



PORT NEWS

Spring 2019

Board Shortts

by Michael McElwee,
Port Executive Director



Michael McElwee

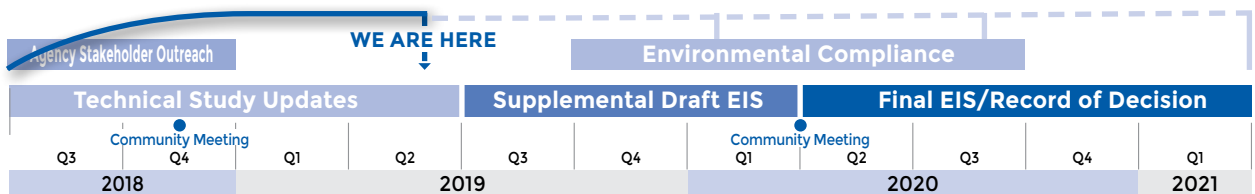
The Port of Hood River is a municipal corporation, authorized by voter initiative in 1933. The Port is governed by an elected, five-member

Board of Commissioners. The Port District covers an area roughly from the Columbia River to Parkdale and west to Viento. Each Commissioner serves a four-year term in, essentially, a volunteer position. Compensation is limited by statute to \$150 per meeting.

Port Commissioners attend long meetings, review a phone book's worth of documents each month and devote many hours of personal time to public service. An individual Commissioner has no specific authority; their "power" stems solely from collective decision-making. Among the board's key tasks are overall leadership and direction, policy-setting, approval of contracts and larger expenditures, and adoption of the annual budget. Only one employee reports to the Board -- the Executive Director. Since 1933, a total of 61 Commissioners have led the Port, only four of them women. Newly elected Kristi Chapman will be the 5th. There is a plaque on the wall of our conference room that names them all.

The Commission is the single most important factor in the success or failure of a port. The ability of a group of five individuals, each with different views of policy, projects and priorities, to reach agreement or compromise, without personal rancor, is paramount. This community has been extraordinarily well-served

Please see Board Shortts on page 4



The timeline above estimates and summarizes steps and actions for Environmental Impact studies for potential replacement of the Hood River - White Salmon Bridge.

Bridge Replacement Project moves through early steps



A conceptual rendering of a new bridge comes from a "Type, Size & Location" study from 2011.

The Port of Hood River is in the early stages of a 30-month Final Environmental Impact Statement (FEIS) project, an extremely complex undertaking that is a key prerequisite for the Hood River - White Salmon Bridge replacement, and has achieved some important milestones.

Nearly a quarter of the way through FEIS activities, the Port is on track to complete requirements set forth by the National Environmental Policy Act (NEPA) in late 2020 for a Record of Decision (ROD) that will determine next steps, ideally allowing the project to proceed with federal funding and permit applications.

NEPA, the federal law signed by President Nixon in 1970, requires that government actions (primarily capital projects) thoroughly evaluate projects or activities expected to have significant environmental impacts and/or require federal funding.

As a result of the complex nature of the NEPA process, the Port has secured the services of WSP USA to perform environmental engineering services and develop the Final Environmental Impact Statement (FEIS) and ROD. WSP USA is working closely with the Port's Bridge Replacement Project Director, Kevin Greenwood.

Key recent NEPA progress:

- Oregon Dept. of Transportation has been added as co-lead agency, joining the Federal Highway Administration (FHWA) in the NEPA process. This development opens up access to more resources and should raise the project's level of importance at the state level, particularly since FHWA delegates much of the technical reviews to the state.

- The Port, FHWA and ODOT re-evaluated the Draft EIS (DEIS), published in 2001, and determined most of the study is still valid and relevant, but that a Supplemental DEIS should

be published. The supplement will review critical habitat (a new protected resource since the original DEIS), investigate archeological resources, plus address recent developments in resources and policies that guide environmental impacts. The Supplemental DEIS should streamline the process for the FEIS.

- A few changes to project scope have occurred, the biggest of which is an adjustment to the Navigation Impact Report scope. This report is necessary to obtain a preliminary navigational clearance determination from U.S. Coast Guard (USCG), which will provide a level of certainty to navigational authorization for the project.

- The Port commissioned a Traffic and Revenue (T&R) "sketch-level analysis" for future (2045) bridge conditions to support the FEIS. There are two purposes for these types of traffic studies: determining design criteria and developing a financing package to fund the bridge. The current report, produced by Stantec Corp. of New York, NY, was intended only to give the Commission and the public an opportunity to see the types of assumptions for financing a \$300-million bridge. A more detailed "investment grade" T&R study is expensive or time-sensitive; therefore it likely won't occur until after the NEPA process.

- The bi-state EIS Working Group (EISWG) committee has met three times, with the third occurring on May 23rd at

Please see Bridge Replacement on page 3

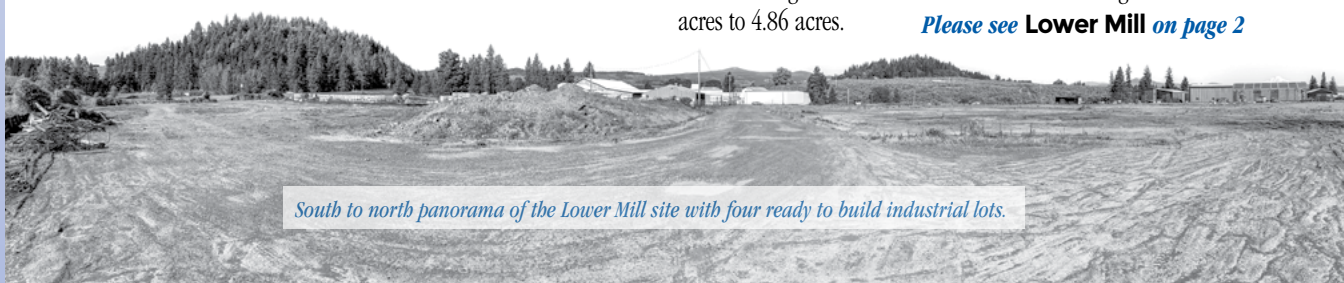
Lower Mill redevelopment concludes

Final tasks are underway at the Port's 11-acre Lower Mill redevelopment project, an industrial property the Port has worked to clean up, improve, and ready for development for close to five years. The completion of Lower Mill industrial park returns the former mill site to productive use by the private sector with the creation of four shovel-ready, buildable M-1 industrial-zoned lots.

The original nine acres adjacent to Highway 35 in Odell were purchased in July 2015, and acquisition of neighboring property brought the site up to more than 11 acres.

As final roadwork nears completion and access aprons are paved, the Port is in contract negotiations for two of three available parcels, with a fourth parcel potentially available after pending wetland mitigation activities conclude. Parcels range from 1.4 acres to 4.86 acres.

Please see Lower Mill on page 2



South to north panorama of the Lower Mill site with four ready to build industrial lots.



Commissioner Shortt retires

After eight years on the Port Commission, Brian Shortt will retire his seat June 30. Shortt says Port projects he's most proud of working on are bridge replacement, the brownfield cleanup and industrial site creation at Lower Mill, waterfront developments, youth sailing, upgrades to Nichols Basin as a multi-use area, and airport improvements.

"The Port of Hood River staff is a respected team of professionals, and the Commission is diverse in community perspectives with a forward-looking agenda that is both responsible and challenging," Shortt shares. "I appreciated the opportunity to participate."

Brian and his wife Karen have owned and operated Shortt Supply in Hood River for the past 20 years, and that business will continue to occupy his time. He also plans to "be quiet for awhile," visit a dispersed family, and pull out his "seriously neglected" flyfishing gear.

BreezeBy Terms update

The Port is modifying its automatic account balance replenishment terms for BreezeBy that should result to fewer charges to some customers' bank cards. The new terms are prompted by significant increases in credit card fees, and the change should primarily affect frequent users of the Hood River Interstate Bridge. The main alteration to the terms affects BreezeBy automatic account replenishment to one charge per month based on an average of the past three-months usage. Emails will be sent to customers to inform them that thresholds have been changed. To opt-out of replenishment updates or reduce an account threshold, users can call the Port office at: 541-386-1645.

Airport construction project underway

The Ken Jernstedt Airfield's North Landside development has commenced. The first project is funded with a \$2.3 million grant from ODOT's Connect 6 program, with the Port and Hood River County paying a portion of the required match. Site work includes: installation of water, gas, storm and sewer, grading for building pad sites, plus paving parking lots and a portion of a new north ramp. The Port will be mitigating one acre of wetlands for this project. The permit application is in the public comment period for US Army Corps of Engineers. The wetland permit application for Department of State Lands has been submitted and is expected to go to public comment in May. Century West Engineering is the project engineer for the Port.



Kevin Greenwood, the Port's Bridge Replacement Director, greets Governor Kate Brown at "Gorge-ous Night" in Salem.

Gorge-ous Night events

The OneGorge advocacy group hosted two legislative receptions in Oregon and Washington capitals. The fourth annual "Gorge-ous Night" events, held March 6 in Salem and March 19 in Olympia, showcased the Gorge economy, including high-tech, agricultural, aviation, forestry and outdoor recreation industries. "Our state representatives work very hard to advocate for Gorge priorities with their colleagues in the legislatures," said Port Communications Manager Genevieve Scholl. "We bring the Gorge to the capitals and they make sure we get lots of attention and a chance to really raise awareness of our community's needs." OneGorge is an informally organized network of private businesses, public agencies, and non-profit organizations that work together to increase awareness about the region and facilitate advocacy efforts. For more information, visit onegorge.org.



Changes are underway on the north side of the Ken Jernstedt Airfield

Lower Mill *continued from page 1*

The final tasks followed lengthy, and at times complicated processes to convert the site to development-ready parcels, including:

- clean-up and analysis of the Brownfield site
- excavation, materials sorting and stockpiling of wood waste and debris
- utilities installation: three-phase electric power, fiber optic cable, high-pressure natural gas line, sewer and water
- installation of a new off site, main water supply line for Crystal Springs Water District, to replace an existing under-sized water line to supply sufficient fire flow pressures for future buildings
- appropriate mitigation for the small, isolated wetland

A .86-acre wetland exists on Lot 902, and the Port explored alternatives to mitigate the environmental impact. The State approved a payment-in-lieu wetland fill permit. This permit is part of the Oregon Department of State Lands (DSL) wetland program that allows eligible property owners to pay an amount equal to mitigation costs into a DSL account. DSL then identifies projects and carries out the mitigation. "Once the permit is in hand in early May, the Port will finalize grading and wetland fill on the large five-acre lot," explained Port Development Manager Anne Medenbach, who has administered the project for the Port.

The Port moved the remaining 20,000 cubic yards of fill material from the site to areas near the Ken Jernstedt Airfield in February. The stockpile was the result of wood and soil material excavated and tested during the 2016 clean-up phase of the project. Clean-up of the site

was funded in part by \$200,000 grant from the Oregon Brownfields Cleanup program in partnership with the Environmental Protection Agency, State Department of Environmental Quality, and Business Oregon. A grant for \$60,000 was received by Oregon Business Development Dept. for Lower Mill Environmental Remediation.

Lower Mill Site lots for sale

For information about the lots located at 3289 Neal Creek Mill Road in Odell contact **Anne Medenbach** at 541-386-5116 or amendenbach@portofhoodriver.com

Bridge Replacement *continued from page 1*

the Port of Hood River. The Working Group oversees contractor WSP USA's progress. Approximately 10 scheduled quarterly meetings will take place over the FEIS project duration. The EISWG is made up primarily of elected officials from local communities and intended to provide a feedback loop from those communities back to the project team. NEPA requires technical reports on almost two dozen disciplines and the EISWG helps keep local public officials informed on findings.

- Numerous public involvement events have occurred, including an open house in December, attended by more than 40 people, plus February public meetings in Hood River and White Salmon. Additionally, a 15-question public survey on the Bridge Replacement Project shared by media outlets in the Gorge drew over 700 responses. (Survey Results at bit.ly/HRBridgeSurvey). More public outreach events are planned throughout the project.

The current bridge construction cost estimate is \$277 million, for a planning level cost estimate of \$300-million in 2021 dollars.

Each task and milestone accomplished moves the project closer to a Record of Decision at the end of 2020. After the NEPA process, the next phase is a \$20 million ask for engineering, governance-related studies, and more detailed financial analysis. The current bridge construction cost estimate is \$277 million, for a planning level cost estimate of \$300 million in 2021 dollars. WSP USA has produced a permit plan road map as to the level of design needed, approximate costs for each permit, and duration of each permit process.

It's unclear from where funds for design, permits, studies and construction will come. By June 2019, the Port Bridge Repair and Replacement Fund will have accumulated close to \$2.5 million. The Port is actively lobbying in Salem, Olympia and Washington DC to educate, inform and prepare for future phases of the bridge and the near-completion of NEPA will help significantly in those efforts. It's estimated the entire bridge replacement project could take approximately 10 years. ●

Lot 1 Infrastructure Framework Plan

A Public Infrastructure Framework Plan for the 9-acre Lot 1 was recently developed to provide a clear understanding of Lot 1 infrastructure that will be needed to develop this last remaining undeveloped parcel into an active, thriving part of the Hood River Waterfront. Unlike other portions of the waterfront, Lot 1 is seriously deficient in existing basic infrastructure—water, sewer, and streets. A significant financial investment will be needed to transform this parcel and realize its potential.

The goals of the Infrastructure Framework Plan (IFP), developed by Walker | Macy, were to conceptually illustrate full build-out of the large parcel based on years of public comment; describe the type, location and cost of public infrastructure; identify other public amenities that could help create an accessible, active public interface; describe the potential extent and timing of private investment if public infrastructure projects are implemented; identify approaches to phased-in installation of infrastructure projects; and ensure projects identified are consistent with the 2008 Waterfront Urban Renewal Plan.

The plan is primarily divided into two components. The basic infrastructure section outlines physical improvements that would support development such as streets, pedestrian routes, landscaping and improvements. It also includes a Comprehensive Utility Plan illustrating new and existing utilities needed to support development of Lot 1.

The public infrastructure pieces have been segmented for cost estimations for streets/walks, utilities and landscaping, for an estimated total of \$8,319,050.

- 1st Street (south)\$2,076,350
- 1st Street (north)..... \$1,459,100
- Portway Avenue.....\$1,951,300
- Swerve (pedestrian).....\$1,285,100
- Anchor Way (extension) \$1,547,200

Potential enhancement projects proposed in public discourse are also outlined, such as plazas, overpass connections, overlooks, a boat storage area and small craft launch dock, transit stop, and riparian edge restoration. Associated costs for enhancements are estimated for consideration of future area improvements.

The report analyzed statistics from recent waterfront development to inform how current trends may apply to Lot 1 with regards to building size per lot area, employment, and parking per acre. Existing development, which averages of 26,500 s.f. of buildings per acre of mixed-use employment, breaks down as follows: Food & Beverage Production 31%, Professional Offices 21%, Recreation Headquarters 20%, Light Industrial Technology 15%, Retail 8%, and Industrial Offices 5%.

All Lot 1 parcels are zoned Light Industrial (LI), while a narrow sub-area lot bordering Nichols Basin allows for waterfront concessions including 7,000 s.f. of commercial uses and 9,000 s.f. of public facilities.

The Light Industrial zone guidelines include:

- 45' height limit
- Unlimited industrial office space
- Unlimited industrial technology space
- Limits retail to 2,500 s.f. of related uses
- Unlimited professional offices, excluding medical uses

The Lot 1 concept planning process began in 2012 with the intention of preserving a vital mix of industry and recreational uses on the waterfront. The City of Hood River then led a legislative process to prepare the Waterfront Refinement Plan (WRP), adopted in late 2014. Walker | Macy created the final development plan for the Port based on critical considerations that arose in a lengthy public process and visioning period finalized in early 2016. Based on the WRP, the Confluence Business Park subdivision plan was approved by the City, which identifies legal lots and dedicated streets and sets the stage for future development with the intention of meeting public objectives for employment, improved circulation and recreational access. The subdivision includes six lots ranging in size from .45 acre to 1.74 acres and two tracts (one private street with public access and the other nearly five acres of open space). The next crucial step will be securing financing for the needed infrastructure, a process which could take several years. ●

Conceptual perspectives (below) for a fully built-out Lot 1 were included in the Public Infrastructure Framework Plan, along with a phased approach and costs for infrastructure.



Board Shortts *continued from page 1*

by the individuals who have stepped forward over eight decades to serve as Port Commissioners. Each has served in a role that includes the often meager helpings of praise and generous criticism that abound in the public agency realm.

I have served as the Port's Executive Director since July 2006. In my time here, I have had the opportunity to report to, and work with, consistently excellent boards and board members. In terms of individual Commissioners, I think of the constant encouragement of Commissioner Kathy Watson, the consistent, quiet support of Commissioners Fred Duckwall and Don Hosford, and the proactive, positive thinking of Commissioner Jon Davies as outstanding examples. Although each election has brought new voices and a different overall dynamic, in my time here each Commission has worked collaboratively and well. This is not always the case in other ports statewide.

Now comes the retirement of Commissioner #62 Brian Shortt. Mr. Shortt has served eight years on the Port Commission. I have spent many days travelling with him to Washington DC to meet with federal officials, (usually to discuss bridge replacement), and worked closely with him on many projects, large and small. I believe that Commissioner Shortt's impact on the Port of Hood River will prove the equal of any prior Commissioner. If the Marina is operated more effectively, if the Port is looking more futuristically at its strategic business plan, if the waterfront uses and users are considered more carefully, and if a new bridge is finally built, I will look back on the encouragement, cajoling and positive irascibility of Commissioner Shortt.

We should all appreciate his boundless energy and record of service. As we should likewise appreciate all those who participate on the various Boards, Commissions and Councils of local government. ●



**Get a BreezeBy Pass
and Save 50% on
Bridge Tolls**

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

Commissioners

Hoby Streich Brian Shortt
Jon Everitt Ben Sheppard David Meriwether
Executive Director - Michael McElwee

Contact

Telephone.....(541) 386-1645
Email.....porthr@gorge.net
www.portofhoodriver.com
Newsletter Production - Pageworks Design, Inc.

PORT OF HOOD RIVER

1000 E. Port Marina Drive
Hood River, OR 97031

**PRSR STD
U.S. POSTAGE
PAID
Permit No. 700
Portland, OR**

Looking toward Summer 2019...

The Port's busiest season is around the corner and soon the Hood River waterfront will be bustling with activity. The following information includes tips and info about events, plus waterfront paid and pass parking during the busiest season of the year.

Event Site and West Jensen Beach parking passes

The Port of Hood River is selling seasonal and daily parking passes for the Event Site and west Jensen Beach recreational parking lots. These passes are not valid for on-street waterfront parking.

Event Site and West Jensen Beach parking passes are required beginning May 25 when the Event Site parking booth opens, and pre-season discounts were available through May 22 online. Pay kiosks will be active in the Event Site through Labor Day. Vehicles over 22 feet in length are not permitted in the West Jensen Beach lot.

For pass prices and more information please visit: <https://portofhoodriver.com/waterfront-recreation/waterfront-parking/>

Waterfront Street Parking

Paid street parking will be enforced in Summer 2019 on Port-owned waterfront streets from 9 a.m. to 8 p.m. at the cost of \$1.75 per hour beginning April 15. Kiosks are conveniently located and only accept debit or credit cards - no change or cash. A free download of the "Way to Park" app enables payment and reminders on meter time to avoid going to the kiosks. Paid parking addresses the goals to increase parking efficiency at busy waterfront areas, encourage turnover and provide new resources for waterfront recreation sites maintenance and improvements.

What's happening at the Waterfront?

- Hood River Valley High School Sailing Team, with 40 participants this year, has been practicing in the Marina and participating in regional regattas.
- Hood River Lacrosse has been practicing on the Marina Green.
- The first cruise ship of the season arrived in late April, and dockings are expected each week throughout the season.
- Hood River Yacht Club Adult Sailing Lessons start July 9 and run through August 15 in the HR Marina. (hoodriveryachtclub.org)
- The Kids Junior Sailing Program starts July 8 and runs through August 16. (gorgejuniorsailing.org)
- The Marina Park Picnic Shelter is available to reserve for private events. (<https://portofhoodriver.com/marina/reserve-a-picnic-shelter/>)

Major Summer Events on Port property

- Kiteboard for Cancer (KB4C) at Event Site | July 11-14
- Gorge Downwind Paddle Champs at Waterfront Park | July 15-19
- All Wind Sports Industry (AWSI) Tradeshow at Event Site | August 8-12
- Columbia Gorge Naish Paddle Challenge at Waterfront Park | August 17-18
- Roy Webster Cross Channel Swim at the Marina Basin | Sept 2
- Gorge Kids Triathlon at Event Site & Waterfront Park | Sept 15
- Harvest Fest at Event Site | Oct 6-14

Youth sailing lessons at Hood River Marina

