTORY

Commissioners

Sherry Bohn Hoby Streich
Fred Duckwall Kathy Watson
Don Hosford

Staff

Dave HarlanExecutive Director
Telephone(541) 386-1645
Fax(541) 386-1395
Email porthr@portofhoodriver.com
www.portofhoodriver.com
Newsletter ProductionPageworks

Port Commission positions are open to any elector registered in the Port's district, which includes all of Hood River County with the exception of Cascade Locks. The closing date for filing is March 17, 5 p.m.

Information packets for those interested in running for a Port Commission position are available at the Port office. The packets include the Port's strategic plan, its governance, applicable Oregon statutes and the Port's current budget.

Port seeks committee members

The Port of Hood River Commission seeks to fill seats on its Budget Committee and its Community Relations Committee that were vacated by new Port Commissioner Kathy Watson. The Community Relations Committee's mission is to identify and execute long-term strategies to convey the Port's economic development goals and achievement to the Port District constituency. For an application, please contact the Port of Hood River office at 386-1645, or email porthr@portofhoodriver.com.

Vacant lots for sale \$62,000/acre, zoned for manufacturing

John Weber Business Park Odell, Oregon

Lot 3, .97 acres
Lot 4, 2.24 acres
Lot 7, 3.02 acres
Lot 8, Parcel 2, 45,490 sq. ft.
Lot 8, Parcel 3, 43,785 sq. ft.

Call the **Mike Doke** at the Port Office for more information on all available properties (541) 386-1645.



PORT MEETINGS Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in the Expo Center Conference Room. The Port welcomes your questions, comments and suggestions.