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ongoing economic development strategy. Many local businesses have grown and flourished in partnership with the Port – DaKine, Full Sail and Turtle Island are notable examples.

Our collaborative partnership with the City of Hood River has helped lay the foundation for the recently adopted Waterfront Refinement Plan, Waterfront Park, and upgrades to the sewer plant. Key working relationships with Hood River Valley Parks & Recreation District, CGWA and CGKA have led to new and improved launch sites, parking oversight and a management plan for the Sandbar. Our partnerships with public safety agencies have led to easier transit across the Bridge and a continual emergency response presence in the Marina. Collaboration with Hood River County has helped solve sewer issues around the Airport and led to successful implementation of the runway shift project

last year. We are fortunate to have strong working relationships with other public agencies including ODOT, FAA, EDA, USACOE, DSL, and many more.

Partnerships do not, of course, mean that we always agree – and with regulatory agencies we may not. It does mean, however, that we are always committed to listening and working together toward an acceptable outcome or compromise.

In the coming years the Port Commission is committed to maintaining existing relationships and developing new ones. The OneGorge Coalition is already building a strong regional partnership that communicates, collaborates and then advocates for legislative change that will affect our region's future. And, although education is not within the Port's legislative authority per se, its importance to our community's long-term economic future is obvious. The Commission will consider ways to support local education: exposure to design and construction

professionals working on Port projects, sponsored class projects, internships and scholarships are some of the possibilities.

The era of rapid, positive change in the Port District is being brought about in large part through the collaboration and involvement of many individuals and entities, public and private. This is the Power of Partnerships. ●

#### 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

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**Executive Director** - Michael McElwee  
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## PORT NEWS

Winter/Spring 2015

### POP

by Michael McElwee,  
Port Executive Director



Michael McElwee

The Port may be engaged in its highest level of activity in its history. As described in your Annual Report, progress on the waterfront is proceeding rapidly – including new buildings, new trails

and recreation sites. Significant upgrades to the Marina, Bridge and Airport have occurred, and more are planned. This progress is attributed to many factors, not the least of which is the power of collaborative partnerships.

The Hood River area has many examples of developed and maintained mutually-beneficial partnerships that have been successful across all aspects of community life – social services, athletics, housing, education, and so on. Strong partnerships are a foundational element of successful change. The examples in Hood River are models for the Region and the State.

For the Port, there are many examples of the **Power of Partnerships**. It starts with citizens and community groups willing to lend their time, expertise, input, and, yes, criticism. This “public” partnership is fundamental to our role as a public agency governed by an elected board. Constructive criticism makes our projects, policies and programs better and more responsive. Our relationship with the business community allows the Port to understand and anticipate the challenges and needs of growing local enterprises – crucial to any

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## Significant waterfront trail enhancements to occur in 2015

Improved water access and trail connectivity will be a celebrated outcome of three pending projects, with Nichols Basin West Edge Trail, the Hook Launch, and the Pedestrian Bridge Trail all currently or soon to be under construction.

### Nichols Basin West Edge Trail

Planning for the Nichols Basin West Edge (NBWE) Trail project began over two years ago, with initiation of a public process with a Project Advisory Committee (PAC) and a contract with Walker/Macy for design development. Five NBWE public meetings were held between January and July 2014, in addition to regular Port meetings. As the PAC and consultants honed in on the preferred vision for the project, the Port learned of a second grant award from Oregon Parks and Recreation District (OPRD) Local Government Grant Program for \$445,000. This followed a previous award of \$156,296 from ORPD Recreational Trails Program. That news, along with \$35,000 from Hood River Valley Parks and Recreation (HRVPR) District SDC funds provided backing for design, plus plans and construction for the first phase. The Port plans to contribute around \$210,000 to this project.



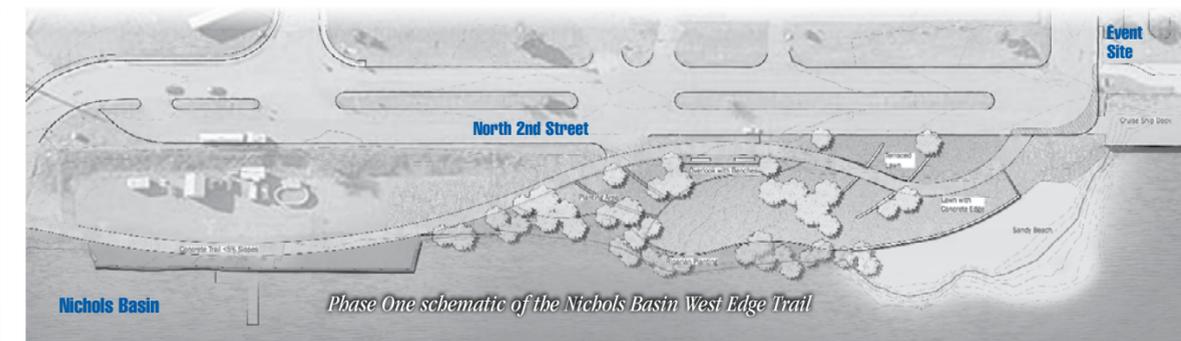
First of three major waterfront trail projects gets out of the gate this spring with the first phase of the Nichols Basin West Edge Trail following an extensive planning process.

Crestline Construction of The Dalles was awarded the contract after a competitive bidding process that included a mandatory pre-bid meeting on site, and resulted in eight submissions.

Phase One plans include construction of a concrete walkway, seat walls, seawall structural improvements, landscaping, and beach development. The project is expected to begin by April 1, with an estimated completion date of June 30.

Since the new NBWE Trail will alter available parking in the vicinity, the Port commissioned Walker/Macy and SLCA Consulting Engineers to explore alternatives to modify 1st Street for the short-term to provide more parking when Slackwater Beach parking is eliminated. Those schematics, and further details about the NBWE project can be found on the Port's website, portofhoodriver.com.

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COMMUNITY ECONOMY FUTURE

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the Gorge; enable bi-state recognition of Emergency Medical Services (EMS) certifications; as well as several other initiatives.

The process by which OneGorge selects initiatives to support, evaluate, or monitor is relatively simple and in-line with traditional community organizing principles. OneGorge meets once a month (meetings take place at different locations throughout the Gorge on the second Wednesday of each month, usually beginning at 3pm). OneGorge participants bring ideas for discussion by the group.

Once an issue is identified that meets the basic criteria of having either regional impact or crucial local impact; where action is supported by a majority of the OneGorge members; has a reasonable potential to make progress or reach success; and is likely to be supported by elected officials, the OneGorge group then organizes advocacy activities to give those initiatives a boost in terms of clear support and messaging from throughout the Gorge.

“OneGorge is a collaboration platform upon which all entities in the Gorge can stand, share information on issues, and efficiently seek advocacy support from neighbors and partners throughout the region,” explains Port Communications and Special Projects Manager, Genevieve Scholl. “It’s exciting to be a part of this ground-up approach to advocacy – one that I think will prove tremendously helpful to folks working on critical issues right now in our region.”

For more information or to join the OneGorge Coalition, contact Port Communications & Special Projects Manager Genevieve Scholl at gscholl@portofhoodriver.com, or call 541-386-6145. ●

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## Regional advocacy group initiated with "OneGorge"

Regional partners have identified the need for greater collaboration and more coordinated, robust advocacy efforts on issues affecting us all. Recognizing the potential benefit to the Port that this type of coordinated community action could deliver, Port Executive Director Michael McElwee has been working to support the development of the OneGorge Coalition for the past eight months. With the participation of over forty Gorge-area

public, private, and non-profit organizations, the OneGorge group has developed a mission statement, informational and promotional materials, as well as several “Fact Sheets” on key regional issues. These materials were shared with Oregon and Washington state legislators late last year. Additionally, the association’s website is planned for a spring 2015 launch.

Currently, OneGorge is working to develop outreach campaigns supporting local efforts to replace the Hood River Interstate Bridge and update the Bridge of the Gods (Two Bridges Campaign); expand broadband access throughout

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**Port staff additions**



**G**enevieve Scholl joined the Port staff in January as Communications & Special Projects Manager. Scholl will play a lead role in managing the Port's internal and external communication systems, and carry out a variety of projects related to policy development,

project and legislative advocacy, stakeholder relationships and regional collaboration. Scholl previously served over six years as Outreach Manager for the social enterprise nonprofit Farmers Conservation Alliance, and before that was Destination Marketing Director for the Hood River County Chamber of Commerce for seven years. Scholl and her husband, Travis Erdmann have lived in the Parkdale area since 1996 and have one son, Oscar.

**F**acilities Manager **John Mann** joined the Port staff in May, replacing Joe Pounders. Mann's experience includes eight years as Project Engineer for Klickitat County. Prior to that, he owned and operated Mann Made Construction in the Gorge for 18 years. He has lived in the area over 20 years.



**Boathouse docks replaced**

**B**oathouse dock replacement was completed last summer by **Even Construction** of Tigard, OR, which specializes in custom-designed and engineered concrete flotation systems. **Lalonde Electric** also completed the Marina electrical upgrade by installing wiring and pedestals with lights to serve the boathouses. John Mann, Port Facilities Manager, managed the project for the Port.

*New concrete flotation systems installed for boathouse dock replacement*



**Port facility rate changes for 2015**

• **Bridge Toll Discounts** – Discounts provided by the Port's electronic tolling system, BreezeBy, were lowered from 33% to 25% effective January 1. The Port also discontinued discounts for paper tickets in an effort to save costs in controlling, accounting and printing.

• **Marina Rates** – Marina moorage rates increased 6.07% in January, and moorage tenants were informed of new rates for water, garbage, and electricity costs.



• **T-Hangar Rates** – T-Hangar rates at Ken Jernstedt Airfield are reviewed annually, and a 2.57% increase was approved by the Port Commission for 2015.

**Airport Master Planning**

**C**entury West Engineering has commenced work on the Ken Jernstedt Airfield Master Plan. The Federal Aviation Administration (FAA) requires airport master plans to be completed every 10 years in order to qualify for federal funding. The FAA's Airport Improvement Program (AIP) funding covers 90% of the \$204,000 cost. In addition, the Port negotiated with Century West Engineering to provide task-ordered services for the Airport with a five year engineering contract.



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**Gorge bridges**

**O**DOT is sponsoring an application to designate replacement of the Hood River Interstate Bridge and repairs to the Bridge of the Gods as a "Project of National and Regional Significance (PNRS)." The application has been submitted and is currently under review by the Federal Highway Administration.

**Marina Master Plan updates**

**T**he Port of Hood River has initiated a planning process for the Hood River Marina with the objective of updating the plan to guide operations, future facilities upgrades, and capital improvements.

In early 2015, staff is collecting data on many elements of the property, including facility descriptions, history, uses, financials, management and lease policies, as well as conducting outreach to existing Marina tenants and stakeholders.

A consultant will be retained for the project to prepare a scope of work and carry out detailed planning efforts. In a public process, the Port hopes to identify and refine a preferred concept plan for the Marina's future configuration, with cost estimates and phasing recommendations. In recent years, the Marina's negative cash flow has been a topic of discussion at Marina Ad-Hoc committee meetings. The committee supports the objective that the Marina should be self-sustaining, and the update process will evaluate such financial strategies. The Marina Master Plan was last updated in 2007.

**MOU with Sheppard's approved**

**S**heppard's and the Port of Hood River have entered into a Memorandum of Understanding (MOU) for the purchase of Port property at N. 2nd and Riverside. The company is currently working with an architect for concept plans for its proposed new home on the waterfront.

*An aerial overlay of the new Waterfront Refinement Plan*



**New Waterfront Refinement Plan adopted**

The City of Hood River and Port of Hood River concluded a legislative process for a Waterfront Refinement Plan recently, resulting in the formal adoption of a revised zone overlay on a large portion of the waterfront and new design guidelines.

The Waterfront Refinement Plan (WRP) addressed undeveloped waterfront areas in a comprehensive manner and ensured the protection of community resources along the waterfront. A legislative process allowed the Port, Planning Commission, and City to work through the process together with public input for a revised waterfront plan, as opposed to an alternative quasi-judicial process that would change zoning on a case-by-case basis. The legislative process was proposed in March, 2014, by then-Mayor Arthur Babitz to include all properties that touch the water's edge, including Nichols Basin.

The WRP also addressed waterfront trail easements and design standards, Nichols Basin design standards and zoning, light industrial zone standards, and modifying zoning and allowed uses for Lot 1.

An initial joint City/Port public meeting was held on September 30 to provide an overview of recent waterfront development, explain why a revised zone overlay was needed, and to receive feedback on zoning, design standards and trail requirements. In order to consider upcoming developments in this process, the City agreed to include the Expo, Barman and N. 2nd and Riverside parcels in the plan area.

Working with the advisory committee over five meetings last fall, recommendations for the draft WRP overlay zone submitted to the City included the following:

- allow a permanent public easement to preserve public access to the existing waterfront trail (portions of which were not previously protected for permanent public use)
- allow very limited amount of commercial development on Lot 1a and Expo II
- establish design standards for new commercial and industrial uses
- establish design standards and public access requirements for the Waterfront Trail
- rezone Expo II site from General Commercial to Light Industrial
- remove 1998 condition limiting uses on Lot 3 to Expo Center, Visitors Center, and similar uses

The City voted on December 22 to adopt an amended Waterfront Refinement Plan. Comprehensive plan and code amendments are underway in early 2015 to complete the process. Full details on the plan and process are located on the Port's website, [portofhoodriver.com](http://portofhoodriver.com), with links to the City's website, where a copy of the final adopted WRP is located.

*continued from Trails on page 1*

**Hook Launch and Trail**

The Hook Launch and Trail project has two elements: a new trail that connects the existing riverfront trail northwest of the Maritime Building, and a waterfront access ramp at the northwest end of the Hook. Work is currently underway on the Launch project.

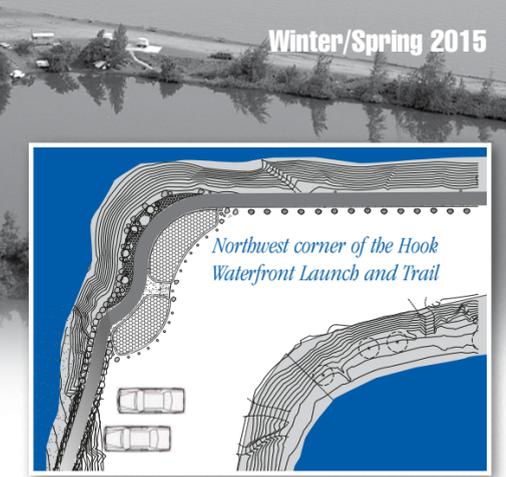
The Port received state and federal permits in July in preparation for construction during the winter in-water work window. Crestline Construction will construct the Hook Launch, as the low bidder of five responses. The project includes development of a nine-foot wide concrete ramp, repair of existing riverbank, enhanced riparian plantings, and beach improvements for recreational use. The Port is coordinating with the Army Corps of Engineers for draw-down dates of the Bonneville pool during the permitted work period.

The Hook Launch cost is \$130,000, with \$50,000 dedicated by Columbia Gorge Windsurfing Assn., \$20,000 by HRVPR, and the balance from the Port.

The Hook Trail project will be completed in collaboration with the City of Hood River, which has agreed to cover paving of an eight-foot wide trail in exchange for an easement for its outfall extension project scheduled for fall 2015 (and paving in 2016). The Port will seek funding for costs of the rigging area, landscaping, solar bollards, and masonry seat wall, with completion anticipated in 2016.

*Improvements will occur on both ends of the Pedestrian Bridge over the Hood River as part of an upcoming trail project.*

**Big 7 Space FOR LEASE**

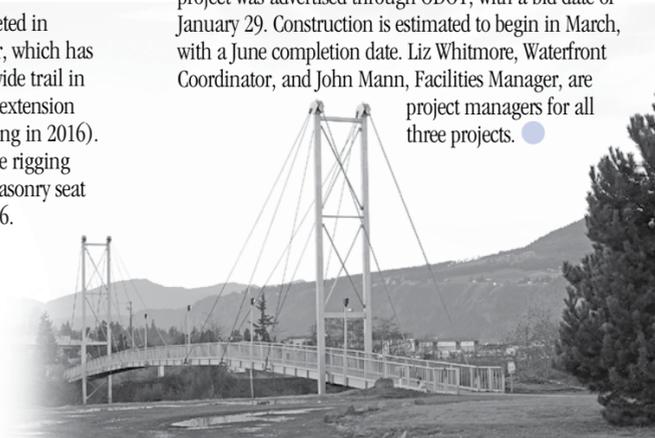


**Pedestrian Bridge Trail Project**

An enhanced connection of the Pedestrian Bridge to the intersection of Marina Way and Button Bridge Road will occur. Notable improvements are planned for the east and west ends of the footbridge, including kiosks, stone seat walls, and path improvements adjacent to the museum, bicycle sharrows along Marina Way, plus sidewalk and crosswalk improvements at the Boat Launch parking lot leading up to the Button Bridge intersection.

Funding from the Frontage Road feasibility study was reserved for a bicycle/pedestrian connection. \$390,000 of funding comes from Oregon Dept. of Transportation (ODOT), with the Port's local match of \$102,113 set aside in a Local Government Investment Pool.

Construction documents are complete and the project was advertised through ODOT, with a bid date of January 29. Construction is estimated to begin in March, with a June completion date. Liz Whitmore, Waterfront Coordinator, and John Mann, Facilities Manager, are project managers for all three projects.



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