Port of Hood River Marina Assessment Project 2015

Prepared For
Port of Hood River
1000 E. Port Marina Drive
Hood River, OR 97031

Prepared By

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Introduction:

Halgren was commissioned to perform a review of the 2007 Marina Basin Planning Study. Along with the 2007 study he was provided with information from the Port of Hood River Waterfront Narrative 2013, Oregon State Marine Board concept drawings, past minutes from the Ad-Hoc Marina Committee, marina rules and regulations, water depths, Hood River Yacht Club Long Term Vision 2014 and other historical information about the waterfront property.

In addition Halgren was to interview six people whose names were to be provided by the port staff, however he ended up interviewing ten people. Finally he was asked to spend two days in Hood River performing an inspection of the marina docks, the surrounding property and to meet with Michael McElwee, Port Director. The second day Halgren

lead a three hour discussion with some of the port commissioners and members of the Ad-Hoc Marina Committee during a public meeting.

The Hood River Waterfront Narrative December 17, 2013 is an excellent report which outlines a number of projects envisioned around the port's key properties and does not need to be repeated in this document. It should be referenced by readers of this report.

The Port of Hood River is the hour glass for access to the recreational water activities for the region. The neck of the hour glass provides for the public's access to beaches and the marina and launching ramp to use the waters of the Columbia River for this entire region. Their biggest challenge is to provide public access while at the same time generating enough revenue to support these different facilities and user groups.

Make the marina something more than a parking lot for boats!

I. General Observations:

Your first impression when you see the Hood River Marina is the very large protected harbor. The current marina, located along the west shoreline, provides moorage for approximately 160 full time slip holders. The marina has significant open water which can be used in the future to add more floating docks and other facilities for the different user groups.

The port's main role is to look into the future and determine how to meet these needs in the next five, ten and twenty years or beyond and be on the forefront of planning for these uses at an affordable cost. These facilities need to have a high degree of safety, are expandable in the number of slips and at the very least should be revenue neutral.

II. Program Assessment:

Currently in the United States boating is a growing industry with strong boat sales due to low interest rates and now a lowering in fuel costs. The spring boat shows of 2015 around the US have had very strong attendance and high boat sales. The greatest number of sales have been for boats above 30 feet in length.

This same trend is just as strong in the Pacific Northwest and trickles down to Hood River. However, Hood River is unique due to more of the boating interest being

extremely strong for sailing and wind related activities. Anticipated demand for marina slips in Hood River will be at or below 30 feet with a few wanting larger slips now and in the years to come.

Wait Lists (Updated 04/30/15)						
30 AND UNDER						
1	7/1/2014	Chapman	24' 7" power boat	Port resident	Hood River OR	
2	5/27/2014	Watson	24' sailboat	Port resident	Hood River OR	
3	6/26/2014	Balmuth/Orlickas	26' sailboat	Port resident	Hood River	
4	1/2/2015	Isitt	22' sailboat	Non Port resident	Dufur OR	
5	1/7/2015	Henshaw	17' power boat	Port resident	Hood River OR	Original date Jun 2014
6	2/13/2015	Coombs	24' power boat	Non Port resident	Guam	
7	2/17/2015	Stillwell	Not yet purchased?	Port resident	Hood River OR	Original date Jul 2013
8	2/17/2015	Werner	Not yet purchased?	Non Port resident	White Salmon WA (Gorge)	Original date Aug 2014
9	2/19/2015	Hawkins	Not yet purchased?	Non Port resident	Mercer Island WA	
10	3/3/2015	Johnston	29' power boat	Non Port resident	Husum WA (Gorge)	Original date Sep 2014
11	3/6/2015	Klebba	22' sailboat	Non Port resident	White Salmon WA (Gorge)	
12	3/10/2015	deJong	20' power boat	Non Port resident	Mosier OR (Gorge)	
13	3/12/2015	Bukovansky	Power boat	Port resident	Hood River OR	
14	3/31/2015	Iobst	27' sailboat	Port resident	Hood River OR	
15	4/9/2015	Kupchin	22' sailboat	Port resident	Hood River OR	Original date Dec 2014
16	4/9/2015	Dennis	No yet purchased?	Non Port resident	Portland OR	Original date May 2014
17	4/10/2015	HR Yacht Club	Initial request for power? Sail? Now wants slip for small craft storage	Port resident	Hood River OR	Original date Oct 2012
18	4/13/2015	Mixon	21' sailboat	Port resident	Hood River OR	
19	4/23/2015	Ebeling/Shuman	21' power boat	Non Port resident	Trout Lake WA (Gorge)	

OVER 30 AND UNDER 45						
1	1/9/2014	Oak	31' 6" power boat	Non Port resident	Portland OR	Original date Sep 2010
2	1/10/2014	Larson	39' power boat	Non Port resident	Lyle WA (Gorge)	Original date Mar 2011
3	1/1/2014	West	44' power boat	Port resident	Hood River OR	Original date May 2013
4	1/13/2014	Klein	Sail-not yet purchased?	Port resident	Hood River OR	Original date Jun 2011
5	1/13/2014	Richards	40' sailboat	Port resident	Hood River OR	Original date Jul 2011
6	1/13/2014	Jacoby	44' sailboat	Non Port resident	White Salmon WA (Gorge)	Original date May 2013
7	1/17/2014	Mack	Sailboat-not yet purchased	Non Port resident	White Salmon WA (Gorge)	Original date Aug 2011
8	1/17/2014	Swope	Unknown	Non Port resident	Underwood WA (Gorge)	Original date Jun 2013
9	1/17/2014	Rappaport	Sailboat-not yet purchased	Non Port resident	Mosier OR (Gorge)	Original date Aug 2013
10	1/31/2014	Platt	36' 1" sailboat	Non Port resident	Portland OR	Original date Sep 2011
11	4/22/2014	Fetkenhour	44' sailboat	Port resident	Hood River OR	
12	10/14/2014	Kirby	34' sailboat	Non Port resident	Kent WA	
13	11/13/2014	Hilstad	Sailboat-not yet purchased	Port resident	Hood River OR	Original date Aug 2012
14	11/20/2014	Hollister	45' sailboat	Port resident	Hood River OR	
15	2/2/2015	LaPierre	30+ to 40 sailboat – not yet purchased	Non Port resident	White Salmon WA(Gorge)	
16	2/26/2015	Chambers	Not yet purchased	Port resident	Hood River OR	Original date Aug 2008
17	3/13/2015	LeSage	45' sailboat	Non Port resident	Husum WA (Gorge)	
18	4/1/2015	Mongeon	37' 5" sailboat	Non Port resident	Vancouver WA	
19	4/24/2015	Perkins	Not yet purchased	Port resident	Hood River OR	Original date Aug 2008

OVER 45						
1	2/11/2010	Ellam	45' 7" Sailboat	Non resident	Mosier (Gorge)	
2	8/19/2010	Lyon	47' Sailboat	Non resident	Brightwood OR	
3	2/2/2012	Reierson	48' power boat	Resident	Hood River	
4	9/19/2014	Smith	44' catamaran	Resident	Hood River	

The Hood River Yacht Club is primarily made up of boaters interested in sailing with the majority of the programing centered on sailing.

A number of local organizations including the high school have started sailing programs for all ages. This includes weekly instructional programs and sailing competitions which are very well attended.

Another large boating interest in this area is fishing which will also need to be considered in future planning for marina slips and launching ramp facilities.

Rowing and outrigger canoes are rapidly becoming a new user group. Each of these groups have a unique need for facilities.

Hood River Yacht Club:

In 2014 the members of the yacht club put together a long term vision for the club. It included water access and storage, building and yard area, water based activities, economic impacts and funding sources.

The success of the yacht club will help to support marina slip demand for the port and will add a vibrancy to all of the activities and uses around the marina. The Port's partnership with the yacht club is very important and one the commission should strive to enhance. Working together should open opportunities for funding sources and other investment in the marina and along the waterfront. The yacht club desires to have more float area for its sailing members and to be able to launch small sailboats using hand launching down a wide access ramp to a float near the yacht club. This also means the Clubs main building would need to be expanded as well as the storage area adjacent to the club house building.

It seems to make sense the club house would be expanded in its current location allowing for at least 100% more building space and a much larger fenced-in storage area. More planning needs to be done but it appears this can be accomplished on the south end of the club building into the current fenced storage area. The fenced area should be more than double its current size and rather than square shaped possible changed to a rectangular shape allowing for more storage. This newly fenced area might be able to be shared with other users by installing separation fences within the space.

An additional suggestion is for the yacht club to consider putting in a roll up window and during Marina Green events they could sell food from the club as a fund raising opportunity.

The port and the yacht club leadership should come to a collective agreement as to what each other can afford to do and when and how these different needs can be met.

Youth Sailing:

The marina currently has a very large group of young people involved in all levels of sailing (over 150 kids at this time), starting with basic introduction to sailing all the way up to high school and young adult sailing competitions. **These are the boaters of the future.** They need a large storage area for boats and equipment along with a wide gangway for launching, a large float for teaching and boat storage. It seems these uses could possibly be shared with the HRYC as it relates to storage, marina docks and gangway access. The current sail boat training and storage area appears in the next photo below.

Kayakers, Outrigger Canoes, Rowing Skulls and other Floating Devices:

These users of the marina are also growing in large numbers of participants, already greater than 50 people participate three times weekly for up to six months of the year. The port should consider the needs of these groups as well as other future needs of groups who will require access to the water. Also floating docks to moor and board vessels along with storage needs should also be taken into consideration.

Outrigger canoes are shown in the photo below. Along with the storage and training areas for the Youth Sailing Program.

The photo above shows the rowing float in the marina. More of these floats will be needed in the very near future.

During the public meeting a discussion was held concerning a grant application to the Oregon State Marine Board to move the Sheriff's boathouse to a location possibly attached to the fuel dock in order to have a faster response time when leaving the marina. This is probably an excellent idea however this is not an attractive building. It is suggested in the application to move the boathouse it also include funds to improve the esthetics of the structure. A more modern look which might include some windows would make it more visually appealing.

The Sheriff's boathouse is on the right side of this photo.

Fuel dock location near the Port office.

III. Future Opportunities & Priorities:

Planning for future capital projects is not without its own challenges. Looking at the overall waiting list for boats 25-30 feet there appears to be a demand to add 10 to 15 slips each year for the foreseeable future. Given the strength of the current waiting list for marina slips, a plan should be developed to allow for meeting this demand. One way to help accomplish this goal is build docks which are just main walkways where boats of all sizes can moor side to the dock. When you have enough boats to fill slips with fingers you can add the fingers at that time. This is a more economical way to add new slips without all of the costs at one time but still providing space for all sizes of boats to moor.

The location of these slips would make the most sense at the ends of A and B docks.

The other users will also need to have additional docks added to meet their needs. Youth sailing, the Yacht Club and the rowing and canoeist are all going to need more space. In addition they also need to have a wide gangway ramp which with allow them to do hand launching on small trailers from an onshore storage area. Some of these docks will need to have lower freeboard to make it easy to get in and out of the rowing skulls and small sail boats.

The funding for the projects discussed above will likely have to come from the port revenues and as pointed out earlier should be paid by the users to at least the level of total cost recovery.

Photo above shows the three lane launching ramp area, guest float and staging float for the launching ramp on the right.

The **launching ramp** area is in need of some maintenance particularly at the water end of the ramp. It is suspected users have wheel washed material away from the end causing a drop off from the concrete and creating a mound of material further away. It is believed that the Oregon State Marine Board could assist in funding and permitting to allow the port to bring in an excavator to pull back the material into the hole and possibly add some heavier material over the top of the fines to help stabilize it for the future. If the ramp needs to be extended the port could use pre-cast concrete planks which can be set in the water going out from the existing concrete ramp to the next desired depth. International Marine Floatation Services could supply the pre-cast planks.

This work should be carried out as soon as possible to prevent any damage to boats or to trailers going off the end of the ramp.

Marina Green:

The marina green open space is a fantastic community asset which has been set aside for numerous uses in the community such as field sports, emergency camps for fire fighters, marathon running race events, summer festivals and many other unique events.

A number of ideas could be used to enhance this great open space:

- Relocate the electrical transformer which resides in the middle of the green for safety reasons which would open up more land area. While this is being done some consideration should be given to providing for electrical supply opportunities around the perimeter of the field which would provide electrical sources for events, future installation of night field lighting and other electrical needs.
- Consider the addition of soil berms which might have two levels, one three feet off the ground and the other about six feet off the ground. This might be located along the northern edge of the marina green area. This two sided berm would allow for elevated viewing of events and the boat harbor basin for picnics or other outside events. The construction of the berm would be done so the step curves would allow for easy lawn mowing using normal riding lawn mowers.
- Widen the marina basin pathway which borders the Marina Green's northern edge.
- Add street, parking lot and field lighting using the latest technology of LED lights to provide low cost of operation and bright lighting. Make sure the fixtures are all "down lights" which will not cause any light pollution issues with the surrounding highway, streets or nearby homes. As a general suggestion all of the lights on the Port's property should be converted to LED technology including the highway

bridge lights. These lighting changes on the Hood River Bridge may make it an "iconic" display at night.

Property Signage and Way Finding:

The use of uniform signage is very important to visitors to the Port. We believe the use of signs can enhance everyone's experience on Port's properties starting with the main entrance to the ports property at the intersection of Button Bridge Road and E. Port Marina Drive. The main entrance sign which is cast into the concrete has faint green lettering which is almost impossible to read. We believe the infilled color should be bright gold. In the same area we found the landscaping to be unmaintained and unattractive and not representative of the fantastic property you are about to enter. This area (both sides of the entrance) should be upgraded with colorful seasonal flowers and new shrubs. Remember this is the front door to your property. This is the first impression and maybe only impression of this community asset and it reflects on what value you place on this asset. The money spent here every month is very important. Have a plan for what is going to happen in this garden area for every month of the year. Done properly this might be the icon of your property which everyone in the community can relate to. Creative design year round will make this memorable. Remember hundreds of cars pass by this point of interest every day. Why not make a good impression rather than no impression.

The Port has a number of other great signage opportunities, one being the addition of mileage marker signs every ¼ mile around the Ports three mile waterfront. In addition to the mileage markers each year small improvements and additions to the landscaping should be undertaken to improve the ambience of the pathway. Narrow areas of the path should be widened so all users of the path can share the space.

Another significant entrance design should be created as you come off the bridge going into the industrial property north of the Nichols basin

Example of a Story Board Sign shown above (describes the history of the property before becoming a marina).

Story Board Signs can also be used to enhance the experience of using the three mile long Maritime Waterfront Trail system. Your partner in this effort could be the Hood River Museum.

Topics for signs:

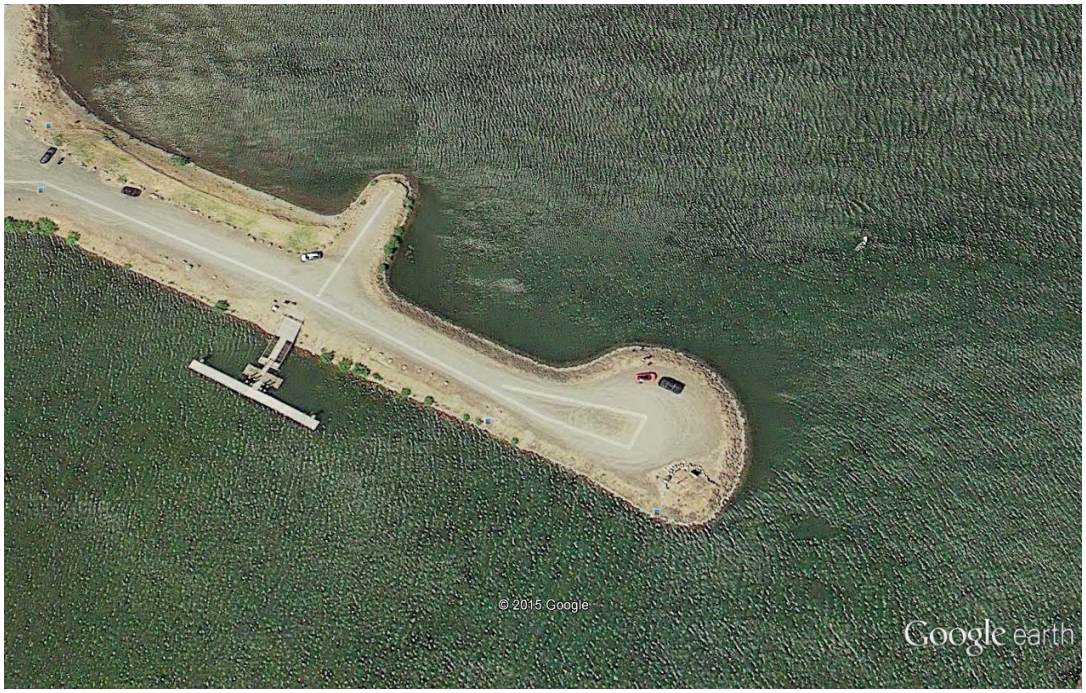
- History of the construction of the 1924 Hood River Bridge
- Historic Stern Wheeler Ships visiting Hood River
- Koberg Beach or other historic beach area along the pathway
- Hood River Flood of 1948
- Nichols shipbuilding basin history
- Hood River Flood of 2006
- Waterfront Recreation and Event site
- Pedestrian Bridge
- Waterfront Park

- The Hook
- Windsurfing Capitol of the World

Public Fishing Piers and or Fishing Areas:

New London Waterfront Park Shaw's Cove Fishing Pier. The railing along the park's promenade is 42 inches high, and transitions to 32 inches on the fishing pier.

The three pictures above are examples of fishing piers. This idea could be worked into the shoreline area at the end of the spit at the entrance to the marina wrapping around the corner. The suggestion is to build it into the land with 1:12 sloping ramps to one or two lower platforms so fishing could take place near the water's edge. With proper design the structure would not need piling and would conform to the shoreline.

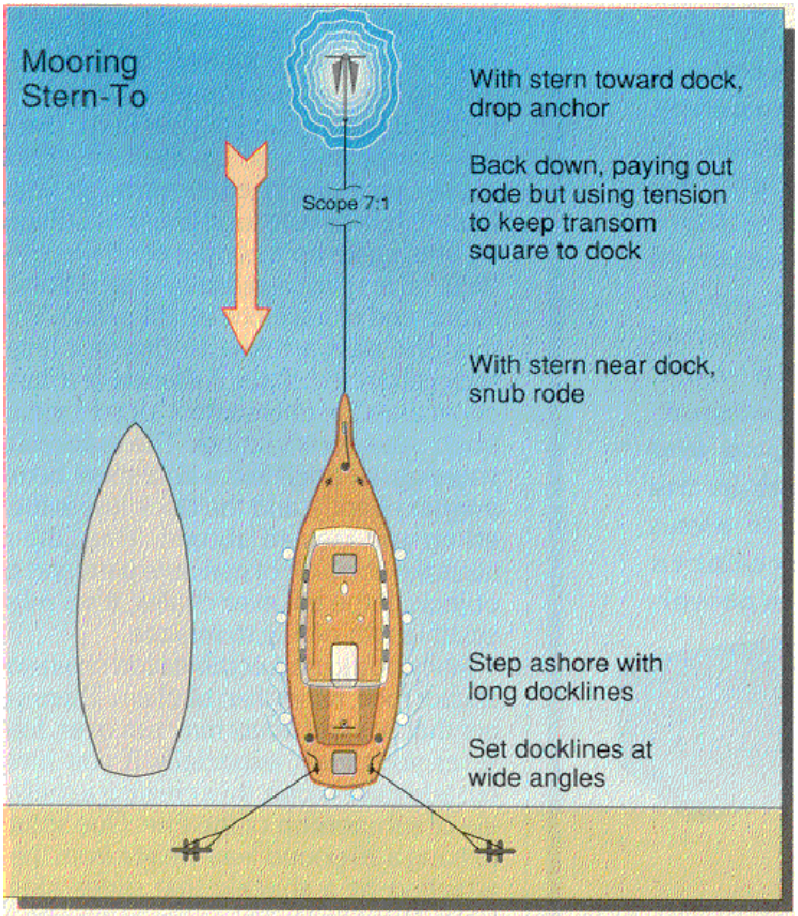


Consider the placement of this amenity at the end of the spit road, a desired location by local fisherman. This would be designed for ADA access to help it qualify for Oregon

State Marina Board Funding or SOBA States for Organized Boating Grants. The cruise dock on the left of the photo above would also be part of a grant application (BIG Funds) to make the dock longer in both directions.

Guest Moorage Mooring Buoys:

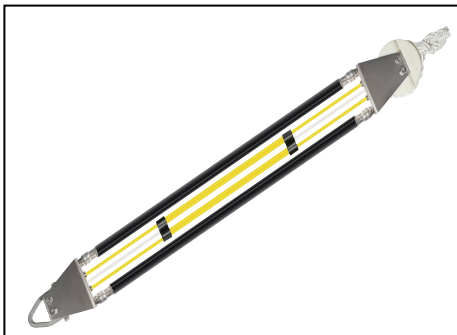
The size of the marina basin allows for the installation of guest moorage docks along the north basin shoreline. This type of mooring system is referred to as Med Mooring which occurs in Europe. You build a floating dock moored with underwater anchors, standoff arms attached to the shoreline (like the fuel dock is now) or steel piles as you have now in the marina. You then install mooring buoys which the boat attaches to as it backs up against the dock. You put the boat and the buoy in tension and tie stern lines to the dock. You board the boat over the transom or from the bow if you moor the boat facing in the other direction. This system is low in cost depending on the quality of floats you use for the main walk. Usually you would not also supply utilities on this dock but you could do so if boaters will pay for the added costs.



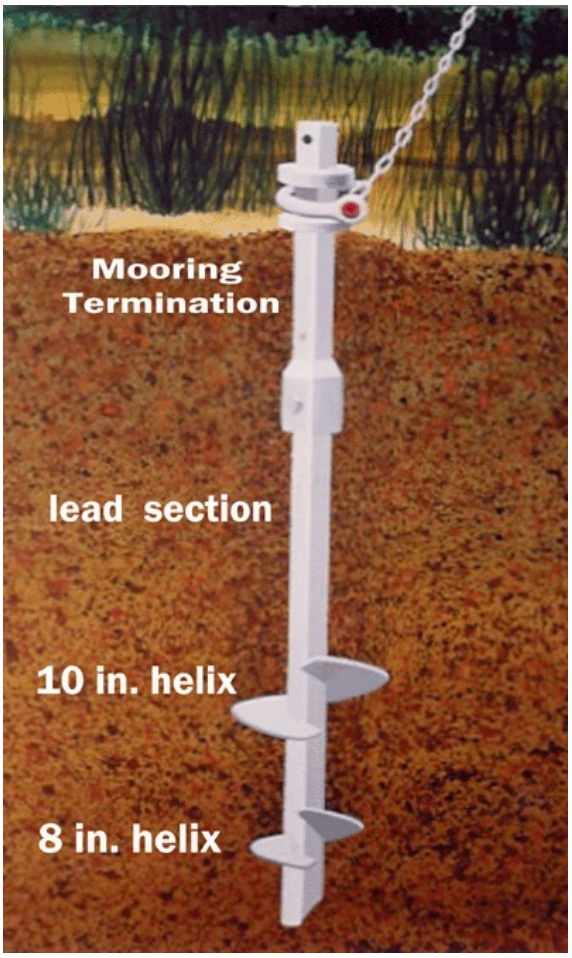
Sailboats with bowsprits or high pulpits forward are best moored stern to.

If you just want a mooring field then you would install two rows of anchors and buoys in line with the prevailing winds and moor the boat between the two buoys. The mooring buoys can be installed using Seaflex tensioned strands to a helix anchor screwed into the marina basin bottom. This is a low cost system with ease of installation. The vessels moored to these buoys could go to shore via a dinghy which could be moored on the inside of the sea plane / youth sailing float.

Helix anchoring system may work with the soil conditions you have within the marina. A test should be undertaken to see if this concept will work for anchoring mooring buoys and or floating docks.



Seaflex Mooring Stands above



Cruise Ship Mooring Facilities:

Currently the port has one dock along the east side of the basin which has a float, a wide gangway ramp and a number of piling which are used by large boats to moor to. This facility is visited by to National Geographic boats while touring the Columbia River. It is hoped the dock could be expanded which would then attract possibly a sternwheeler or other small cruise boats performing tourism tours on the river and the Gorge area to stop in Hood River. It is suggested the Port apply for a grant to lengthen this dock so larger boats can use the facility.

Many people have expressed an interest in the Port installing a crane in the marina. This might be the best location for it so it can also be used by these larger boats to load supplies and equipment.

Funding sources (grants) for this expansion might come from the US National Fish and Wildlife Service the BIG Funds, Boating Infrastructure Grants and or the Oregon State

Marine Board, SOBA States for Organized Boating and maybe others.
http://wsfrprograms.fws.gov/Subpages/GrantPrograms/BIG/BIG.htm

Cruise float, mooring piles and access ramp area on the spit.

Transient Boat Dock:

The port plans to install new electrical power pedestals on this dock in the near future. It was suggested they contact Marina Electrical Equipment, www.marinaee.com to supply the power centers complete with internal GFI current monitoring equipment at a low added costs. Eaton Corporation also has an innovative ground fault pedestal which can be viewed at www.marinapower.com

The need for additional visitor moorage is growing and is an area the Port should consider applying for a grant to expand these facilities. A word of caution as normally these grants will not allow you to charge a moorage fee for use. This is something to consider in your planning for the recovery of your share of the facility cost beyond what is covered by the grant and ongoing maintenance costs. In the short term the seaplane docks shown in the next photo could be used for transient moorage. The current fingers could be lengthened or you could use them as half-length fingers and back the boats into the slips. This would then convert this dock to more of a mixed use application meaning seaplanes might not have moorage in the future.

Other: Nichols Basin & Hood River (itself)

The entrance to the Nichols Basin should be re-opened to vessel traffic allowing for small sailboat classes and other water sport activities year round. This is a very well protected location and would be enjoyable to see small colorful sail boats using the basin. In addition re-opening the basin would allow for other uses such as Kayaks, Outrigger Canoes and many other water craft.

The west side of "Marina Park" bordering Hood River a very popular fishing and kayak location. It is suggested a wide gravel path be constructed leading down to the river to provide easy safe access. If the river should damage the path it would be inexpensive to repair.

Operations:

The Port should look for opportunities of how to raise money to help cover the costs associated with continued marina improvements and the maintenance of all of the facilities. Substantial moorage fee increases must be considered each and every year at a level much higher than the CPI. Another area which could possibly generate income would be to establish parking fees for the use of the boat ramp parking area. Installation of a parking meter similar to the ones used on the streets of Hood River for cars could also be installed and programed to work for parking when using the ports launching ramp parking lot. Other users such as youth sailing should make some contribution in the form of a user fee which could be paid by the people in the sailing programs. This fee would help to pay for improvements to the docks and annual maintenance costs for these floating docks.

Future events could also be promoted which would use these facilities at different times of the year. One event that comes to mind might be for the Port to get one of the local brewers or distillers to sponsor an annual fishing tournament which would include prize money from the entry fees. Additional revenues from the event would go to the Port's marina fund and be restricted for use on things added or used to improve the marina facilities for all users. In other words only for the construction of additional assets for the users of the marina facilities i.e. a fish cleansing station, another launch ramp lane, an event center, portable stage for competitions, more restrooms etc.

Additional staff training opportunities should also be taken advantage of from an operations point of view. This training would include electrical monitoring education programs, facility maintenance of docks and property management of the assets from an administrational point of view. Subscription to some of the marina industry magazines and other sources of information about marinas, marina equipment and facility safety. Possible publications include Marina Dockage Magazine; http://www.marinadockage.com, Marina World Magazine; http://www.marinaworld.co.uk , Soundings Trade Only; http://www.tradeonlytoday.com, and the Boating Industry; http://www.boatingindustry.com . The trade industry also has one organization which offers annual trade shows and formal training opportunities through the Association of Marina Industries; https://marinaassociation.org.

IV. Summary / Recommended Next Steps

Master planning for these projects is key to the Port being successful in meeting the community needs for this facility. A list of items should be assembled and then assigned a priority to each item on the list based on demand and the ability of the Port to fund or find funding for each project. The plan should anticipate small goals rather than trying to do too much at one time.

Finding funding sources is always a challenge for public agencies. In this case it is suggested that each year the Port Commission set aside money to take on some of these projects, including this year. Besides the Port funds and grants they may be able to partner with the city or private business to help bring some of these assets to the property quicker. As suggested earlier user fees for parking, marina green events, sailing events and other event fees could help to cover some of these financial needs.

The future market and needs for more "in the water facilities" is currently very strong and expected to continue growing. Being ahead of the growth curve will help attract more people to your community resulting in more jobs and money flowing into the city. A Port should be creating jobs and expanding the financial success of a community. The Port should not compete with the local parks department rather they should be building facilities for the future of water recreation opportunities and the lifestyle it brings with it to your community for the long term. Many of the recreational activities and businesses in your community are water dependent so embrace the needs of the waterfront and allow them to grow and prosper.

V. Appendices

Marina Inspection Comments:

On April 16th I conducted a tour of the floating marina system with Port of Hood River, John Mann the Facilities Maintenance Manager. The two of us walked on all of the docks in the marina in order to discuss safety and maintenance issues and how to deal with them in the future.

Our first dock were new floats supplied by International Marine Floatation Systems (IMFS). This walkway float provides access to the boathouses, utility routing and attachment points for the boat houses moored to this float. The IMFS floats are of a very high quality and will serve the Port for many years to come with very little, if any maintenance being required. The float has a slight list but John believes it is caused by some of the house boat mooring attachments being too tight and not allowing for movement of the float to level out. They have a plan to detach and adjust these brackets to see if they can get the float to become level again.

We also discussed the utilities in particular the electrical systems used by the boat houses and issues surrounding electrical safety. The Port has already installed a ground fault monitoring system which is state of the art in marinas today. This equipment will provide adequate protection for the boating public from being exposed to stray electrical current should they be in the water around all of the floating docks in this part of the marina basin. John asked if people swimming in the waters of the marina away from the floating docks were in danger. His primary concern was for young sailors learning how to get back into a small sailboat if it should tip over. I told him if they were more than 20 feet away from the boats and docks in the marina they would very likely have no impact from any electrical issues on the marina docks or boats.

We also discussed the fact that stray electrical current from one boat may find a path to a neighboring vessel or to one of the steel piles. The monitoring system is very important along with proper management of the electrical system and the use of electrical power by the boaters. As our tour of the marina continued we were also looking for boats who might be using illegal electrical cords or reducing adapters to use the Ports electrical systems. We did find one sailboat who had an illegal cord and adapter. John disconnected the cord and notified the office to contact the boat owner.

John told me the Port will sell electrical cords to boat owners in order to help them become compliant with the rules of the marina and what kinds of cords are acceptable. I would suggest the Port consult with its attorney as to the policy of selling these cords which may increase the Ports legal exposure should an electrical fire start on a boat. Most marinas I know only publish the rules about proper cords and are not a supplier of cords.

During our walking tour I also suggested to John that he remove carpet which has been installed by the boat owners covering the wooden walers on finger floats. The presence of this carpet promotes water retention and will speed up the process of premature rotting of the wooden walers.

The overall maintenance of the floating docks in the marina is excellent with a lot of attention to details for safety and maintenance.

During the winter months "NEVER" put salt on the deck surface of your concrete floats. This could cause damage to the concrete walking surfaces.

Consider adding a clause to the marina rules giving the Port and the City of Hood River Fire Department the right to inspect the interior of all boathouses for safety and potential fire hazard risks annually.

As we were exiting the marina and going through the security gate at the top of the gangway I noticed two large electrical panels which house the main electrical shutoffs for the marina electrical systems. This cabinet was locked so I suggested to John that a Knock Box be installed so early responders to an emergency could open the Knock Box and get access to a key to turn off the electrical, something they always try to do first before entering the marina. The Port already has a Knock Box with a key to access the main access gate leading to the marina. I was recently sent an e-mail from John indicating that the electrical Knock Box has now been installed.

The photo above shows the electrical panels discussed above. It should also be noted that the entrance gate could also be re-designed to be more inviting and less like a prison entrance.

Also during the tour of the marina we discussed the presence of ladders in the marina for getting out of the water. For fear of sending the wrong message about not swimming in the waters of the marina the ladders should be labeled as "Emergency Rescue Ladders" "No Swimming". A similar problem exists in the boathouse moorage where you can see in the photo below two ladders are attached to the dock and to a boathouse.

Port of Hood River
Telephone Interview Questions

The following questions will be asked during our upcoming telephone conversation about the future development and marketing of the Port of Hood River Marina, marina basin and associated marina upland property from the point of view of users, boaters, tourists and the general public. *Summarized comments from the interviews are below.*

1. What improvement inside the marina basin stands out to you?
    - *Most of the people commented on the electrical upgrades which have been made.*
    - *New docks added during the past couple of years.*
    - *General improvements in deferred maintenance.*
2. What would you like to see the Port improve in the marina in the next five years?
    - *This list was pretty large, some wanted more slips, a crane, longer boat ramp, more storage area for sailing programs and safe launching area for youth sailing.*
    - *Improve the pathway system to be wider for more users, increase the landscaping and add lights.*

3. What would be the "one" thing you would like to see happen to the marina now or in the next three years?
    - The relocation of the Sheriff's boat house.
4. Do you think the marina is just a **parking lot for boats** or a **gathering place for people** or is it **something more**?
    - The feedback was split on this topic. Most said it was a parking lot for boats with some boats never leaving a slip. They wanted to see higher rates to discourage boats just sitting in the slips.
    - Others thought it was a gathering place for boaters, boating activities and a place to walk around the marina and Port property enjoying the pathway system.
5. Does anything special attract visitors by water and or by land to the marina or the waterfront at the marina?
    - Fishing, sailing events and some events held on Marina Green
    - The pathway system which will cover a distance of three miles.
    - Participation in water related activities is also an attraction to the waterfront.
6. What annual or special events should take place in the marina or the marina waterfront?
    - A long list of suggestions here: fishing derbies, sailing competitions, National Marina day events, boat safety classes.
    - Very limited facilities reduce the ability to have many events without a lot of cost to set up temporary structures.
7. Does the marina and its marina waterfront have the ability to do more for tourism for the community if yes what would it be?
    - The marina and waterfront is a community asset. It is definitely part of what makes Hood River a special place to live and work.
8. Does the marina or marina waterfront have a defining element?
    - The access point to the floating marina
    - Pathway system
9. Does the marina have a **Kodak Picture Moment** location?
    - Vistas of the Hood River Bridge from the spit
    - Holiday lights from the Christmas ship parade of boats
    - View of Mt Hood from the parking lot of the Port Office
10. Should the marina make a profit and or be an amenity to the community at large.
    - Most said the marina should be a sustainable amenity to the community. The profit should be the goodwill and added value it brings to the community.
11. In your opinion what size and type of boats will use the marina in the future?
    - The lack of facilities is the limiting factor to additional boats coming to the marina. Most felt the type of boats would be about the same with more sail than power and probably boats in the range of 25 to 30 feet.
12. Do you think the port should allow for more boat houses in the marina basin?
    - Everyone, with the exception of one person, thought, they should not allow any more to come into the marina and those, that at some point that need to be

replaced, should not be allow to do so. One person thought the commission should establish building requirements and standards for any remodeling or changes which may be undertaken.

- Additionally they thought the boathouses should pay rent to the port based on the square footage of water area the boathouse uses. They should pay more than a boat moored in an open slip.

13. Should the Port and the Chamber of Commerce sponsor community events using the assets of the waterfront and what would these events look like?
    - Everyone thought they should!
    - All of the respondents thought the city, Chamber and Port all work well together.
    - One person said they were very impressed with the forward thinking the commission has in planning for the future.
    - They should invest in a large seasonal tent for events at the Marina Green including picnic tablets, water, portable toilets and electricity.
    - Promotion of more fishing related activities, construct a fish cleaning station and find sponsors for fishing tournaments.
    - A couple of people thought the Port and the community business district should develop a trolley to service the downtown and connect it with the waterfront in the summer months to help relieve pressure on downtown parking and to get people back and forth from the waterfront. (I spoke to a couple of business people who said they would contribute to this type of idea).
14. Where have previous marina master plans missed the mark?
    - The marina has been allowed to grow organically with very little thought to the long term plan or users.
15. What assets (land, buildings, or marina waterfront) does the Port or City have which could be used to improve the marina basin?
    - A few people thought the Port should build a community building for events like weddings, receptions, parties, educational marine related classes, sailing competitions, fishing derbies and so on.
    - A Marine service center run by a private company.
    - Restaurant
    - Upland open and enclosed storage.
    - Build a new Yacht Club building.
    - Nichols boat basin is a huge under used asset.
16. How can we manage new ideas to see the plan moves forward? Is this done by the marina committee, the Port Commission, Chamber of Commerce, a "special panel" or all of the above, tasked to implement the new ideas.
    - Most people thought it was all of the above although some specifically commented that the Commission needed to set the tone of what the priorities should be and the goals to be accomplished. Then direct the Port staff in how to go about achieving the goals.

The questions above were put in random order on purpose.

You are welcome to provide your answers in whole or in part by e-mail or you can wait to discuss them on our telephone call, **or both**.

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Summary List of Recommended Future Projects

Suggested Order of Preference:

- Boat Ramp: Apply for an emergency repair permit to pull back propeller washed material back into the suspected hole at the end of the concrete ramp and add some heavy fill material on top to try and help stabilize. Then determine if the ramp needs to be lengthened for the users in the future. **Estimated Cost** for Permits and Repairs $20,000 to $25,000.
- Improve the landscaping and signage at the entrance to the Ports property along with additional way finding signage around the property. Estimated Cost: $15,000 to $30,000.
- Change all lights on the Port Property to LED's, local power authority may have grants available to help defray some of the costs. **Estimated Cost**: Pays for itself in less than five years after the initial cost of equipment.
- Become a co-sponsor for an annual fishing tournament with one or more local businesses and the Chamber of Commerce. **Estimated Cost** $8,000 to $15,000.
- Repair and improve the 3 mile pathway trail system each year for the next 5 years. Widen the existing trail for multiple users, add landscaping, story board signs and additional restroom facilities at one third points along the trail starting at the beginning, middle and end of the trail. If you have existing facilities then enlarge and upgrade these facilities. **Estimated Cost** "annually" $25,000 to $75,000 per year.

- Apply for a grant and permits to move the Sheriffs boat to the area near the fuel dock. This project may qualify for Oregon State Marine Board funds and or Homeland Security Funding grants. **Estimated Cost** which includes boathouse improvements, shore attachments, permits and grant costs $80,000 to $100,000, Ports cost maybe $20,000.
- Install one long moorage float added to "A" or "B" docks which would allow for boats to tie up next to the dock (with internal piles). This float would be able to take large and small boats until future fingers can be added, given the known client demand by that time. Given the Ports waiting list these side tie spaces should be filled upon completion of construction. **Estimated Cost** for an 8 foot wide by 200 foot long addition is $180,000 to $200,000, includes permits, engineering, concrete floats, electrical (basic), water for 10 boat spaces, (five +/- per side).
- Guest Moorage Buoys added in marina basin. Add ten mooring buoys, (five mooring locations) in the basin near the North shoreline. They would consist of a fore and aft buoy attached to a Seaflex anchor line to an imbedded helix anchor screwed into the bottom. These moorings should pay for themselves in 3 to 5 years. **Estimated Cost** for ten buoys (five mooring locations) is $25,000 to $30,000.
- Install a new gangway ramp leading to the current sailing float. This gangway would be 8 to 10 feet wide to allow for hand launching of sail boats and other floating vessels by hand. The cost of the gangway could be lowered if some ground contouring was done to lower the slope and length of the gangway. **Estimated Cost** for this project would be $80,000 to $100,000.

Other projects as demand and funding will allow.

Work Session Minutes & Attendee List:

Port of Hood River
MARINA MASTER PLAN WORK SESSION MINUTES
HALGREN & ASSOCIATES, LLC.
MARINA AD-HOC COMMITTEE

Thursday, April 16, 2015 – 8:00 a.m.
Marina Center Boardroom

Present: Ad-hoc committee members Josh Sceva, Lance Staughton, and Steve Tessmer. Port Commissioners Brian Shortt and Jon Davies. From staff, Michael McElwee and Laurie Borton. Guest, Jaime Mack.

Absent: Committee Member Tammy Lakey.

Public: Kassen Bergstrom, Steve Carlson, Quintin Nelson, Linda Maddox, Isa Silver. Commissioner Rich McBride.

The meeting was called to order at 8:00 a.m. by Committee Chair Brian Shortt. Shortt and Executive Director Michael McElwee provided meeting introductions. The current Marina Master Plan was last updated in 2007; however, there are better policies and practices now in place for a safer Marina, including major investment decisions by the Port Commission to upgrade the electrical system throughout the Marina and replacement of boathouse docks. The Port is in a project slow-down phase now but it's also an opportunity to look to the future by working with a marina expert, such as Halgren & Associates, to look objectively at the Marina and discuss ideas on increasing its future value to the community. Self-introductions were made, including audience members from the public. Shortt invited the public to raise their hand to be acknowledged and participate in the work session discussions.

Halgren introduced himself, providing information on his background and experience with marinas. He toured the Marina the previous day and commented the Port is on the right track and the Marina is much safer now since the electrical upgrade took place and the docks used for the boathouse project are the best on the market and should have a 50-70 year life. Halgren said he hoped to bring information and ideas that we've not been exposed to.

Halgren began a PowerPoint presentation to initiate discussions. Many of the slides illustrated a 'sense of place' identified with a theme, concept, tradition, or "Kodak Moment" and commented that a small change and/or a small investment can have a huge impact. Halgren also mentioned that uniform signage was important as a theme element.

Halgren spoke about Wait Lists and suggested that people not having boats did not provide a true picture for the Port. He also spoke about various types and configurations of dock systems stating that a line of docks with basic utilities can support moorage on one or both sides allowing for a mix of boats and this is an example of a less expensive investment that can accommodate dock fingers added later. Poralu docks were provided as an example. Halgren also provided examples of moorage buoys ("Med" moorage; Seaflex underwater helix anchors) as another option for increasing moorage.

Discussion Notes:

Youth Sailing Program

- Dedicate South Basin Dock for youth sailing. Add Poralu dock system along rip rap bank for guest/seasonal use.
- Change name of South Basin Dock. Add length to fingers on eastern end and utilize as transient dock. Add new dock to the west and utilize for youth sailing.

Dry Storage

- Create a poll for dinghy, kayak, SUP, etc. use on need for storage area.
- Relocate Sheriff's Boathouse for quicker response time in emergencies; then use that space for a new structure for shell storage, etc.

Small Craft

- Kayak launch illustration showed step-down platform with framework to hold onto when lowering yourself into the kayak.
- Dry storage – create poll on dinghy, kayak, SUP, etc. users for demand.
- On shore storage, with wide access to low freeboard for launching.

Crane/Lift

- What would be frequency of use? (Perhaps more if associated with dry stack storage.)
- Important that structure be properly secured.
- Not recommended for public use.

Hood River Yacht Club Building

- If it cannot be relocated, expand the outside storage (rectangular versus square footprint) in the current location. Are there educational grant opportunities?

Marina Gate Entrance

- Looks too prison-like. Glass panels would 'soften' the look and make it more inviting.

Boat Launch Ramp

- Consider extending the length by adding precast planks connected by hook and eye system.

Geese Control

- Use real sheepdog.

In closing, Shortt summarized that a better job of actively promoting activities should be done, along with doing a better job on signage and branding, and looking and listening to user groups, possibly with a survey of specific questions. He also suggested providing a bubble print to the ad-hoc committee to identify the best places for various uses taking wind, water depths, parking, needs, etc. into consideration.

Halgren said his next step would be to consolidate work session ideas, interview Q&A's, into a draft recommendation for the Port. (This document was requested in Word format for ease in making Track Change comments.)

Meeting adjourned at 11:00 a.m.

Respectfully Submitted: Laurie Borton

Photo Section:

Consider the development of an icon or element which people remember your marina and fun things about it.

Use landscaping and lawn areas as elements of your design.

Establish a tradition or series of events for people to remember your Port by.

Use two sided docks to moor boats of different lengths until you have enough to add fingers.

Use things like Jet Floats on the left or Ez Dock floats on the right for lower cost dock alternative ways to store boats.

Use humor to convey a message!

Attractive security entrances.

Marina Reference Photo of proposed future dock locations or improvements.

Larry R. Halgren, CMP (Certified Marina Professional) & Principal

Larry has over 35 years of experience in sales and management within the marine industry. Larry created his own international marina and waterfront consulting firm, Halgren and Associates LLC.

Larry has notable expertise in the marine industry. He has extensive knowledge of marina and waterfront development, operations, infrastructures and marina components. Larry has been credited with new product research, development and licensing of marine designs and details. Included in his experience are locating existing marina properties for sale, performing cost analysis of refurbishment, reconfiguring or remodeling of a marina property. Larry's portfolio incorporates market research for sites, marina plans and site selection as well as marina financing and feasibility studies. Larry also oversees the coordination of engineering, construction planning and scheduling, marina inspection and safety reviews of marina and waterfront facilities.

Before starting Halgren and Associates LLC, Larry held a variety of positions in the marine field. He worked for Bellingham Marine Industries for 22 years; starting as a marina system sales person and ending as Co-President of the company. Larry's broad knowledge of marina operations and waterfront developments greatly enhance his ability to provide marina systems best suited to each client's needs. Larry was also a consultant to Vertical Yachts a new technology used to store very large boats in dry stack storage buildings.

Larry is an accomplished speaker at many industry forums, including the University of Wisconsin Docks & Marinas Conference, the International Marina Institute, International Boat Builder Expo & Conference, National Marina Conference, The Marina Recreation Association of California and the boating industry of Australia to name a few. He is Past President and Chairman of the Board of Directors for the International Marina Institute having served for six years. Larry is still an active member of the teaching facility for the Advanced Marina Management Classes and is a past president of the Rotary Club of Bellingham.

Larry was named a Certified Marina Professional "CMP" by the Global Marina Institute in 2013.

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