

PORT OF HOOD RIVER COMMISSION
Tuesday, November 19, 2013
Marina Center Boardroom
5:00 p.m.

Regular Session Agenda

1. Call to Order
 - a. Modifications, Additions to Agenda
2. Public Comment (5 minutes per person per subject; 30 minute limit)
3. Consent Agenda
 - Approve Minutes of November 5, 2013 Fall Planning Work Session and Regular Session Meeting
 - Authorize Appointment of Christine Plourde to the Waterfront Recreation Committee with Term Ending June 2016
 - Approve Amendment to Lease with State of Oregon
 - Approve Accounts Payable to Jaques, Sharp, Sherrerd, FitzSimons & Ostrye in the Amount of \$8,770.60
4. Reports, Presentations and Discussion Items
 - Bridge Deck Welding Update – Matt Deml, HNTB
 - Marina Policies and Rates
 - T-Hangar Rates
 - Strategic Business Plan- Facilities, Economic Development Plans
5. Director’s Report
6. Commissioner, Committee Reports
 - Marina Ad-hoc Committee - Davies
 - Gorge Innoventure - Davies
 - Urban Renewal Agency – Streich/Shortt
7. Action Items
 - a. Approve Boathouse Lease Effective January 1, 2014
 - b. Authorize Contract with Walker/Macy for Nichols Basin Bicycle/Pedestrian Path Not to Exceed \$48,750 Plus Reasonable Reimbursable Expenses
8. Commission Call

9. Executive Session under ORS 192.660(2)(e) Real Property and ORS 192.660(2)(f) Exempt Public Records

10. Possible Action

11. Adjourn

If you have a disability that requires any special materials, services, or assistance, please contact us at 541-386-1645 so we may arrange for appropriate accommodations.

*The chair reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring **10 copies**. Written comment on issues of concern may be submitted to the Port Office at any time.*

**Minutes of November 5, 2013 Port of Hood River Commission
Fall Planning Work Session*
Marina Center Boardroom 12:00 Noon**

THESE MINUTES ARE NOT OFFICIAL, as they have not been approved by the Port Commission.

Present: Commissioners Jon Davies, Fred Duckwall, Rich McBride, Brian Shortt, and Hoby Streich; Attorney Jerry Jaques; from staff, Michael McElwee, Fred Kowell, Liz Whitmore (for Waterfront Narrative), and Laurie Borton; and guest John Everitt, Budget Committee member

Media: None

Following a lunch break, President Rich McBride called the fall planning work session to order at 12:12 p.m.

1. Overview/Objectives: President McBride opened the work session by commenting the Strategic Business Plan ("Plan") will provide a detailed guide to Port operations for the next 3-5 years, or longer, but that the Plan has been purposely compartmentalized to be flexible and easily modified over time. McBride thanked Executive Director Michael McElwee for his work on this public process. McElwee stated the focus of today's fall planning work session was to discuss the draft Plan, which was provided for context, and to look at the 'family of key documents.' Refinements to the Plan will be made and brought back to the Commission for continued discussions at the November 19 and December 3 Commission meetings; final approval is expected at the December 17 meeting.

2. Financial Summary: Finance Manager Fred Kowell provided information and responded to questions on two financial reports for FY 2012-13-- the Statement of Operating Revenues, Expenditures and Other Sources and Uses of Fund (budget vs. actual); and the Schedule of Expenditures by Cost Center by Fund (budget vs. actual). The 2012-2023 Long Range Financial Model was also provided for discussion. Of particular note, there is now a full year of bridge revenue history since the January 1, 2012 rate increase; reserves had been accessed as the lower chord painting project was completed ahead of schedule; and that EDA grant funds had not been received as anticipated which affected the year-end reserves.

3. Discussion Topics: Staff led the Commission through discussions on the following topics:

Key Documents Outline-- Policy and operational regulations will not be included in the final Plan but referenced as appendices. An outline of the key documents provided dates of last approval or anticipated updates, and a sampling of the document binders was provided for reference.

Financial Policies-- Administrative policies and procedures were provided in draft form. (Refer to "Discussion Notes" attached to these minutes.)

Draft Strategic Business Plan-- McElwee acknowledged Pagework Designs for their assistance in providing the core components of the draft Plan for today's discussion. Further refinements will be required and McElwee requested the Commission continue to review the document and provide comments to staff. (Refer to "Discussion Notes" attached to these minutes.)

At 2:15 p.m. the Commission took a short break and work session discussions resumed at 2:25 p.m.

Waterfront Narrative—Liz Whitmore, Waterfront Coordinator, explained additional revisions had been made since the Commission's previous discussion and that she would appreciate receiving further suggestions to the draft. Whitmore also cautioned that costs for future projects were estimated and should not be taken literally. (Refer to "Discussion Notes" attached to these minutes.)

At 4:40 p.m. the Commission took a short break and work session discussions resumed at 4:46 p.m.

4. Other Topics:

- Health Care Reform Requirements-- Kowell informed the Commissioners that plan alternatives will be brought to the Commission for discussion in January or February 2014 but a decision should be made in March for implementation at the start of the fiscal July year.
- Lot 1 - Lower Bank Design-- McElwee posed the question of how we utilize an existing grant (\$125,000 for a bike/pedestrian trail) and augment funds with new opportunities, such as the Oregon Department of Transportation *ConnectOregonV* which now offers funding for bike/pedestrian trails in an effort to resolve Lot 1 lower bank planning. McElwee said he would recommend a professional services contract, which would be a quicker process in moving Lot 1 plans ahead rather than a Request for Qualifications process that could take up to a year. McElwee said he would bring a proposal to the Commission on November 19 and that the scope would include upland (Zone B) compatibility plans.

5. Adjourn: President McBride called for a motion to adjourn.

Motion: Move to adjourn the fall planning work session.
Move: Duckwall
Second: Shortt
Vote: Aye: Davies, Duckwall, McBride, Shortt, and Streich
MOTION CARRIED

President McBride adjourned the Fall Planning Work Session at 5:07 p.m. The Commission reconvened at 5:08 p.m. for the Regular Session meeting.

Respectfully submitted,

Laurie Borton

ATTEST:

Rich McBride, President, Port Commission

Hoby Streich, Secretary, Port Commission

*This meeting was not recorded.

DISCUSSION NOTES:

Financial Summary

1. Furnish in larger paper format
2. Add percentage of categories
3. Provide narrative on bond debt

Key Documents

1. Provide in one location for easy access by Commission, Port constituents, and staff with a reference library on the Port website.

Financial Policies

1. Budget Monitoring
 - Surplus Revenue and Fund Balances: more discussion was requested with regard to the bridge repair and replacement fund.
 - Self-supporting / Full Cost Recovery Basis: consider adding language regarding sites, such as recreation areas, that are not self-sustaining; and modify language that the Port will "seek" to run operations on a self-supporting basis.
2. Revenue
 - Consider whether or not an assigned vs. general reserve fund needs to be established, to self-fund the Marina, or airport, for example.
3. Cost Allocation
 - Consider a short narrative for each cost center category?
4. Cash Management
 - Language clarification requested regarding establishment of bank accounts.
5. Debt Management; Investment Policy
 - These policy sections will be further defined.
6. IT Management
 - Consider policy language regarding cyber liability (3rd party)

Draft Strategic Business Plan

1. Mission, Vision and Values
 - Consider language regarding job density requirements
2. Strengths, Weaknesses, Opportunities, Threats (SWOT)
 - Consider deletion of "accidents on Port property" as a threat
3. Situational Analysis
 - Separate the Port's "critical issues" from those we can assist with (affordable housing, vocational training, quality of jobs, for example) but do not have final control of
4. Management Plan
 - Training and Development – assume a lead in bringing Special Districts Association of Oregon training to Hood River for all SDAO entities
5. Strategic Plan Elements
 - Transportation – set overall tone for the Hood River Toll Bridge by considering financial language; consider deletion of reference to Environmental Impact Statement (EIS) as the document is likely to become quickly outdated; correct spelling of Breeze-By (not hyphenated); and add verbiage transit consideration regional efforts
 - Real Estate Development – revision "Actions" by adding 'lease' of properties
 - Aviation – consider coordination of our business plan with that of The Dalles Regional Airport to avoid market share duplication. Identify additional T-hangars as a 5-year capital plan project.

Further discussion on the Facilities Plans and Key Projects List will continue at the November 19 Commission meeting.

In December, Commissioners will contact constituents requesting they review the updated draft on the Port website and provide them with specific input.

Waterfront Narrative (Future Projects)

Be cautious with placeholder monies, and ensure numbers tie to the budget.

1. Boat Launch – the project to replace the transient dock should be a lower priority; consider a youth sailing dock as a future project; and investigate whether the Port can (or should) charge for watercraft launchings
2. Marina – consider for future projects could include additional restrooms, expansion of the Hood River Yacht Club for more storage
3. Spit – should future project to improve west access to Nichols Basin also include habitat improvement? Should road width expansion and additional of restroom and showers be eliminated in light of a short 4-month seasonal use?
4. Sandbar – correct spelling in “Description”
5. Nichols Basin – How, or can, we partner with the State to designate this as a state underwater park? Realign projects by moving dredging to the bottom of the project list; should habitat restoration be eliminated due to possible duplication of efforts by Naito’s hotel project?
6. Event Site – consideration for master parking plan; and consider outdoor pedestal showers instead of new restrooms/showers (or they should be pay showers)
7. Waterfront Trail – revise the estimated cost for increasing the launch area by relocating the west jetty

Affordable Care Act

Present plan alternatives in January or February 2014 for Commission action in March.

Lot 1 – Lower Bank Design

Present Commission with professional services proposal at November 19 meeting.

**Port of Hood River Commission
Meeting Minutes of November 5, 2013 Regular Session
Marina Center Boardroom
Immediately Following the Fall Planning Work Session**

THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.

Present: Commissioners Jon Davies, Fred Duckwall, Rich McBride, Brian Shortt and Hoby Streich; Attorney Jerry Jaques; from staff, Michael McElwee, Fred Kowell and Mellissa Halseth

Absent: None

Media: None

1. CALL TO ORDER: President Rich McBride called the meeting to order at 5:08 p.m.

a. Modifications, Additions to Agenda: Add Action Item for Rent Abatement with Leonidas Montenegro; add Urban Renewal Update to Commissioner, Committee Reports.

2. PUBLIC COMMENT: Tom Lichty, Marina tenant, spoke about his concerns for the power outage that occurred on October 20, 2013 and the safety of the electrical system. Lichty stated that he had called Pacific Power to come take a look when he received no response through the Port's on-call system. Lichty stated that the lock to the main power panel was then cut for Pacific Power to determine the reason for the outage. Lichty stated that he turned the breaker on for his dock because he had work to do on his boat. Another tenant turned the breaker on for another dock as well. He asked that the Port have someone come check the system over again. McElwee followed with stating the events that had occurred on October 20th and 21st. LaLonde was called immediately on the 21st to come assess the situation. They were unable to trace back to the cause of the outage because breakers in the main panel had been tampered with before they arrived. LaLonde assured the Port that the system was working properly. Staff will follow up with Pacific Power to get a detailed account of what happened as well as request LaLonde, another independent contractor and the Electrical Inspector come inspect the system. Staff will work with legal counsel to determine the liability of the electrical system. Staff will also send a notice to Marina tenants about accessing the electrical panels and the safety issues involved.

3. CONSENT AGENDA:

- o Approve Minutes of October 15, 2013 Regular Session and October 23, 2013 Strategic Business Plan Public Meeting
- o Authorize Amendment No. 1 to the Memorandum of Understanding with Hood River Juice Company
- o Authorize Change Order No. 2 to the Contract with Colton Construction for Pfriem Brewery Tenant Improvement Project to Increase the Total Contract Amount of \$194,019.43
- o Approve Accounts Payable to Hood River County in the Amount of \$181,690.20

Motion: Move to approve Consent Agenda

Move: Duckwall

Second: Davies

Vote: **Aye:** Davies, Duckwall, McBride and Streich

Abstained: Shortt

MOTION CARRIED

4. REPORTS, PRESENTATIONS AND DISCUSSION ITEMS:

- None.

5. DIRECTOR'S REPORT: McElwee highlighted the following areas:

- Schedule – The annual Port audit begins on November 6, 2013.

- Staff/Administration –The Development/Property Manager position is down to four candidates. Steve Burdick resigned on November 4 as Airport Manager. McElwee will be taking most of those duties on until someone can be hired. An Airport Advisory Committee meeting will be scheduled in the next few weeks.
- Waterfront Recreation – There will be several Marina topics on the next agenda for implementation at the beginning of the 2014, including the boathouse lease.
- Waterfront Development – Hearts of Gold tenant improvements are complete.
- Airport – Hyrdo seeding for the shoulders of the runway is complete.
- Bridge/Transportation – Staff has completed the welding on the test panels with assistance from Bulldog Welding. They will continue to weld through November.

6. Commissioner, Committee Reports:

- Urban Renewal Agency – Commissioner Streich reported that City Council committed to fully maintaining the new restroom and intends on keeping the old restroom open.

7. ACTION ITEMS:

a) Authorize Rent Abatement for 6 Months to Leonidas Montenegro in Breezeway Unit 7 at the Jensen Building: Leonidas Montenegro has requested a rent abatement to get his business and space ready for the spring season.

Motion: Move to Authorize Rent Abatement for 6 Months to Leonidas Montenegro in Breezeway Unit 7 at the Jensen Building

Move: Shortt

Second: Duckwall

Vote: **Aye:** Davies, Duckwall, McBride and Shortt

Nay: Streich

MOTION CARRIED

8. COMMISSION CALL: Davies stated the WRDA Bill was approved by the Congress and Senate but had been sent back to the committee. He requested that staff send Thank You letters to Congressman Greg Walden and Senator Ron Wyden for their assistance in getting in through.

9. EXECUTIVE SESSION: Regular Session was recessed at 5:51 p.m. and the Commission was called into Executive Session under ORS 192.660(2)(e) Real Property. The Commission was called back into Regular Session at 6:37 p.m. The following action was a result of Executive Session.

Motion: Move to Authorize Lease Addendum No. 5 with Pfriem Brewery in the Halyard Building and Require Three Personal Guarantees

Move: Duckwall

Second: Streich

Vote: **Aye:** Davies, Duckwall, McBride, Shortt

Nay: Streich

MOTION CARRIED

10. ADJOURN: President McBride adjourned the meeting at 6:37 p.m.

Respectfully submitted,

Mellissa Halseth

ATTEST:

Rich McBride, President, Port Commission

Hoby Streich, Secretary, Port Commission

Commission Memo

To: Commissioners
From: Liz Whitmore
Date: November 19, 2013
Re: Waterfront Recreation Committee Appointment

There is one open position on the Waterfront Recreation Committee which became vacant on June 30, 2013. The position was advertised in the newspaper and on the Port's website. In October, Christine Plourde submitted an application to serve on the committee. Christine works for the USDA Forest Service as a landscape architect and is interested in environmental design and recreation planning. See attached application.

RECOMMENDATION: Approve appointment of Christine Plourde to the Waterfront Recreation Committee with her term ending June 30, 2016.

PORT OF HOOD RIVER COMMITTEE APPLICATION

Please print - use back if needed

Application Date: 10/25/13

Date Appointed: _____

COMMITTEE

(Please check one)

- Community Relations
 Waterfront Recreation
 Airport Advisory

Name: Christine Plourde

Address: 1824 Columbia St., Hood River, OR 97031

Email: christineplourde@gmail.com

Home Phone: (425) 275-1955 Work Phone: _____ Fax: _____

Employer: USDA Forest Service Occupation: Landscape Architect

Government committees/commissions/boards on which you have served: This

would be my first committee. I have worked with committees.

Civic/service organizations in which you have participated: Open Door - I
volunteered to serve students breakfast, 2013

Special interests: environmental design, recreation planning

Briefly describe why you are interested in this appointment: I am interested in
using my skills to contribute to the community and become engaged
in community activities.

Special skills/experience you would bring to this committee: I have experience
working with groups on large scale as well as site specific recreation
projects.

Explain any special scheduling needs: Last minute changes to schedules are
difficult for me to accommodate.

RETURN APPLICATION TO: Port of Hood River, 1000 E. Port Marina Drive
Hood River, Oregon 97031
Tel: (541) 386-1645 Fax: (541) 386-1395

NOTE: Members must be residents of the Port District at all times during their service on a committee.

Commission Memo

To: Commissioners
From: Michael McElwee
Date: November 19, 2013
Re: DMV Lease

The State of Oregon Department of Motor Vehicies (DMV) has been a tenant in Marina Office Building #2 since 2002. Their current lease term ends at the end of this year. The attached lease amendment would extend the term of the DMV lease for one additional year with two one-year options to renew.

RECOMMENDATION: Authorize lease amendment No. 5 with the State of Oregon Department of Motor Vehicles.

STATE OF OREGON
LEASE AMENDMENT

THIS LEASE AMENDMENT, dated November 8, 2013 is made by and between PORT OF HOOD RIVER (Lessor) and the STATE OF OREGON, acting by and through its Department of Transportation, Driver and Motor Vehicle Services Division (Lessee).

Lessor and Lessee are parties to a lease dated December 3, 2002, as amended or supplemented by lease amendment dated November 23, 2004, lease extension notice dated November 7, 2008, lease amendments dated December 14, 2010, and December 24, 2012, (herein referred to as the Lease), covering Premises described as approximately 1,200 rentable square feet of office space at the Port of Hood River, Port Marina Park, Hood River, Oregon, more particularly described as a portion of a building located at T3N R11E of the W.M, Section 30, Parcel 10098, Hood River, Hood River County, Oregon 97031.

Lessor and Lessee desire to amend or supplement the Lease.

In consideration of the mutual agreements contained herein, Lessor and Lessee agree that the Lease shall be amended or supplemented as follows:

1. **Term.** Lessee has provided timely notice to Lessor of Lessee's election to exercise its option to extend, as provided in Section three (3) Option to Extend. Accordingly, the term of the Lease is hereby extended for a period of **one (1) year** commencing on **January 1, 2014** and continuing through **December 31, 2014**.

2. **Rent.** The monthly Base Rent for the extension shall be per the following Rent Schedule:

<u>LEASE PERIOD</u>	<u>BASE RENT</u>
01/01/14 – 12/31/14	\$2,420.03

Due to Lessee budgeting system requirements, any claim by Lessor for non-payment or under-payment of rent or other amounts due hereunder shall be made in writing within ninety (90) days of the date such payment is originally due. If a claim for non-payment or for under-payment is made more than ninety (90) days after the date such payment is originally due, Lessee shall not be obligated to make such payment.

3. **Option to Extend.** Section 3 of the lease is hereby amended to include the following:

3. **Option to Extend.** If Lessee is not in default, Lessee shall have the option to extend this Lease for two (2) additional extension term(s) of one (1) year each. Each extension term shall commence on the day following the expiration of the immediately preceding term. Notice exercising the extension option shall be delivered to Lessor in writing not less than ninety (90) days prior to the expiration of the then current term. Unless otherwise agreed in writing, if such notice is given, all terms and conditions of this Lease, other than the rent, shall apply during the extension term. Rent for the extension terms shall be negotiated with the goal of establishing a mutually agreed fair market rate. In the event the parties are unable to agree on a fair market rental rate for the extension term this Lease may be cancelled with no further obligation to the other. In the event the Lease is cancelled pursuant to the provisions of the previous sentence, the termination date for the then current term shall be the later of i) the natural expiration of such term or ii) a date six (6) months after written notice is given by either party to the other that a fair market rental rate for the option term can not be agreed upon. If the natural expiration of the then current term is extended pursuant to sub clause (ii) of the previous sentence, the rental rate for the extended term period shall not be increased during such extended period.

Except as expressly amended or supplemented hereby, all other terms and conditions of the Lease shall remain in full force and effect.

Certificate of Compliance With Oregon Tax Laws.

(1). Certificate of Compliance With Oregon Tax Laws. I, the undersigned, hereby certify under penalty of perjury that I am authorized to act in behalf of Lessor, named herein, that I have authority and knowledge regarding the payment of taxes, and that Lessor is, to the best of my knowledge, not in violation of any Oregon tax laws.

(2). Property Taxes. Lessor certifies that Lessor is not currently delinquent on any applicable property taxes levied on the Premises and that Lessor will during the term of this Lease pay all such taxes before the taxes become delinquent by law, or by May 15th of each year, whichever comes sooner. Notwithstanding any other provisions of this Lease, in case Lessor is found delinquent on property taxes, Lessee may at its sole option either terminate this Lease with thirty (30) days prior written notice to Lessor or pay the delinquent property taxes together with any interest or penalties added thereto, and deduct such amount from the rent due Lessor with interest at one percent (1%) per month.

State Workers' Compensation Act. Should Lessor employ any "subject worker," as defined in ORS 656.005(28), to perform any work required under this Lease, the Lessor shall comply with the Workers' Compensation Law, ORS 656.001, et seq. Lessor, to the extent it employs such "subject worker(s)," and Lessor's contractors or subcontractors, if any, and any employers providing work, labor or materials under this Lease are "subject employers" under the Workers' Compensation Law and shall comply with ORS 656.017, which requires "subject employers" to provide Oregon workers' compensation coverage that conforms to Oregon law for all of their "subject workers", or are exempt under ORS 656.126.

Lessee Initial & Date _____	Lessor Initial & Date _____
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This Lease Amendment shall not become effective nor be binding on the State of Oregon or the Lessee agency until it has been executed, in the signature spaces provided below, by all parties to the Lease Amendment.

LESSOR: PORT OF HOOD RIVER

By _____

Date _____

LESSEE: STATE OF OREGON, acting by and through its
Department of Transportation, Driver and Motor Vehicle Services Division

By _____

Date _____

APPROVAL: STATE OF OREGON, acting by and through its
Department of Administrative Services

By _____
Real Estate Services

Date _____

Amend0280ODOT/DMV HoodRiver JC 11/8/13

Lessee Initial & Date _____	Lessor Initial & Date _____
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Commission Memo

To: Commissioners
From: Fred Kowell
Date: November 19, 2013
Re: Accounts Payable Requiring Commission Approval

Jaques, Sharp, Sherrerd, Fitzsimons & Ostrye	\$8,770.60
Attorney services per attached summary	

TOTAL ACCOUNTS PAYABLE TO APPROVE	<u>\$8,770.60</u>
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JAQUES, SHARP, SHERRERD, FITZSIMONS & OSTRYE
 ATTORNEYS AT LAW
 205 3RD STREET / PO BOX 457
 HOOD RIVER, OR 97031
 (Phone) 541-386-1311 (Fax) 541-386-8771

RECEIVED
 NOV 13 2013

CREDIT CARDS ACCEPTED

HOOD RIVER, PORT OF
 1000 E. PORT MARINA DRIVE
 HOOD RIVER OR 97031

Page: 1
 November 13, 2013
 Account No: PORTOHAM

Previous Balance	Fees	Expenses	Advances	Payments	Balance
ENVIRONMENTAL INSURANCE _t 18.00	18.00	0.00	0.00	-18.00	\$18.00
MISCELLANEOUS MATTERS JJ 306.00	540.00	22.60	0.00	-306.00	\$562.60
ORDINANCE #24 1,944.00	234.00	0.00	0.00	-1,944.00	\$234.00
LEASE TURTLE ISLAND 18.00	0.00	0.00	0.00	-18.00	\$0.00
LEASE (Pfriem Brewing) 450.00	1,134.00	0.00	0.00	-450.00	\$1,134.00
PROPERTY TRANSACTION SALE ¹ 1,296.00	180.00	0.00	0.00	-1,296.00	\$180.00
PROPERTY SALE (Bob Naito; NBW Hood River) 36.00	54.00	0.00	0.00	-36.00	\$54.00
LEASE (Hood River Distillers) 756.00	18.00	0.00	0.00	-756.00	\$18.00
TERMINATION 72.00	0.00	0.00	0.00	-72.00	\$0.00
T-HANGER LEASE FORMS (2012-2013) 0.00	18.00	0.00	0.00	0.00	\$18.00

	Previous Balance	Fees	Expenses	Advances	Payments	Balance
MARINA	0.00	54.00	0.00	0.00	0.00	\$54.00
BOAT HOUSE LEASE	432.00	990.00	0.00	0.00	-432.00	\$990.00
LOT 1 IAMP	1,728.00	2,772.00	0.00	0.00	-1,728.00	\$2,772.00
2013-CONCESSION AGREEMENT DEFAULT	522.00	882.00	0.00	0.00	-522.00	\$882.00
CITY SEWER OUTFALL PROJECT (City of HR)	90.00	216.00	0.00	0.00	-90.00	\$216.00
BOND REFINANCE (Columbia Bank)	72.00	0.00	0.00	0.00	-72.00	\$0.00
HVAC-HALYARD BUILDING (PFRIEM)	738.00	0.00	0.00	0.00	-738.00	\$0.00
EASEMENT (Gorge Network Inc)	234.00	180.00	0.00	0.00	-234.00	\$180.00
SMOKE FREE POLICY	180.00	0.00	0.00	0.00	-180.00	\$0.00
PROPERTY	0.00	72.00	0.00	0.00	0.00	\$72.00
DOCK TRESPASS (Mark Lepke)	0.00	324.00	0.00	0.00	0.00	\$324.00
SITE DEVELOPMENT	0.00	540.00	0.00	0.00	0.00	\$540.00
LEASE (Gorge Net) JJ	144.00	414.00		0.00	-144.00	\$414.00
AIRPORT WEATHER CONTRACT (Kelsey/Avcom Company)	0.00	108.00	0.00	0.00	0.00	\$108.00
	<u>9,036.00</u>	<u>8,748.00</u>	<u>22.60</u>	<u>0.00</u>	<u>-9,036.00</u>	<u>\$8,770.60</u>

**THIS STATEMENT REFLECTS SERVICES PROVIDED AND PAYMENTS
RECEIVED THROUGH THE 31st OF OCTOBER UNLESS OTHERWISE
STATED**

Commission Memo

To: Commissioners
From: Mellissa Halseth
Date: November 19, 2013
Re: Marina Policies & Rates

Marina Regulations

The Marina Rules & Regulations were last revised in February 2013. An update is recommended to respond to new issues from Marina users.

The following are recommended changes to the Rules & Regulations as recommended by the Ad-hoc Committee over the past year:

- **Utility Charges:** Electric meters at each slip will be read and charged for actual usage.
- \$25 per motorized watercraft, per month, unless watercraft is an inflatable used in service of boat and proper registration and insurance is provided.
- Allow subletting of slip even if tenant has not been a tenant for one-year. They may lease the slip as soon as the slip is paid for and required paperwork has been received by the Port. It remains that slip may not be leased for more than a 12 consecutive month period.
- Smaller boats will be allowed in larger slips for subletting.
- In the case of a person who has been on the moorage wait list is offered a slip and declines more than one (1) time in a 12 month period, that person will be required to pay the wait list fee again to remain on the list. His or her name will be added to the bottom of the wait list.

South Basin Dock Seasonal Lottery

In the spring the Commission made a decision to repurpose the Float Plane dock in the Marina Basin now known as the South Basin Dock. The Commission made this decision to allow various users in the community, such as summer boaters and fisherman, to have the opportunity to temporarily lease a slip. Along with the Port's two float plane tenants, there were six additional slips created that were

leased out through the summer for boats that were 23 feet or less. The seasonal leases were so successful that a waitlist for 2014 was created. The wait list has exceeded the number of slips available. To provide a fair opportunity for all that are interested, staff has created a lottery program, please see attached.

2014 Marina Lease Rates

In November 2012 the Commission took action to upgrade the Marina Electrical system and replace the Boathouse Dock. As a result there was a \$405 Assessment added to the 2013 rates for slip holders. Boathouse tenants were assessed \$675 for the electrical upgrade and permitting/design for the Boathouse Dock replacement. This assessment will continue through 2023.

In 2014 Boathouse tenants will pay an additional assessment for the costs to complete the dock replacement project. This financial information will be made available at the meeting.

CPI (Consumer Price Index) for 2014 is 2.2%. Staff recommends increasing the 2014 rates for slips and boathouses by CPI. The special assessments remain the same and will not be increased by CPI as specified in the draft boathouse lease.

RECOMMENDATION: For discussion and direction.



INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • www.portofhoodriver.com • Email: porthr@gorge.net

South Basin Dock Seasonal Lottery

In the spring of 2013 the Port of Hood River Commission made a decision to repurpose the Float Plane dock in the Marina Basin now known as the South Basin Dock. The Commission made this decision to allow various users in the community, such as summer boaters and fisherman, to have the opportunity to temporarily lease a slip. Along with the Port's two float plane tenants, there were six additional slips created that were leased out through the summer for boats that were 23 feet or less. The seasonal leases were so successful that a waitlist for 2014 was created. To provide a fair opportunity for all that are interested, the Port has created a lottery.

Applications will be accepted thru **4:00 pm on Thursday, March 13, 2014**. The drawing will be held at **1:00 pm on Tuesday, March 18, 2014** at the Port of Hood River Boardroom located at 1000 E. Port Marina Drive, Hood River, OR 97031. Applicants do not need to be present at the time of the drawing. All names drawn will have 10 days to respond. Those that do not respond will be added to the Seasonal Waitlist.

Rules:

1. The entry period must be published in advance of the lottery date.
2. Manual Lottery refers to the selection of applicant names by a random method such as the blind drawing of individual names from a container in sequence until all names in the container have been exhausted.
3. Only one (1) entry per household or partnership (co-titled and co-insured).
4. All Applications are verified for proof of watercraft ownership.
5. Only applications received prior to the deadline are eligible to participate in the lottery.
6. If the number of Applicants is less than the number of slips anticipated to be available, no public lottery shall be conducted for that year's drawing.
7. All applications received after the initial enrollment period will be accepted on a "First Come, First Serve" basis, after the Seasonal Waitlist has been exhausted.
8. Applicants who applied after the close of the enrollment period will be placed on the Seasonal Waitlist in the order that their application was received.
9. Once all numbers are recorded, lottery results will be published on the Port website.
10. Remaining Applicants are assigned to the Seasonal Waitlist in the order of their Lottery Number.
11. Notices will be sent to waitlisted Applicants indicating their status.
12. All applicants offered a seasonal slip shall be required to respond to an offer for acceptance within the designated time. A completed agreement and seasonal fees must be paid in advance if offer accepted. Those not responding (excludes declines) will be placed on the Seasonal Waitlist with an application date equal to the date the initial offer expired.
13. Slip assignment will be made by Port staff when lease begins.
14. Applicants who decline a slip will be so noted and the slip that is open will be made available to the waitlisted Applicants.

2014 PORT OF HOOD RIVER MARINA SOUTH BASIN DOCK LOTTERY

Return this completed form by 4:00 pm on Thursday, March 13, 2014 and submit to:
Port of Hood River, 1000 E. Port Marina Drive, Hood River, OR 97031

Boat length must not exceed 23 feet.

*Only one (1) entry per household/partnership

PLEASE PRINT:

Dates Preferred (Maximum of 3 months): _____

Name: _____

Email: _____

Address: _____

Cell Phone: _____ Home Phone: _____

Power _____ Sail _____ Fuel Capacity _____

Length (Mfr) _____ Length (Overall) _____ Beam _____

Type/Make _____ Boat Name _____

State Marine Board Registration # _____

Is this vessel co-owned? Yes _____ No _____ Is this vessel co-insured? Yes _____ No _____

Registered Co-Owner's Name: _____

Email: _____

Address: _____

Cell Phone: _____ Home Phone: _____

I understand that if my name is drawn at the March 18, 2014 Lottery drawing that I am required to respond to an offer for acceptance within 10 days or I will be placed on the Seasonal Waitlist.

Signature _____ Date _____

Registration Verified

Date Application Received: _____

Lottery # _____



Port of Hood River

Providing for the region's economic future.

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**MARINA MOORAGE RATE SCHEDULE
EFFECTIVE JANUARY 1, 2014**

Payment Terms

Annual: Single payment due by January 31; or paid in full by April 30 with two payments + \$15 carrying fee

Prorated Annual: Single payment due at start of agreement

Moorage Slips – Boats 30 Feet and Under **“A,” “B,” and “C” Dock Slips**

- Annual Rate: \$818 + \$405 Annual Assessment = \$1,223
- Annual Rate for Eastside-C, non long boat slips: \$928 + \$405 Annual Assessment = \$1,333
- Annual Rate for C Dock South: \$869 + \$405 Annual Assessment = \$1,274

Moorage Slips – Boats OVER 30 Feet **“C” Dock Slips**

- Annual Rate: \$2.37/FT/MO + \$405 Annual Assessment
- Annual Rate for C Dock South: \$2.51/FT/MO + \$405 Annual Assessment

Floatplane Slips **Transient Floatplane Moorage is NOT Available**

- Annual Rate: \$783

Boathouse Slips **Slip Space is Rented for Privately Owned Structures**

- Annual Rate: \$1.27/SQ FT/YR + \$675 2013 Annual Assessment + \$____ 2014 Annual Assessment

*Note: The 2014 Annual Assessment will be presented at the November 19 Commission meeting.

Commission Memo

To: Commissioners
From: Mellissa Halseth
Date: November 19, 2013
Re: T-Hangar Rates

T-Hangar rates are reviewed annually and tenants are notified of any increases by December 1. The CPI (Consumer Price Index) for 2014 is 2.2%. Staff recommends increasing the 2014 rates for all T-Hangars by this percentage.

T-Hangar leases are written to be carried over year-to-year. However this year staff has been working with legal counsel to prepare a new lease that would be effective January 1, 2014. The revised leases include language required by FAA in association with the runway shift grant funding.

Tenants will receive a new lease to sign with their 2014 rate notification letter. Leases will need to be returned by December 31, 2013 for leases to be in effect for 2014.

RECOMMENDATION: For discussion and direction.



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**KEN JERNSTEDT AIRFIELD T-HANGAR RATE SCHEDULE
EFFECTIVE JANUARY 1, 2014 Rates¹**

HANGAR A

- Annual Rate: \$2,475.00
- Semi-Annual Rate: \$1,237.50
- Quarterly Rate: \$618.75

HANGAR B

- Annual Rate: \$2,638.00
- Semi-Annual Rate: \$1,319.00
- Quarterly Rate: \$659.50

HANGAR C

- Annual Rate: \$2,921.00
- Semi-Annual Rate: \$1,460.50
- Quarterly Rate: \$730.25

Notes:

- 1) Hangar rents are payable to the Port of Hood River
- 2) Tie-Down fees are payable to the FBO

¹ CPI increase from the Portland Consumer Price Index is 2.2%. Rates become effective January 1, 2014.

Commission Memo

To: Commissioners
From: Michael McElwee
Date: November 19, 2013
Re: Strategic Business Plan— Section Review

Three sections of the draft Strategic Business Plan are attached: Facilities Plan, Economic Development & Marketing Plan and Environmental Plan. These are sections required in the State's template for port strategic plans.

Staff has updated the three sections based on Commission discussion at the November 5 Fall Planning Meeting. Staff requests that Commissioners review these sections and be prepared to discuss modifications.

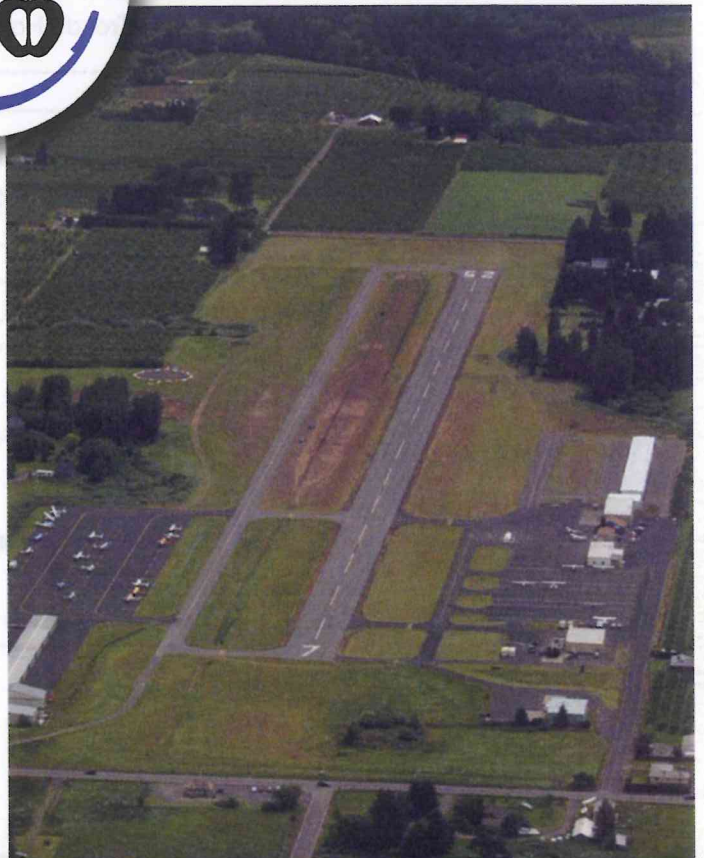
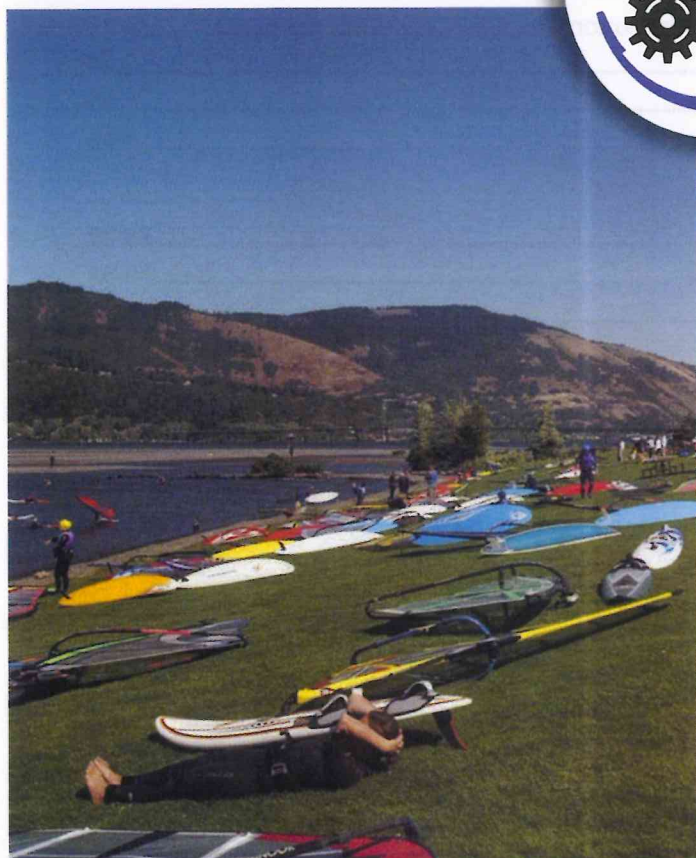
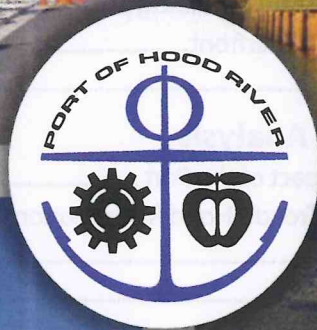
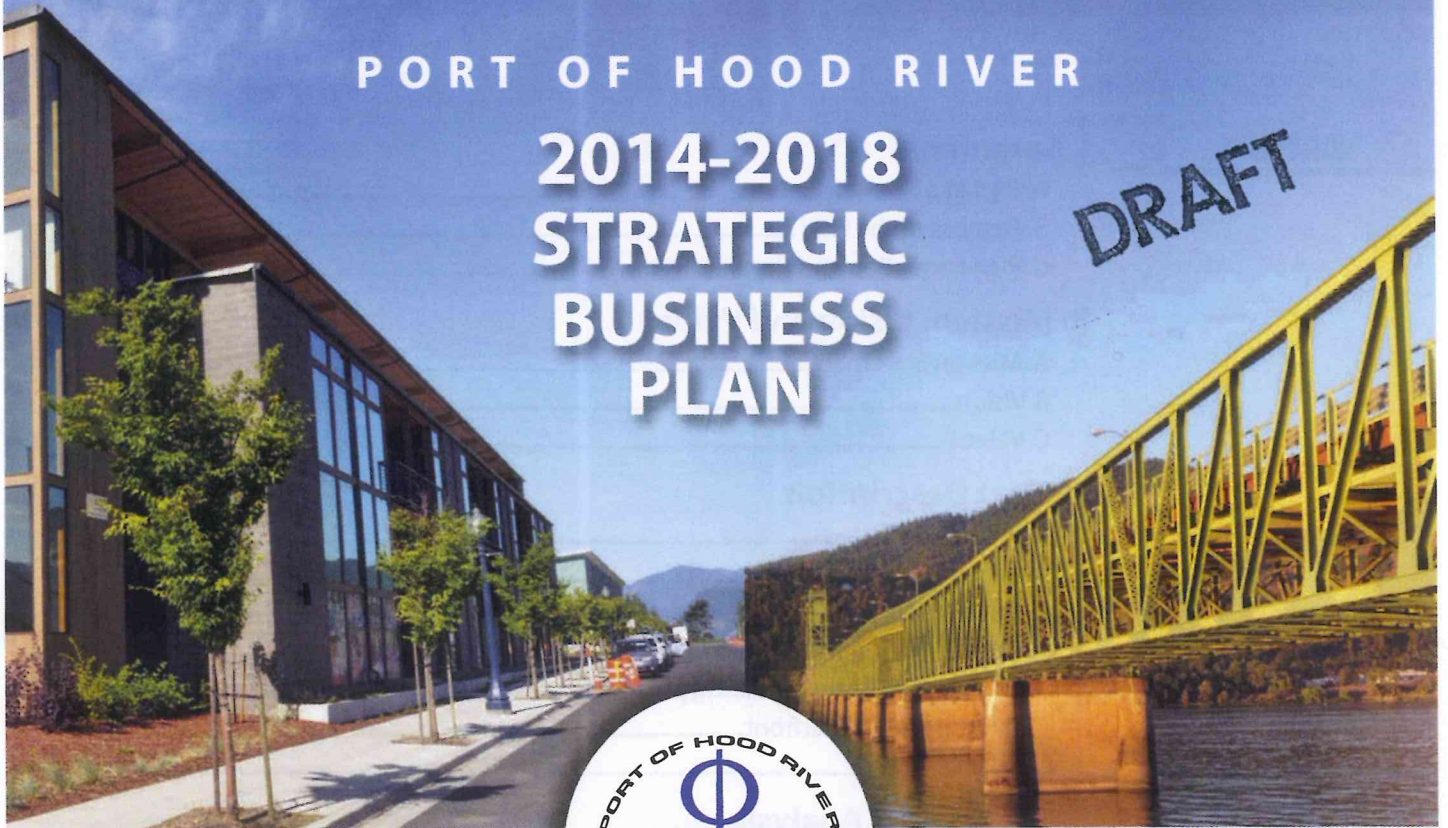
Based on our schedule, a full draft of the strategic plan will be ready for review at the December 3 regular meeting and ready for posting to the Port's web site.

RECOMMENDATION: Review and discussion.

PORT OF HOOD RIVER

2014-2018
STRATEGIC
BUSINESS
PLAN

DRAFT





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V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

The Port will manage its public assets in a synergistic and integrated manner to accomplish the public purposes described in ORS 280 and 777 and further its mission. The Port's facilities are categorized according to four functional areas: Transportation, Development, Recreation, and Aviation. This section includes the overall goal, strategies, standards, actions and capital projects within each functional area. The Port will maintain and update regularly the following key documents to support its Facilities Plan:

- **10-year capital plan (Exhibit ___)**
- **Building Condition Assessment (Exhibit ___)**
- **Bridge Long-term Operations Plan (Exhibit ___)**
- **Paving Condition Assessment Plan (Exhibit ___)**
- **Waterfront Recreational Site Assessment (Exhibit ___)**

This Facilities Planshould be read in conjunction with these documents.

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Item	Category	Value	Notes
1	Capital	1,000,000	10-year Capital Plan
2	Assessment	250,000	Building Condition Assessment
3	Assessment	250,000	Bridge Long-term Operations Plan
4	Assessment	250,000	Paving Condition Assessment Plan
5	Assessment	250,000	Waterfront Recreational Site Assessment



V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS

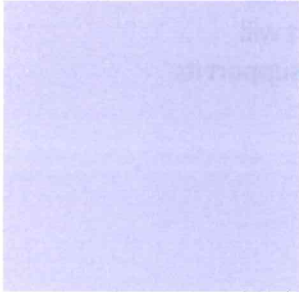


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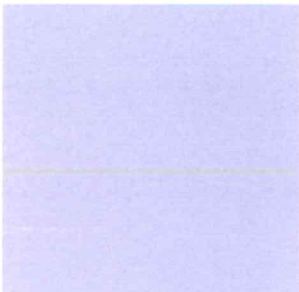


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C. Facilities Plan (cont.)

1. Transportation

a. Hood River Toll Bridge – The Port shall manage, inspect, maintain and operate the Hood River/White Salmon Bridge (Bridge) to insure a high degree of safety for motorists, to serve the region for as long as possible and to maintain a reasonable cash flow for Port operations. The Bridge is the first priority for the Port.

Strategies:

- a. Take all reasonable steps to insure that the Bridge remains safe and operational for as long as possible.
- b. Review bridge revenues regularly and allocate them as necessary to insure funding for future Bridge capital projects and operations.
- c. Seek federal and state funding to help the Port finance capital upgrade and maintenance projects.
- d. Support regional efforts to plan for long-term replacement of the Bridge.
- e. Identify ways to reduce the growth of traffic volumes on the Bridge and improve connectivity for pedestrians and bicyclists.

Standard:

Insure the Bridge remains safe and functional for a 30-year period.

Actions:

- a. Annually, update the Long Term Operations Plan (LTOP) that identifies the means and methods to insure safe and functional operations. Utilize the LTOP to update the 10-year capital plan.
- b. Annually, consult with the bridge engineer to identify specific engineering and rehabilitation projects for the next two year period. Utilize this assessment in preparing the annual budget.
- c. Identify and carry out a regular program of maintenance and inspections as recommended by the Port’s bridge engineer and ODOT.
- d. Conduct regular inspections of the bridge deck to prevent cracking and deterioration.
- e. Participate with ODOT, WSDOT, the SW Washington Regional Transportation Commission, and local agencies to complete an Environmental Impact Statement and support efforts to replace the Bridge with a new structure that meets modern engineering and safety standards.
- f. Annually, consider ways to increase participation in the Breeze-By program.
- g. Assess ways to best monitor and enforce reasonable weight limits.
- h. Collaborate with City and County to include the Bridge on local Transportation Safety Plans (TSPs)

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Deck Repairs	\$50,000	POHR	2013/14
2	North Approach Ramp Rehabilitation	\$150,000	POHR	2014/15
3	Auxillary Truss Re-inforcement	\$250,000	POHR	2014/15
4	Lift Span Assessment	\$50,000		
5	Final EIS for Bridge Replacement	\$1,000,000	POHR/SWRTC/ODOT	2016/17



V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

1. Transportation

b. Roadways/Parking Areas – The Port must effectively manage, improve and maintain its private streets and parking areas and support efforts to improve existing roadways and develop new ones throughout the Port District to enhance truck access and economic development efforts.

Strategies:

- a. Regularly inspect Port-owned roadways for damage or degradation and identify needed repairs or upgrades.
- b. Participate in transportation planning efforts with the City of Hood River, Hood River County and other jurisdictions within the Port District.
- c. Advocate for improved freight and transportation access for the region.

Standard:

Maintain Port-owned roadways and parking areas consistent with City of Hood River standards.

Actions:

- a. Monitor ODOT’s Interchange Area Management Plan (IAMP) to insure protection of waterfront economic development objectives.
- b. Evaluate transportation access/egress issues associated with Lot #1 and other parcels on the Waterfront and prepare a capital plan to accommodate future development.
- c. Participate in County/City efforts to update TSPs and advocate for funding through the ODOT’s STIP process to enhance area economic development objectives. Emphasize needed roadway projects along Interstate 84, at Button Junction on State Route 35, and access and freight mobility in the unincorporated areas of the County.

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1				
2				
3				
4				
5				

Photo caption



V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan (cont.)

2. Property Development

a. Waterfront Business Park – Complete a high-quality business park that creates and retains quality jobs, is consistent with the communities overall vision for the waterfront, recognizes the needs of light industrial businesses and is compatible with recreational uses.

Strategies:

- a. Conduct market demand, traffic, infrastructure and land planning studies that accommodates successful development.
- b. Actively seek interest of local businesses interested in development opportunities.
- d. Lead efforts to modify zoning and implement approved design standards.
- e. Participate actively and engage the public in planning and development efforts.

Standard:

Full build-out of the Waterfront Business Park consistent with the Waterfront Development Strategy (WDS) with general public acceptance of development plans.

Actions:

- a. Complete the marketing and consider the sale of properties south of Portway Avenue to achieve Port and public policy objectives.
- b. Prepare lease and/or disposition agreements that insure public objectives are achieved.
- c. Evaluate alternatives to redevelop to the Expo Building site as a center of commercial activity on the Waterfront.
- d. Prepare a traffic analysis that identifies traffic impacts of potential development and its impact of other waterfront sites.

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1				
2				
3				
4				
5				

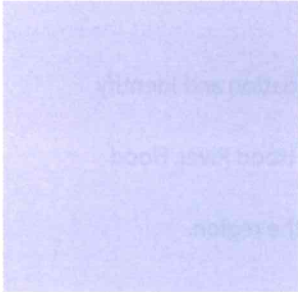


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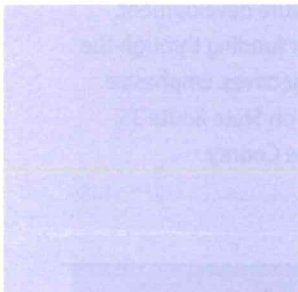


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V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

2. Property Development

b. Nichols Basin Business Park (Lot #1) – Complete a high-quality light industrial/commercial business park that attracts growing local firms and new businesses, creates and retains quality jobs and supports adjacent recreational, scenic and environmental amenities.

Strategies:

- a. Conduct market demand, infrastructure and site planning studies to identify and appropriate development plan.
- b. Identify needed policies, land use approvals and financing strategies to facilitate development
- c. Plan for and seek funding partners to install necessary infrastructure including roads, utilities and public amenities.
- d. Participate actively and engage the public in planning and development efforts.

Standards:

Development plan and implementation strategies that achieves broad public input.

Actions:

- a. Complete preparation of an overall conceptual development plan for the property.
- b. Prepare and submit applications for subdivision and appropriate zone changes.
- c. Prepare design development-level plans for construction of lower bank pedestrian/ bicycle and water access opportunities.
- c. Assess the possibility of making modifications to Nichols Basin to provide recreational and habitat improvements.
- d. Identify potential sources and seek necessary transportation infrastructure funding, and development a specific infrastructure funding plan.
- e. Submit applications for grant funding for ped/bike trail improvements through Connect V, LGGP and other sources.

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Pathway/Water Access @ Lower Bank	\$500,000	ODPR/ODOT/LGGP URA Funds	2015/16
2	Anchor Way 1st to 2nd	\$1,000,000	POHR/URA	2016
3	1st Street Re-location	\$1,238,000	POHR/IOF/	2017
4	Portway 1st to 2nd	\$550,000	POHR/URA	2019
5				

Photo caption



V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan (cont.)

2. Property Development (cont.)

c. Industrial Property Management – The Port shall maintain and manage its existing portfolio of industrial properties in a responsible manner for business retention and recruitment that meets or exceeds market standards.

Strategies:

- a. Evaluate Port properties regularly to determine maintenance and capital improvements needs. Identify specific long term and short term goals for each Port property.
- b. Work closely with local businesses and seek ways to assist with facility needs.
- c. Insure that lease terms and conditions minimize subsidies that distort the market unless required for public purposes.

Standard:

Maintain the Port’s industrial properties to a standard comparable to similar public or private facilities.

Actions:

- a. Implement a property management plan, including a specific strategy for each Port property that anticipates capital and maintenance needs over a 10-year period.
- b. Continuously assess opportunities for the sale or leasing of Port properties.
- c. Evaluate each Port building to identify ways to reduce energy costs.
- d. Monitor legislative initiatives that affect industrial development and advocate for changes that further Port objectives.

Note: Refer to Building Assessment (Appendix __).

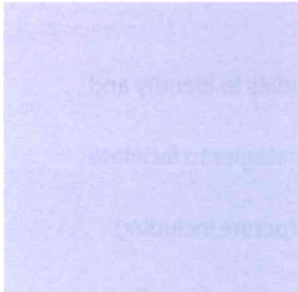


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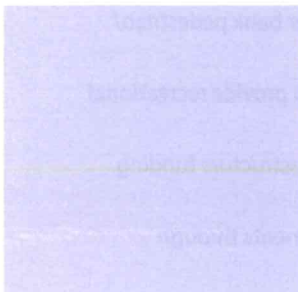


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V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

2. Property Development

d. Industrial Land Acquisition – The Port shall seek opportunities to acquire and develop additional industrial property to provide opportunities for future business growth and expansion.

Strategies:

- a. Annually, provide budget authority that allows the Port to respond to strategic land acquisition opportunities.
- b. Continually maintain contacts with local brokers and landowners to identify property acquisition opportunities.
- b. Work closely with local businesses to understand future facility needs.
- c. Collaborate with local jurisdictions to ensure that planning and policy decisions provide adequate supply of industrial properties.
- d. Insure that acquisition avoids subsidies that distort the market unless required for public purposes.
- e. Seeking acquisition/development opportunities that generally would not be undertaken by the private sector.

Standards:

Maintain a land inventory sufficient for ten years of development based upon annual sales or leased facility development for the prior five-year period.

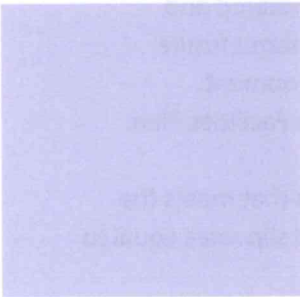


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Item	Quantity	Unit	Value



V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan (cont.)

3. Waterfront Recreation

The Port owns a number of prominent waterfront recreation sites that attract visitors from around the world and contribute to the quality of life in the community. An assessment of these recreation sites has been prepared and will be updated every 5 years to serve as the basis for decisions about future capital expenditures, policies, use regulations, and upland development. Excerpts from the Waterfront Narrative are incorporated into the Facilities Plan. See Exhibit xx for full report.

a. Marina – The Port shall provide a safe and attractive Marina that meets the recreational needs of boaters while maintaining standards and slip rates equal to similar public marinas.

Strategies:

- a. Continuously consider improvements to the Marina that meet market demand and respond to funding availability.
- b. Increase year-around activity and vitality in the Marina Basin.
- c. Seek ways to insure the operation of the Marina is self-supporting through cash flow from slip lease income and Oregon State Marine Board (OSMB) funding.

Standards:

- a. Maintain the Marina as a safe and efficient facility equal to similar publically-owned marinas.
- b. Efficiently manage the Marina wait list to ensure slips are leased in a timely manner.
- c. Maintain status as a certified “Clean Marina.”

Actions:

- a. Update the Marina Master Plan to guide future planning and capital projects.
- b. Work with the OSMB to improve and extend boat launch ramp paving.
- c. Collaborate with the Hood River Yacht Club and other user groups to increase public and private events and activities in the Marina.
- d. Seek reasonable opportunities to increase the use of the Marina Basin for sailing and non-motorized watercraft.
- e. Work with the Marina ad-hoc committee to encourage greater input from moorage tenants on management and maintenance practices.

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Replace Boathouse docks	\$250,000	POHR	2014
2	Long-term Master Plan	\$20,000	POHR	2014
3	Extend Boat Launch ramp paving	\$25,000	OSMB/POHR	2015
4	Replace perimeter fencing	\$50,000	POHR	2016
5	South Basin Dock expansion	\$250,000	POHR/Loan	2017

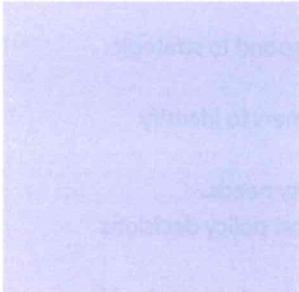


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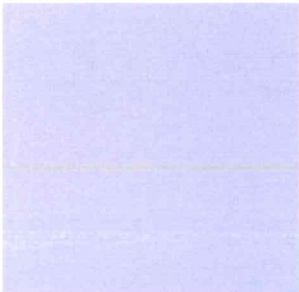


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V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

3. Waterfront Recreation

b. Port Marina Park – The Port shall maintain and manage the open space and park facilities surrounding the Marina Basin to support the recreational needs of the community.

Strategies:

- a. Seek ways to increase revenue from park activities and users and decrease expenses.
- b. Continuously consider improvements that meet market demand and respond to funding availability.

Standard:

Maintain the Port Marina Park as a safe, attractive, and flexible open space for recreational users.

Actions:

- a. Prepare a detailed operations plan and cost summary for the Port Marina Park.
- b. Identify ways to decrease operations and maintenance costs.
- c. Review annually policies, requirements and fees.

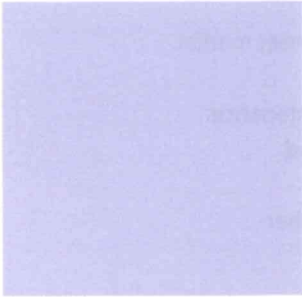


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5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Add lighting	\$150,000	Federal/POHR	2014
2	Relocate electrical facility	\$40,000	PPNL/POHR	2015
3	Improve gravel parking area	\$25,000	POHR	2016
4				
5				



V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan (cont.)

3. Waterfront Recreation (cont.)

c. Event Site – The Port shall effectively maintain and manage the Event Site to support intense recreational use of multiple users.

Strategies:

- a. Continuously consider improvements to the Event Site that meet market demand and respond to funding availability.
- b. Seek ways to reasonably increase revenue for Event Site maintenance.
- c. Pro-actively respond to changing water levels, user needs, and enforcement requirements to decrease user conflicts.
- d. Annually assess location and support for school, food, and other concessionaires.

Standard:

Maintain the Event Site to minimize conflict and ensure the safety and enjoyment of users.

Actions:

- a. Prepare an annual review of high-water action plan and safety requirements for users.
- b. Maintain jetties, beach, and upland park facilities, including support to concessionaires.
- c. Review annually the parking, concessionaire, and event fees.



Typical summer day at the Event Site



Food concessioner Local Grind is lifted into place at the Event Site in 2013

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Landscape upgrades	\$30,000	POHR	2014
2	Reseal parking lot	\$50,000	POHR	2015
3	Beach restoration	\$50,000	POHR	TBD
4	Restrooms/changing facility/outdoor shower	\$150,000	POHR	TBD
5	Increases launch area west of Event Site.	\$150,000	POHR	TBD



V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

3. Waterfront Recreation

d. Other Recreational Sites – The Port will maintain and develop high quality recreational sites that promote river access, active recreation and passive open space experiences for district workers, citizens and visitors. These sites include:

- **Marina Beach:** Multi-purpose swim and kiteboard area with the Port’s focus on safety and attractiveness.
- **Spit:** Limited improvement public access to Columbia River.
- **Nichols Basin:** Scenic amenity with future development opportunities supporting non-motorized boating activity.
- **Hook:** Primitive multi-use area for windsurfing, SUP, kayaking, and fishing.

Strategies:

- a. Maintain existing facilities, including access, parking and amenities within budget.
- b. Consider long-term management costs before developing new or enhanced recreations sites.
- c. Seek funding and partnership opportunities to design, permit and develop additional recreational sites under the Port’s ownership and/or design review control.

Standard:

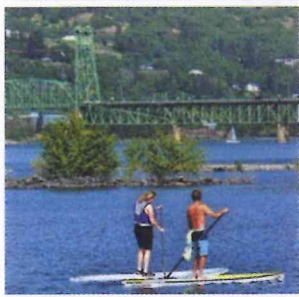
Identify, improve and maintain recreational sites for a variety of users, subject to adequate funding, to meet appropriate safety, use, design and maintenance standards.

Actions:

- a. Annually assess condition to ensure maintenance standards are met for waterfront access, ramps, jetties, roadways, and parking areas.
- b. Seek ways to increase revenue for recreation sites and decrease expenses.
- c. Develop a plan for an exterior launch and viewing area at the western end of the Hook.
- d. Monitor sites for invasive plants and take action to eradicate and minimize spreading.



Kiteboard event at Marina Beach in July 2011



Stand Up Paddleboarders enjoying Nichols Basin

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Hook: west end launch site	\$125,000	Multiple	2014
2	Nichols Basin: public launch area for non-motorized boating	\$250,000	ODPR, grants	2016
3	Marina Beach: handicap fishing platform	\$20,000	POHR	2016
4	Spit: habitat improvements along east shore of Nichols Basin	\$10,000	POHR	TBD
5	Hook: clean and improve riparian habitat	\$20,000	POHR	TBD



V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS



Crews pave a section of the existing waterfront path just west of the Event Site

C. Facilities Plan (cont.)

3. Waterfront Recreation (cont.)

e. Recreation Trails – The Port will maintain, manage and improve pedestrian/ bicycle trails along the Hood River Waterfront and support efforts to improve such facilities in other areas within the Port District boundaries.

Strategies:

- a. Seek funding opportunities for the design and development of the pedestrian and bicycle trail connections with an emphasis on facilities on or near Port properties.
- b. Support efforts by the Hood River Parks District and other entities to plan, design and construct pedestrian/bicycle facilities.

Standard:

Insure Port-owned pedestrian and bicycle pathways contribute to local live/work connectivity and meet design and maintenance standards equal to similar public facilities.

Actions:

- a. Nichols Basin: Prepare a plan to provide continuous pedestrian/bicycle facilities along the west shore.
- b. Hook: Develop plan improvements to the proposed waterfront trail extension from the Maritime building to the western tip of the Hook.
- c. Pedestrian Bridge: Construct a bicycle and pedestrian pathway connections from Frontage Road to the intersection at Button Bridge Road. Plan to include lighting, way finding signage, and informational kiosk

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Pedestrian Bridge: Bike/ped pathway	\$439,000	ODOT/Federal	2014
2	Hook: waterfront trail extension	\$100,000	City of HR/POHR	2014
3	Nichols Basin: waterfront trail connection along west shore	\$350,000	ODPR, grant	2016
4				
5				



V. STRATEGIC PLAN ELEMENTS

C. Facilities Plan

4. Aviation

Ken Jernstedt Airfield – The Port owns the Ken Jernstedt Airfield (“Airport”) to support public safety, transportation, recreation and economic development goals of the community. The Port shall seek to maintain, manage and improve the Airport to.

Strategies:

- a. Maintain safe operations
- b. Establish a reputation as a welcoming, user-friendly airport
- b. Seek financial self-sufficiency
- c. Provide essential services
 - Fixed Base Operations
 - Aircraft maintenance
 - Aircraft fuel
- d. Build and maintain mutually supportive relationships with Western Antique Aeroplane and Automobile Museum.
- e. Establish “good neighbor” relations with surrounding property owners.
- f. Adhere to FAA grant covenants to insure continual federal funding.
- g. Seek land acquisition opportunities consistent with the safety missions and the airport master and layout plans.

Standard:

Provide a level of service consistent with its FAA designation (General Utility Stage 1 or 2), and the population size of the Airport’s service area. Recognition as one of the best airports of its class in Oregon, and small aircraft owner airport of choice in the Columbia River Gorge.

Actions:

- a. Regularly convene the Airport Advisory Committee to consider and make recommendations on airport policies, programs and actions.
- b. Prepare an Airport Business Plan
- b. Update the 2009 Airport Master Plan and Layout Plan.
- c. Monitor the availability of federal and state funding for airport projects.
- d. Update Ordinance 23 and monitor and enforce this ordinance.
- e. Prepare a feasibility study for new T-Hangars.



Ken Jernstedt Airfield FBO



a Local pilot takes advantage of the newly resurfaced Runway

5-Year Capital Plan

Year	Project	Estimated Cost	Potential Funding	Target
1	Prepare Airport Master Plan	\$50,000	FAA	2014
2	Update Airport Layout Plan	\$50,000	FAA	2015
3	Pave Near FBO Building	\$65,000	POHR	
4	New T-Hangar Block	\$250,000	Loan/POHR	2016
5	Expand North Apron	\$1,500,000	FAA/Port	2019



V. STRATEGIC PLAN ELEMENTS

D. Economic Development and Marketing Plan

The Port of Hood River is a key economic development agency in Hood River County and seeks to positively impact the economy within the Port District, Hood River County and the Mid-Columbia region. The Port's economic development goals within the Port District include a thriving, balanced economy, a high quality of life for citizens, support for private businesses that create jobs and provision of vocational training skills. The Port works closely with the private sector and other agencies to achieve public objectives.

1. Business Retention

The Port will be the primary local public agency that works with them in the County and support their growth needs.

Strategies:

- a. Carry out ongoing efforts to understand the needs of existing businesses and seek ways to accommodate them. to enhance the area's traditional economic base, and seek value-added opportunities that foster growth in wages and employment.
b. Work cooperatively with the other economic development agencies in the Mid-Columbia Region by participating on boards, commissions and advisory committees to advance economic development efforts.
c. Coordinate with traditional businesses such as agriculture and forestry and identify ways to support their business needs and development activities.
d. Provide support for facilities that can provide worker education.
e. Support of the tourism sector and seek ways to increase tourism activities in the shoulder seasons.

Standard:

Recognition as as the lead public economic development agency within the Port District and an active, committed partner district boundaries. The Port will work continuously with the City, County and other agencies to participate in and assist in coordinating strategies to assist in employment and business growth.

Actions:

- a. Evaluate annual Needs and Issues Inventory and identify projects that can meet Port objectives.
b. Work with Hood River County and other local agencies to determine the proper role of responsibilities of various committees active in economic development.
c. Monitor and provide comments on state legislative actions and initiatives that could impact business development. State Economic Development Commission policies annually.
d. Participate in the annual MCEDD updates to the Comprehensive Economic Development Strategy (CEDs) for the Region.
e. Prepare a summary of the economic impacts of Port facilities and activities.
f. Continue and enhance participation in the Economic Development Working Group. (EDWOG).

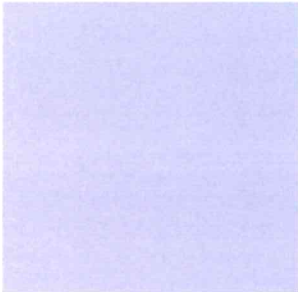


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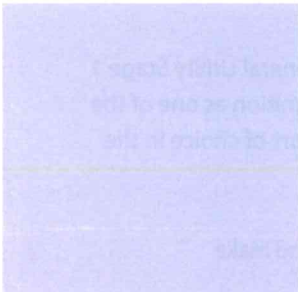


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V. STRATEGIC PLAN ELEMENTS

D. Economic Development and Marketing Plan (cont.)

2. Workforce Training and Education

community partners working to improve the skill level of the work force in the Port District and the mid-Columbia Region.

Strategies:

- a. Support efforts to ensure access to high quality education and training opportunities for area residents and workers, and create opportunities for youth to remain in Hood River County.
- b. Assist MCEDD, CGCC and other providers to assess the educational and skill level of the local workforce. Assist in identifying needed resources to address identified training needs.
- c. Report to the Commission when training resources may be needed to support the growth of existing businesses or successfully recruit new ones.

Standard:

The Port will be seen as an engaged partner in helping address the educational and training needs of the area. Annually, consideration will be given to the allocation of resources for targeted training programs.

Actions:

- a. Monitor efforts by CGCC to implement the STEM program and seeks ways to support this initiative.
- b. Work with educational and training resources to identify:
 - Required skills and likely training needs from existing businesses in the target sectors.
 - Training resources in the community.
 - The match or lack of match between needs and existing programs.
- c. Participate in regional efforts to monitor job-training opportunities for small business in the District.

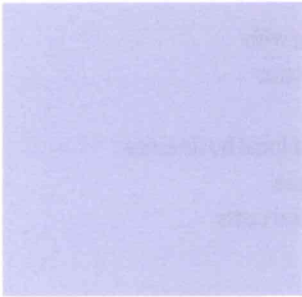


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V. STRATEGIC PLAN ELEMENTS

V. STRATEGIC PLAN ELEMENTS

D. Economic Development and Marketing Plan (cont.)

3. Business Recruitment

Actively market and recruit new business to the Port District; assist in regional efforts to attract new businesses to the Columbia Gorge area.

Strategies:

- a. Identify companies that provide family wage jobs, are compatible with the local community and who may be interested in re-locating to the Port District or Mid-Columbia region.
- b. Work with other economic development entities, other ports and local businesses to integrate the Ports' efforts with recruitment strategies in the area.
- c. Prepare and annually update a strategy for recruitment activities and costs and present to the Commission for budget consideration

Standard:

The Port is the leader in coordinating recruitment efforts within the Port District

Actions:

- a. In partnership with other county and state entities, classify industries by their growth characteristics and prioritize these industries and specific businesses for targeted recruitment/retention efforts.
- b. Participate and lead the Economic Development Working Group to bring focused attention and specific action plans for business recruitment.
- c. Monitor actions and activity within the Enterprise Zone
- d. Regularly update information about sites in Hood River County that are available for industrial or commercial development.
- e. Maintain an inventory of sites in Hood River County that are available for industrial or commercial development.

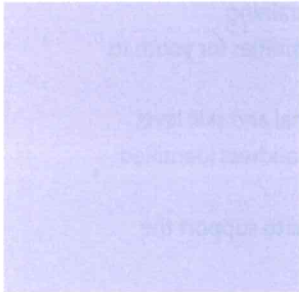


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V. STRATEGIC PLAN ELEMENTS

D. Economic Development and Marketing Plan (cont.)

4. Regional Collaboration

Work with public agencies in Hood River County and the Columbia River Gorge to overcome regulatory barriers, address infrastructure deficiencies, promote the economic assets of the area.

Strategies:

- a. Participate in and support the regional collaboration with other Ports and the Columbia Gorge Commisison. in order to address local economic development issues.

Standard:

The Port is a committed partner in regional economic development collaboration efforts and initiatives.

Actions:

- a. Increase communication and collaboration among area ports on economic development conditions and issues.
- b. Obtain and update information about sites in Hood River County that are available for industrial or commercial development.d
- c. Encourage a positive business climate by addressing Legislative and Regulatory Issues.

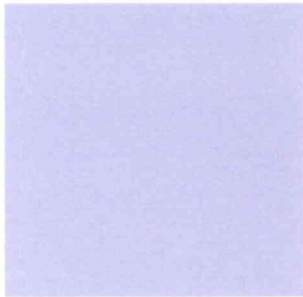


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Executive Director's Report

November 19, 2013

Staff & Administrative

- A final decision on the Development Manager/Property Manager position will be made by the December 3 meeting.
- Given all the various initiatives underway I have asked Mr. Larry Brown to assist with the real estate projects. Larry is a Parkdale resident, retired, who has very significant experience in real estate and planning work.
- The Gorge Ports meeting occurred on November 14.
- The 2013 Oregon Business Summit is scheduled for December 9. I cannot attend but if any Commissioner would like to, please notify me or Laurie Borton.

Recreation

- Marina boathouse lease and marina policies will be presented for Commission action at the November 19 meeting.
- Staff and Commissioner Davies have been involved in addressing the Marina Electrical issue that was raised in public testimony last meeting. In sum, on November 7 a site visit occurred with LaLonde, Coburn and Electrical Inspector Gary Lile. On November 13 a subsequent site visit occurred with Coburn after a tenant had reported that the power cable was being gouged by a thru-bolt, possible source of the short. On November 14, LaLonde Electric re-positioned the main power cable and adjusted it in other locations. It was determined that this was not the reason for the short but could be a future problem. Staff will provide a more complete summary and timeline of events at the meeting.
- A final draft of Ordinance 24 has been prepared. This will be presented to the Commission in January.
- We have executed the grant funding agreement with the State of Oregon for the Nichols Basin path. The agreement states that a contractor needs to be hired for the project by December 2014.

Development

- HRJCO has moved their trucks off of the Burger King parcel. They are using the HD lot and other locations. Use of Lot #1 for truck parking will likely not be required.
- We are continuing to work through an analysis of cumulative parking impacts from known and potential waterfront projects and an assessment of transportation financing tools. This has proven to be very complex with many unknowns. Staff expects to provide an update at a December meeting.

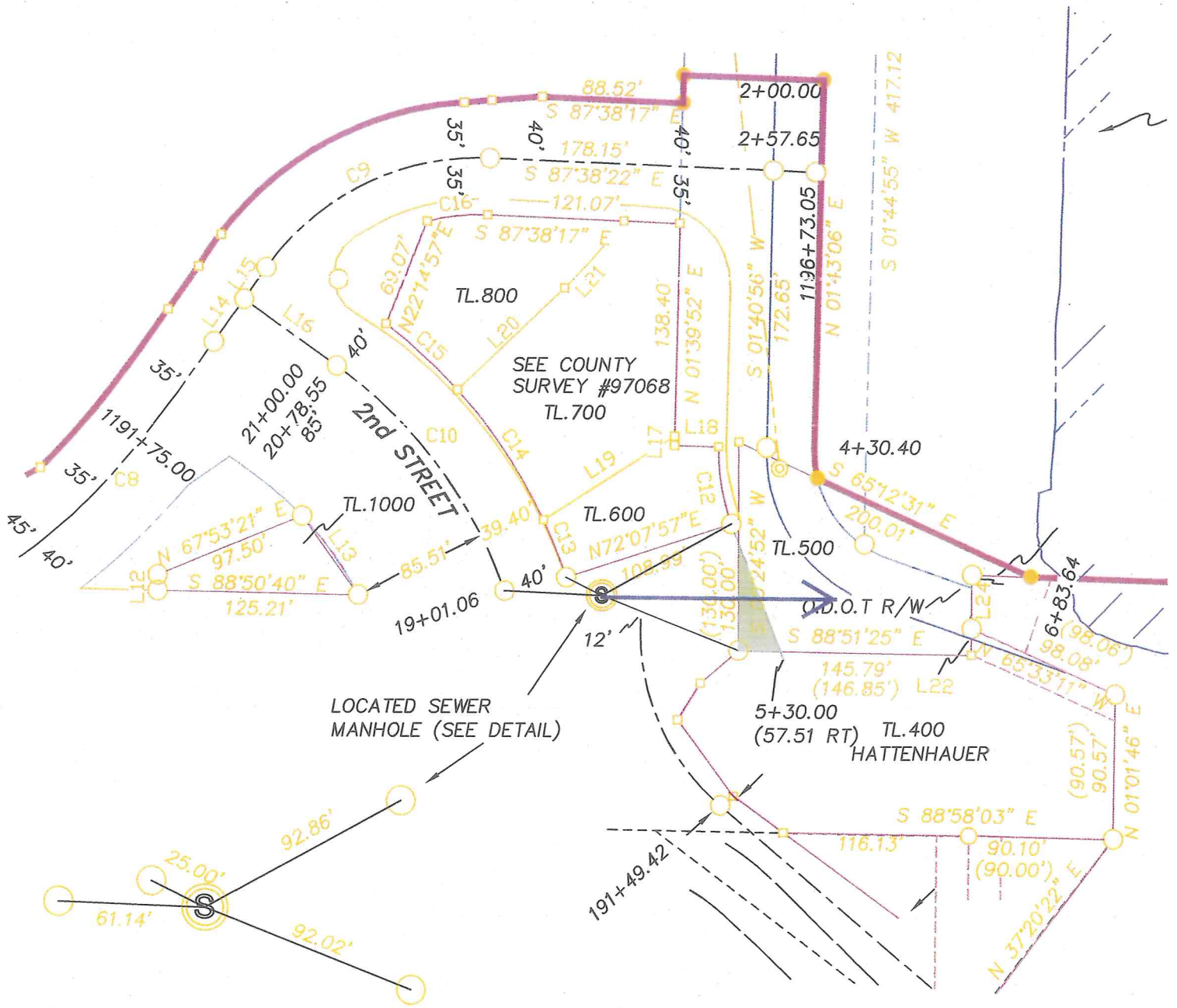
Airport

- K&E has removed the stockpile of asphalt from the north side. Final payment will be made as the project is now complete.
- The next Airport Advisory Committee meeting will occur on November 19.

Bridge/Transportation

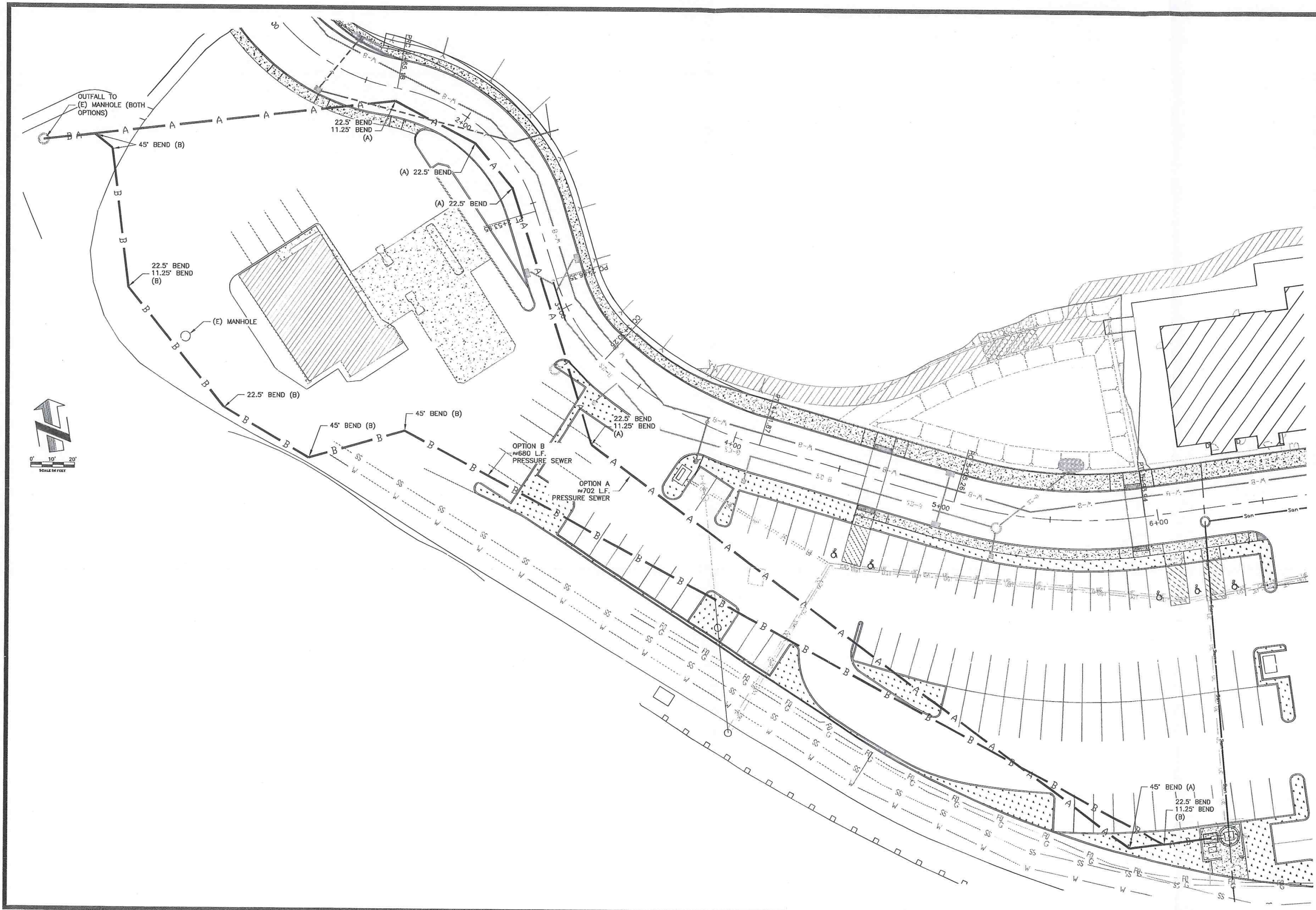
- Bulldog Welding and Maintenance Department staff continues to do welding on the bridge deck three days per week. HNTB Engineer Matt Deml will provide an update at the November 19 meeting.
- Last week law enforcement pursued a vehicle across the Bridge during the welding operation. It was noted that the Port flagging crew responded in an extremely professional manner.





GREEN SHADED TRIANGLE IS PORT PROPERTY BETWEEN ODOT R-O-W.

HEAVY BLUE ARROW SHOWS WHERE SEWER LINE WILL CROSS PORT PROPERTY

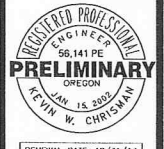


Design	K.W.C./D.O.E.	Survey	OTHER
DWG. No.	K13703/13703	Drawn	K.W.C.
Date	06/19/13	Scale	1:3703
Work Order No.	13703		

SANITARY SEWER OPTIONS
 FOR THE
 NICHOLS LANDING PROJECT
 HOOD RIVER, OREGON
 PLOT DATE: 11/7/2013

TENNESON ENGINEERING CORP.
 CONSULTING ENGINEERS
 3775 CRATES WAY
 THE DALLES, OREGON 97058
 PH. 541-296-9177 FAX 541-296-6657

0" 1"
 IF THIS BAR IS NOT
 ONE INCH,
 THEN ADJUST SCALES
 ACCORDINGLY



SEWER OPTIONS

SHEET
 * OF 16

Work Order No.
 13703

Commission Calendar

December 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 Comm Mtg 5pm SBP final discussion	4 Klickitat Cnty Transp Mtg 10am (MM)	5	6	7
8	9 OR Business Summit-PDX URA Mtg-Shortt, Streich 6pm City Hall	10	11	12	13	14
15	16 KIHR Radio 8am	17 OPPA-Salem 10am (MM) Comm Mtg 5pm SBP approval	18	19	20 Marina Ad Hoc 8am	21
22	23	24 Christmas Eve (Office Closes at 3pm) Tollbooth Closes 8pm (free crossings <u>after</u> 8pm)	25 Christmas Day (Office Closed) Tollbooth Closed (free crossings <u>all day</u>)	26 Tollbooth Reopens 4am (free crossings <u>until</u> 4am)	27	28
29	30	31 New Year's Eve (Office open reg hrs)				

EVENTS:

Hood River Yacht Club lighted parade (date?)

November 2013

S	M	T	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

January 2014

S	M	T	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Notes:

End of calendar year vacations (to be identified)

*Port of Hood River Marina Ad-hoc Committee
Meeting Minutes of November 12, 2013
Marina Center Boardroom
8:00 A.M.*

Present: Commissioner Jon Davies; Members Steve Tessmer, Tammy Lakey, Lance Staughton and Josh Sceva; from staff, Mellissa Halseth

Absent: From Staff, Michael McElwee

Commissioner Davies called the meeting to order at 8:03 a.m.

1. *Additions to Agenda:* None.

Public Comment: Bill Fashing Sr. requested that Maintenance take a look at the ladies restroom door that will not shut all the way. Also he requested that the gutters on the Yacht Club/Restroom building be cleaned and all roofing nails and debris be picked up.

2. *Approve Minutes of September 17, 2013 Meeting:* Approved.

3. *Recent Marina Issues:*

- Staff provided an update on recent activity. On October 20, 2013 there was a power outage due to the main GFCI breaker in the main panel tripping. Staff reviewed the events that followed. LaLonde, Coburn Electric, MKE Engineers and Gary Lile, Electrical Inspector all agreed that there wasn't an issue with the system and that it was code for the main breaker to have a GFCI breaker and not the sub panels for each dock. Staff will research further. There was a suggestion to install an audible warning system if the power is tripped and to send an automated message to the on-call phone number. Staff will also inquire if a separate GFCI can be installed on the new boathouse electric panel.

4. *Boathouse Lease Final Draft:*

- The committee reviewed the final draft boathouse lease. There was a consensus to postpone the 2014 Special Assessment until 2015 when the project has been completed.

5. *2014 Proposed Rates:*

- Rates were discussed for 2014. There was a suggestion that rates could be revised in 2015 to incorporate a flat fee for Over 30 foot slips as they are currently for 30 feet and Under slips.

6. *Revised Rules & Regulations:*

- Staff prepared a brief description of the changes that were suggested from the Committee over the past year.

7. *South Basin Dock Lottery:*

- Consensus of the Committee was to recommend approval from the Commission at the November 19 meeting.

8. *Other:*

- None.

9. *Next Meeting:* Friday, December 20, 2013 at 8:00 a.m.

10. *Adjourn:* Davies adjourned the meeting at 9:04 a.m.

Commission Memo

To: Commissioners
From: Mellissa Halseth
Date: November 19, 2013
Re: Boathouse Lease

After extensive review by the Marina Ad-hoc Committee, at the October 1, 2013 meeting staff presented the Commission with a draft term sheet for the Boathouses. Staff was directed to work with legal counsel to prepare a lease.

The attached draft lease has been prepared by legal counsel and incorporates comments by the Marina Ad-hoc Committee. The lease would go into effect on January 1, 2014. Financial information will be made available at the meeting.

RECOMMENDATION: Approve Boathouse Lease Effective January 1, 2014.

PORT OF HOOD RIVER MARINA
BOATHOUSE LEASE

Effective Date: January 1, 2014

Boathouse Slip Number: _____

LEASE PREREQUISITES

THIS AGREEMENT WILL NOT TAKE EFFECT WITHOUT THE FOLLOWING INFORMATION AND TENANT ACKNOWLEDGMENT			
Boathouse Owner's Name:		Insurance Agent & Phone #:	
Mailing Address:		Boathouse exterior dimensions	
Physical Address:		Boathouse OSMB Plate #	
Primary Phone:		Watercraft name	
Alternate Phone:		Watercraft length and width	
Email Address <i>(please print):</i>		Watercraft fuel capacity	
Emergency Contact Name & Number:		Watercraft OSMB Registration #	
Co-tenant (if applicable)			
Mailing Address:		Physical Address:	
Primary Phone:		Alternate Phone:	
Email Address <i>(please print):</i>			
<p>By initialing immediately following this sentence, Tenant and co-tenant (if applicable) acknowledge(s) receipt of this Boathouse Lease, including the Port of Hood River Marina Rules and Regulations, which are a part of this Lease. Initials _____</p>			

THIS AGREEMENT WILL NOT TAKE EFFECT WITHOUT THE FOLLOWING INFORMATION PROVIDED AND ACCEPTED BY THE PORT			
Proof of Boathouse Ownership provided	Y / N	Port Staff approved	Y / N
Proof of Boathouse Insurance provided <i>\$500,000 general Port named as additional insured</i>	Y / N	Port Staff approved	Y / N
Proof of Watercraft Ownership provided	Y / N	Port Staff approved	Y / N
Proof of Watercraft Insurance provided <i>\$500,000 general, \$25,000 pollution Port named as additional insured</i>	Y / N	Port Staff approved	Y / N

LEASE AGREEMENT

Lessor, The Port of Hood River, an Oregon municipal corporation (“Port”), hereby leases to **Tenant**, _____, on the Effective Date, the Boathouse Slip identified above, pursuant to the following terms:

DEFINITIONS:

“**Boathouse**” means a floating structure whose primary use is the protected storage of boat and related marine equipment. Boathouses may include habitable spaces so long as these are subordinate to the primary use. Bathrooms are limited to portable toilets. Tenant must dispose of sewage and greywater only through an on-shore sanitary sewer system and in conformance with DEQ regulations. It is specifically prohibited to use a boathouse as a “dwelling unit” as defined in ORS 90.100(11) under the provisions and terms of this Agreement. The maximum size of any Boathouse shall be 45 x 35 feet, and single story in height. However, Tenants with valid Port rental agreements in effect on October 1, 2013 shall retain the right to maintain the existing dimensions of their Boathouse if they exceed the maximum size.

“**Leased Area**” means the water surface occupied by a Boathouse, including any attached structures, such as decking and boathouse flotation logs, as measured by the furthest outside dimension of length and width forming a rectangle. The Leased Area of this Agreement is _____ feet by _____ feet. The location of the Leased Area shall be identified by the Boathouse Slip Number noted above. The Port reserves the right to re-locate the Leased Area if circumstances warrant, in the Port’s discretion.

RENTAL RATE: Each year Tenant shall pay to Port a per square foot rate for the Leased Area as determined by the Port Commission. Each January Tenant will be issued an invoice for that year’s lease
Boathouse Lease

payment. Tenant may choose to pay for annual moorage with a single payment that is due by January 31 of the lease year; or Tenant may choose to pay half of the moorage lease rate by January 31 with the balance paid in full by April 30 of the lease year. The two-payment method will incur a carry-over fee of \$15 payable by January 31 of the lease year.

ADDITIONAL RENT: Tenant shall also pay the Port:

- a) 2013 Special Assessment of \$675 payable annually by January 31 during each year of the lease term, but not after 2023 (for marina-wide electrical upgrade, Boathouse dock replacement, and Boathouse dock engineering and permit fees).
- b) 2014 Special Assessment of \$_____ payable annually by January 31 during each year of the lease term, but not after 2024 with final costs being determined after construction completion (for Boathouse de-coupling and re-attachment).
- c) Any other special assessments approved by the Port of Hood River Commission, payable as required by the Port Commission.

RATE ADJUSTMENT: The Rental Rate may be adjusted annually based on the percentage change in the Consumer Price Index (CPI) for the most recent 12-month period as taken from the Portland Metro Area index at the sole discretion of the Port. In no case shall this adjustment exceed the rate adjustment applied to Port Marina boat slips. The 2013 and 2014 Special Assessments shall not be subject to a rate adjustment.

TERM: The Term begins on the Effective Date. The term shall be at least five years, as described below.

ROLLING RENEWAL: If this Agreement is in effect on December 31 any year, then on January 1 of the following year it shall renew for a new five-year term. However, such automatic five-year renewal shall not occur if by November 1 the Port or Tenant provides to the other written notice that this Agreement will not be renewed for another five-year term. In such case, the tenancy ends when the current five-year term ends, i.e. on December 31 four years later. The Port in its sole discretion may choose to not extend this Agreement when it finds Tenant has breached this Agreement, and/or failed to properly maintain Tenant's boathouse.

PERMITTED USE: The Leased Area shall be used for the moorage of a Boathouse and for no other purpose without the express consent of the Port. Tenant, her/his agents, assigns, heirs and successors are absolutely prohibited from using the boathouse moored by authority of this lease as a dwelling unit or residence as defined under the Residential Landlord and Tenant Act as set forth in ORS 90.100 to 90.840.

LEASE TRANSFERS: Provided that all fees owed to the Port are paid, this Agreement is transferrable with the sale of the Boathouse, subject to the following conditions: 1) Transferee must present proof of title transfer; 2) Transferee must execute this Agreement; 3) Transferee must demonstrate compliance with state marine board requirements, including registration.

INSURANCE/INDEMNITY: Tenant agrees at all times to hold the Port harmless against any and all claims and demands arising from the negligence or intentional misconduct of the undersigned, his or her agents, invitees or employees, and does specifically acknowledge that the Port is not liable under any circumstances for any loss or damage to the Tenant personally, or to any property Tenant owns or possesses located within the Marina, except as a result of intentional misconduct by the Port. Tenant shall maintain a watercraft insurance policy with general liability limits of at least \$500,000. If Tenant's watercraft has fuel capacity of 30 or more gallons, tenant shall also maintain, as part of the general liability coverage, pollution liability coverage to a limit no less than \$25,000. In addition, Tenant shall maintain a general liability policy with a liability of \$500,000. The Port shall be named as additional insured, and shall receive notice of cancellation not less than 15 days notice prior. Tenant shall provide certificates of said insurance satisfactory to Port upon demand. Failure to provide or keep in force such insurance shall be an act of default.

DEFAULT: Tenant shall be in default with respect to this Lease if Tenant: a) fails to pay rent or special assessments required within 10 days after payment is due; or b) fails to fulfill any other obligations under this Lease; or c) violates Port Moorage Rules or any other terms of this Lease.

NOTICE OF DEFAULT, CURE: Port shall notify Tenant of a default in writing. To avoid termination, Tenant shall cure a default within 10 days of the written notice and pay any fees or charges assessed. Provided, however, if the default is of a nature that it cannot be fully cured within 10 days, Tenant shall commence the necessary curative action within the 10 day period, obtain the Port's agreement to an alternate cure date, and proceed to cure with due diligence prior to that date.

TERMINATION: In the event of default other than payment default the Port shall have the right, after the 10-day period or alternate cure date has passed, to terminate this Lease. After termination, The Port shall have the right to retake possession of the Leased Area either by force, summary proceedings, surrender, or otherwise, and dispossess and remove therefrom the Tenant, his/her Boathouse and personal property. After termination Tenant shall remain liable for all obligations arising under this Agreement, including rents and special assessments, until those amounts are paid in full. The remedies provided herein are in addition to and shall not be deemed in lieu of any other rights which the Port may have by virtue of federal and state laws and Port ordinances. Tenant waives service of notice of intention by The Port to reenter or of instituting Boathouse Lease

legal proceedings. In addition, and at its option, the Port may prohibit Tenant from renting space in the marina in the future.

ATTORNEY FEES: In any action or proceeding for enforcement of the terms of this Lease, or the collection of any sums payable hereunder, whether judicial or non-judicial, Tenant agrees to pay, in addition thereto, a reasonable sum for Port's attorney fees and court costs before suit, at suit or on appeal.

STORAGE FEES: In the event that Tenant remains in possession of the Leased Area after expiration or termination of this Lease, Tenant agrees to pay to The Port as compensation a storage fee of \$25 per day for each day Tenant remains in possession. Payment of such fees shall not establish any tenancy rights in Tenant. No right created by this provision shall preclude The Port from obtaining other remedies created by this Lease or at law.

WAIVER: Waiver by Port of strict performance of any provision of this Lease shall not be a waiver of Port's right to require strict performance of the same or different provision in the future.

NOTICES: Any notice required or permitted under this Lease shall be given when actually delivered to or two days after deposited in the mail to the following addresses:

Lessor: Port of Hood River, Executive Director, 1000 E. Port Marina Drive, Hood River, OR 97031

Tenant: Address in Lease Pre-requisites section above. .

NEGLIGENCE: Tenant agrees at all times to hold the Port harmless against any and all claims and demands arising from the negligence of the Tenant, his or her agents, invitees, or employees, and Tenant does specifically acknowledge that the Port is not liable under any circumstances for any loss or damage to Tenant's person or property, except as the result of gross negligence on the part of the Port.

COMPLIANCE WITH PORT RULES: Tenant has received, read and agrees to abide by the current Port of Hood River Marina Rules and Regulations which apply to the Port Marina. Tenant also agrees to abide by any new or revised Marina moorage rule, regulation or ordinance adopted by the Port hereafter (current, new and revised marina moorage rules, regulations and ordinances, "Moorage Rules"). Moorage Rules shall be in effect on the date posted on the Port's website, or a later date if so specified by the Port, at www.portofhoodriver.com. It is Tenant's obligation to review the Port's website to determine Moorage Rules in effect. As a courtesy the Port may notify Tenant of changes in Moorage Rules changes.

DOCK CONNECTIONS: The Port intends to hire a contractor in the spring or summer of 2014 to remove existing docks and replace those with new docks for Boathouse connections ("Boathouse Dock Upgrade Boathouse Lease

Project"). Tenant agrees to cooperate with the Port and its contractor prior to and during Boathouse Dock Upgrade Project work. Tenant will allow Tenant's Boathouse to be disconnected from the present attached dock, floated to and stored on water at another location in the marina area, and re-connected to a new dock. Tenant will sign an agreement presented by the Port regarding the Boathouse Dock Upgrade Project prior to commencement of the work. New Boathouse connections and hardware shall be provided if needed and installed by the Port at Port expense as part of the Boathouse Dock Upgrade Project. After installation the maintenance and repair of such connections shall be the responsibility of the Tenant who shall hold the Port harmless for the failure of any hardware or equipment provided by Port. Any future damage caused to the Port's dock system due to connection hardware failure or misuse shall be the Tenant's responsibility.

MAINTENANCE STANDARDS: Tenant is encouraged to keep their Boathouses in an attractive and presentable condition at all times based on industry standards for similar structures. Specific design standards for Tenant may be recommended by the Marina Committee for voluntary implementation.

INSPECTIONS: For the purpose of determining adherence to this Agreement, a Port employee or qualified official under direction of a Port employee may inspect a Boathouse after providing 24-hour notice to Tenant via phone call or email.

ALTERATIONS: Excluding normal repairs and maintenance, Tenant must obtain written approval of Port to modify a Boathouse 30 days prior to initiating work. Tenant shall not increase the size of the Boathouse without express approval of Tenant's proposed plans by the Port of Hood River Commission.

SAFETY VIOLATIONS: A Safety Violation is a condition at an individual Boathouse that presents a hazard to Boathouse Tenant or Boathouse Dock users as identified by the Port. Safety Violations must be remedied in a timely fashion as follows: 1) If Tenant does not remedy an Urgent Safety Violation within 24 hours of notice by Port, the Port may take reasonable steps to do so and charge all costs to Tenant. 2) If Tenant does not remedy other Safety Violations within 30 days of notice from the Port, the Port may take reasonable steps to do so and charge all costs to Tenant. Tenant shall pay costs within 30 days of billing.

COMPLIANCE WITH LAWS: Tenant, at its sole expense, shall comply with all laws, orders and regulations of federal, state and municipal authorities and with any direction or any public official, pursuant to law, which shall impose any duty upon The Port or Tenant with respect to Tenant's use of the Leased Area.

LESSOR

Port of Hood River, a municipal corporation
Date _____

TENANT

Date _____

CO-TENANT

Date _____

DRAFT

Commission Memo

To: Commissioners
From: Michael McElwee
Date: November 19, 2013
Re: Lot #1 Design and Planning

At the meeting on November 5 the Commission discussed a modified approach to the planning work at Lot #1 and the west edge of the Nichols Basin. Staff recommended that we immediately pursue public outreach and design development efforts to identify a specific plan that could be used for permitting and grant funding opportunities. The recommendation is based on the following determinations:

- The west edge of the Nichols Basin is the most challenging area and has generated more public interest and concerns than any other part of Lot #1. It would be better to resolve this sooner rather than later to allow progress on the planning work for the rest of the property.
- We have secured a \$125,000 ODPR grant that must be utilized in the next two years. One key term of the grant is that a contractor be selected by December 31, 2014.
- There are upcoming grant applications (Connect V, November 25; LGGP, April 2014) that may provide additional funding opportunities. Projects that are, or have a plan to be, "shovel ready" will be more competitive.
- The Commission will need to determine if the upland portion of Lot #1 have been sufficiently planned to allow for a subdivision plan and other entitlements to be sought beginning in mid-to-late 2014. The question now is whether the current plan includes flexibility to allow that pre-development work to begin.

I have asked for a proposal to do this work from Walker Macy a very experienced landscape architecture firm in Portland. I do not recommend continuing with Group Mackenzie at this time. The proposed fee is substantial but it is reasonable for the amount of public involvement, the complexity of the site and the potential cost of this project. Note that full construction documents are not part of this proposal. I will review the scope of work, fee and experience of the consultant at the meeting.

The Commission could choose to forego this work at this time and continue with Lot #1 planning generally as described in the prior schedule. Staff believe that this alternative approach would better serve our Lot #1 development efforts, preserve grant opportunities and respond to a key area of public interest in the property.

RECOMMENDATION: Approve contract with Walker/Macy for Lot #1 bicycle/pedestrian/water access development plans not to exceed \$48,750 plus reasonable reimbursable expenses.

November 14, 2013

Michael McElwee, Executive Director
Port of Hood River
1000 E. Port Marina Drive
Hood River, OR 97031

Re: Professional Services Proposal: Lot One Waterfront Plan

Dear Michael,

Thank you for meeting with us recently and discussing the Hood River waterfront. We were impressed with the Port's successes and were pleased to learn about the potential the waterfront has for future enhancement. Based on our conversation, we understand the Port has recently conducted planning efforts that have culminated in a concept plan and market study for Lot 1, entailing a proposed mix of open spaces and recreational supportive and light industrial development. We also understand that you are now seeking to build upon that effort and refine the concept plan especially focused on the waterfront portions with significant input from the community. This approach is intended to strengthen the concept for the Lot 1 waterfront that can catalyze future development and welcome the community to this important resource. By focusing on the lower terrace, the plan can help attract grant funding for a public trail and waterfront improvements.

We are excited to take part in the facilitation of a process to establish the vibrant waterfront your community is seeking. We have led the design of landmark waterfronts throughout the western states on sites with a similar mix of development, public open space, port facilities, and trails. We bring proven success in establishing plans that garner community support; catalyze economic development, and that have led to the implementation of places that embody community and regional identity. We will apply this experience to build excitement and consensus among your constituent stakeholders, develop a compelling vision for this wonderful location, and help build a cornerstone for development

Project Understanding

The Hood River waterfront is a world class destination on the Columbia River, considered a destination for the variety of recreational opportunities and diversity of uses offered there. This upcoming effort will be focused on the Lot 1 waterfront area. The following summarizes our current understanding of the area:

- Lot 1 has been studied for development opportunities by E.D. Hovee and a Concept Plan was developed by Mackenzie. We understand from your comments that the Concept Plan, while thorough, would benefit from refinement, especially focused on the lower terrace adjacent to the lagoon. This area will include the narrow bench with commercial activity and the lower bank providing a place to connect with the water. The waterfront trail is currently not contiguous, and a grant has been received to assist in connecting this segment. This project will study potential alignments with respect to current and imminent projects and provide clear action steps for initial

stages of trail construction. The waterfront trail will be a primary focus in order to put the Port in position to obtain additional grant funding for construction in the near term.

- The upland development portion of Lot 1 will not be part of this initial work. We are to assume vehicular circulation will be provided to the site and that traffic studies will not be needed for this initial effort.
- Work within the Nichols Boat Basin is not anticipated at this time given the complexity of the regulations and jurisdictions. However it is important that the plan anticipates further study and improvements within the basin for both habitat and human use.
- We understand that a development project led by the Naito group and located on Nichols Basin has been the focus of on-going public debate; the project is pending, and no specific date for implementation has been determined.
- The Port has been engaging stakeholders in conversation through a series of outreach meetings. Some of the discussions to date have focused on development while others have focused on public access. In order to ensure public acceptance for upcoming projects, the existing stakeholder process will be extended. Given the diversity of opinions in the community, the engagement process should be broad and inclusive to capture this diversity and ensure the plan meets the expectations of the community. This process has the potential to create long-term champions and investment on the waterfront.

QUALIFICATIONS

Walker Macy brings a unique set of experiences and capabilities to this effort including:

TRANSFORMATIONAL WATERFRONTS

We have helped to create real catalytic change on waterfronts with complex environmental, cultural, and jurisdictional conditions. We seek to establish an authentic sense of place that is rooted in the heritage of the site, while bringing a broader perspective informed by our nationally-recognized work throughout the west. As a landscape architect-led team we have an interdisciplinary mindset, an ability to synthesize information, the knowledge of how to balance priorities based on the carrying capacity of the land, and a focus on design that is worthy of a site of regional significance, like Hood River.

WORK ALONG THE COLUMBIA

We have worked along the Columbia from Warrenton and Astoria in the west to Hanford Reach in eastern Washington. Walker Macy's involvement in the Gorge dates to the early days of the National Scenic Area; the firm assisted with studies that led to the grant awards and establishment of two landmarks in the area, the Columbia Gorge Discovery Center and Skamania Lodge. We also provided design for the Scenic Area's signage and way finding system. Since then, the firm has worked throughout the Columbia Gorge on important waterfront sites, helping communities strengthen the connection to this river – one of the defining waterways of the Pacific Northwest and one of the country's truly celebrated rivers.

CREATING COMPELLING VISIONS

The vision for the Hood River waterfront must embody the aspirations of a diverse community of interested constituents – and create champions that will carry the project forward into implementation. The plan must provide a compelling roadmap for development and open spaces working together, that grabs the imagination of the community and potential developers, funding partners, and future visitors from around the region. The vision must be grounded in the realities of the site, economy, and

environment; sensitive and comprehensive in the interpretation of goals for the waterfront; and innovative in its proposed solution.

INCLUSIVITY IN THE PUBLIC PROCESS

Our team has a significant track record of successful public engagement for projects of this magnitude. We excel at listening to participants and drawing their input into the design so that it truly embodies the community's desires and ideas. We articulate to the public how divergent needs can be balanced, and beyond simply gaining consensus, we seek to inform and engage the public in a way that builds momentum, anticipation, and "champions" for the project who will contribute to its ultimate completion and stewardship. We do not rely on a single method of public engagement: we tailor each process to the needs of the project and employ multiple methodologies to ensure that the broadest selection of stakeholders is included.

TEAM

We propose the following team members to join us in this effort, who are unique in their capabilities and familiarity with the project.

Walker Macy

Walker Macy will lead the design and facilitation effort. Michael Zilis will be the principal in charge and will lead the design. Christopher Miller will manage the work, will be the daily contact for the team and will ensure that the product is comprehensive and meets the needs of the Port

Flowing Solutions

Andrew Jansky of Flowing Solutions will provide expertise related to shoreline improvements and permitting. Andrew's familiarity and long-term working relationships with the Port of Hood River, Walker Macy, and relevant public agencies will set a great foundation for the work.

KPFF

KPFF will provide civil and structural engineering for the effort. KPFF have worked on numerous projects on the Columbia River, and have supported Walker Macy in many waterfront projects in the region including current work on the Willamette River. Kurt Vanderzanden will lead the effort for KPFF

Surround Architecture

Surround will provide initial consulting for building sizing and form within the study area. Mark Vanderzanden, principal for Surround has done many projects around the waterfront and provide good context with to the area.

APPROACH/SCHEDULE:

We understand you would like to have this initial work undertaken between November 2013 and March 2014. The following is our proposed scope of work.

1.0 PROJECT INITIATION

1.1 Review Available Information

Review the Mackenzie Project Notebook and Concept Plan to understand the work conducted to date. Review potential development plans of adjacent parcels. Review site conditions.

1.2 Initial Public Outreach

We recognize that many stakeholders have a vested interest in the Hood River Waterfront. We will discuss the on-going dialogue that the Port is conducting with the public to better understand the ideas discussed. During the process, the Port will organize, schedule, and notice the meetings. We will assist in the facilitation of the meetings.

An initial meeting will be conducted to engage the public in a discussion of current concept plan, possible modifications, and ideas specifically related to access and use of the waterfront. We will use the input received to begin the design process

It may be beneficial to establish Stakeholder Advisory Committee to help steer the effort. The committee may be comprised of some of the following groups: the Port, the City (Parks, Planning, Community Development, and Economic Development), Businesses, Recreational Users, and Environmental Groups. This group will be convened prior public outreach meetings for feedback

Meetings:

Initial meeting with Port of Hood River / Stakeholder Committee

Site Reconnaissance

Public Meeting #1 – week of Jan 13

Schedule:

December 2013 / January 2014

2.0 INITIAL ALTERNATIVES

Based on information and input provided, we will refine the current concept plan and develop an alternative. The plans will focus on vehicular and pedestrian access as well as the location of potential commercial uses. In review sessions we will present and thoroughly discuss the merits of each plan's community connections and access, opportunities for river access and protection/enhancement of significant natural resources and opportunities for development.

Meetings:

Port of Hood River / Stakeholder Committee

Port Commission Meeting

Public Meeting #2 – week of Feb 17

Products:

Initial plans/ sections/ images

Schedule:

February 2014

3.0 REFINEMENT

Refine initial concepts into a single plan. In meetings with the Port and the public we will discuss the plan's elements and opportunities. This may take the form of a strong base concept with options for specific areas on site.

Meetings:

Port of Hood River/ Stakeholder Committee

Port Commission Meeting

Public Meeting #3 – week of March 17

Products:

Refined plan/ sections/ images

Schedule:

March 2014

4.0 DEVELOPMENT PLAN DOCUMENTATION

Prepare a Preferred Development Plan based on input received. The plan will include a strategy for balancing development and public access to create a signature waterfront destination and identify opportunities to connect the site to surrounding pedestrian amenities.

Prepare design development level documents for site improvements including the trail, public access, landscape, utilities and site furnishings. These documents will be at a completion level suitable to be the basis for a permit application to the USACE and enable the team to efficiently begin documentation of the site for construction in order to meet the schedule requirements of the grant the Port has received.

Documents to include:

Layout and materials plan

Grading plan

Planting area plan

Utilities plan

Site details

Cost Estimate

Meeting:

Port of Hood River

Products:

Set of design drawings establishing specificity for proposed improvements

Schedule:

April 2014

PROPOSED FEE

The following fee is based on the proposed scope of work

1.0 Project Initiation	\$ 3,500
2.0 Initial Alternatives	\$ 11,750
3.0 Refinement	\$ 11,000

4.0 Development Plan Documentation	<u>\$22,500</u>
Total	\$48,750 plus expenses

We appreciate the opportunity to work with you and the community in designing this important part of Hood River's waterfront. Please contact me to discuss any aspect of this proposal or modifications you suggest to best serve the effort.

Regards,
Walker Macy

A handwritten signature in black ink, appearing to read "Michael W. Zilis", with a long horizontal flourish extending to the right.

Michael W Zilis, ASLA
Principal

SOUTH WATERFRONT GREENWAY DEVELOPMENT PLAN

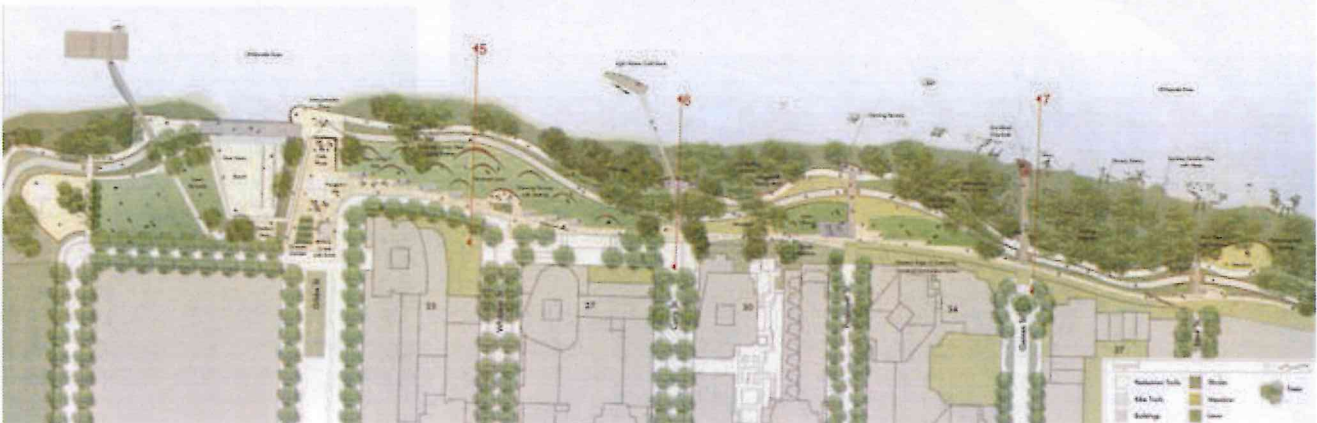
Portland Parks & Recreation - Portland, OR

Walker Macy led a multi-disciplinary team in the planning of a new 1.2 mile greenway extension along the Willamette River in the new South Waterfront district. This neighborhood will have the highest population density in the state of Oregon.

Working in collaboration with Thomas Balsley Associates, the plan was developed to focus on significant restoration of habitat in balance with high urban use. This unprecedented approach to waterfront development will be a new model for the integration of human activity and river restoration.

The design elements are direct outgrowths of the site's history. The use of metal and forms reminiscent of ship hulls harken the ship breaking that once took place here and the use of heavy timber recalls historic lumber mills.

Walker Macy and Thomas Balsley Associates have subsequently been hired to complete design for Phase 1, the Central District, which will begin construction in Fall 2012.



SOUTH WATERFRONT PARK

Portland Parks & Recreation - Portland, OR

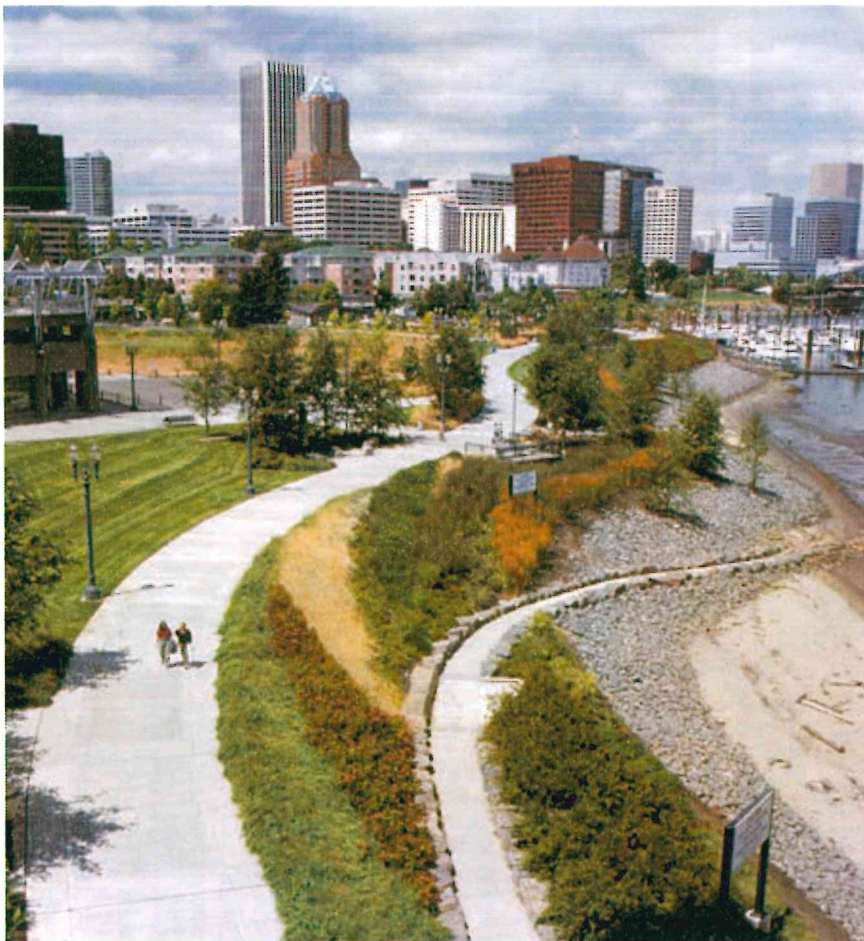
Walker Macy led the development of the extension of downtown Portland's Tom McCall Waterfront Park from River Place to the Marquam Bridge. This portion serves as the park's terminus and acts as a transition to the greenway trail and mixed-use community to the south. The park design blends the flowing form of the Willamette River with the urban form of the city. The park's grading, planting, and paths are a reflection of the river's sinuous form. The north end of the park features a formal garden modeled after French par terre gardens with a grid of planting beds and lily ponds bounded by hardscape and sitting areas.

AWARDS

- 2001 National ASLA Merit Award: Design
- 2000 Honor Award, The Waterfront Center
- 2000 Oregon ASLA Honor Award: Landscape Architectural Design

PROJECT FEATURES

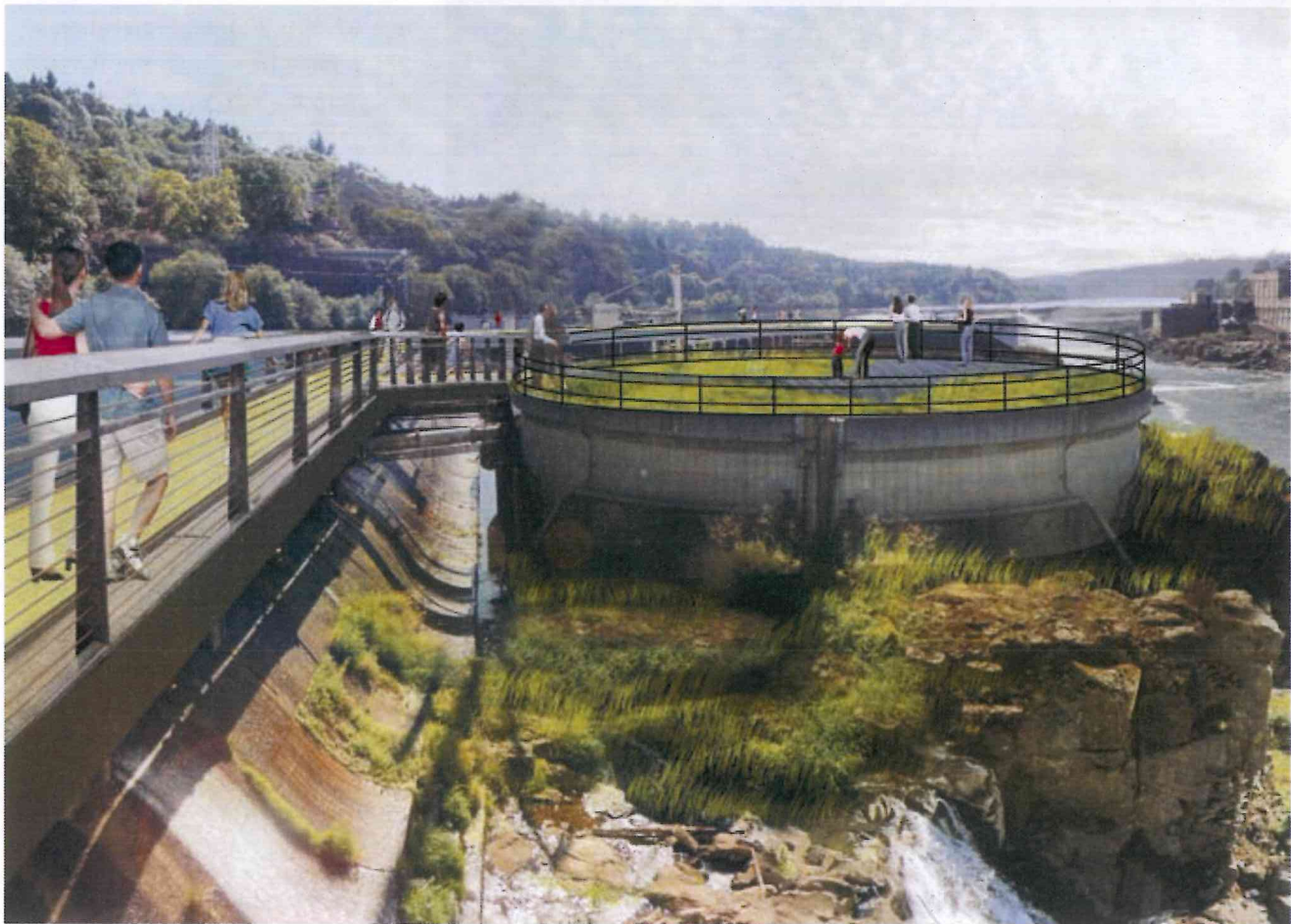
- Award winning design
- Waterfront
- Greenway



WILLAMETTE FALLS LEGACY PROJECT

City of Oregon City - Oregon City, OR

Located on a site that is contiguous with the campus of Columbia Gorge College, Fort Dalles Readiness Center serves both military and community uses. Walker Macy is part of the design-build team, selected through a competition, to design a new facility that accommodates the variety of uses. Sustainability is a key consideration for the landscape to reduce heat island effect, establish a low-maintenance, drought-tolerant landscape, and process stormwater. Site planning orients the building toward fantastic views into the Columbia Gorge.



WATERFRONT PARK AT ANKENY PLAZA

Portland Parks & Recreation - Portland, OR



Walker Macy led the redevelopment of this significant urban area which includes the historic Ankeny Plaza, the Burnside bridgehead, part of Tom McCall Waterfront Park, a light rail station, and the Portland Saturday Market area. Improvements include activating the plaza and waterfront, integrating an interactive fountain and public art, improving the conditions under the bridge, and enhancing safety, paving and streetscape.

The Portland Saturday Market project is a \$7,000,000 total relocation of 250 booths from under the Burnside Bridge to the waterfront and includes a \$1,200,000 shelter.

Completed summer 2009

AWARDS

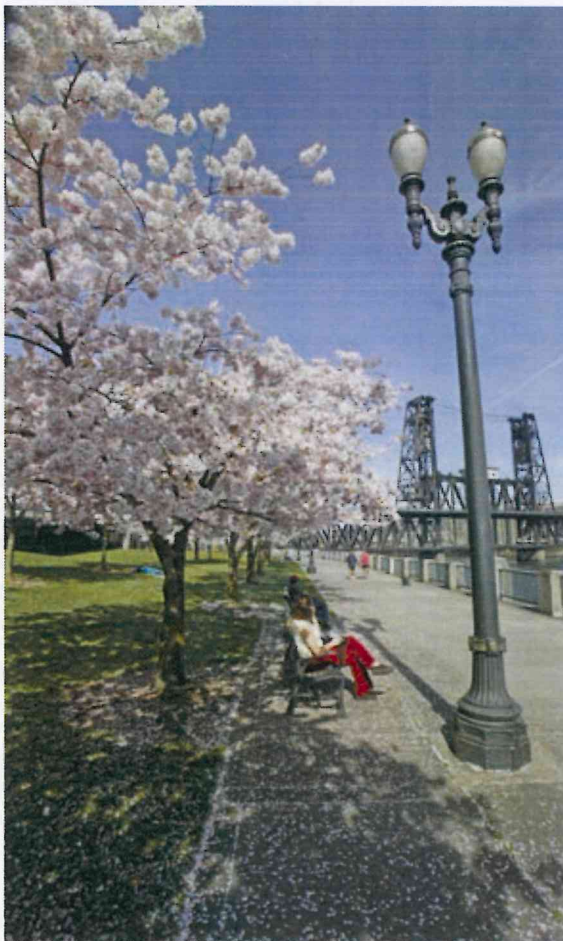
Merit Award, 2010 ASLA Oregon Chapter

NORTH WATERFRONT PARK

Portland Parks and Recreation - Portland, OR

Extending north from the Burnside Bridge to the Steel Bridge, this is the northern-most segment of Tom McCall Waterfront Park. The design was influenced by Portland's sister city, Sapporo, Japan's donation of 100 Akebono cherry trees and funds for the creation of a sculpture.

The cherry trees form a bold line in relationship with the esplanade and seawall terminating in the Tomadachi (friendship) Plaza at the north end. Lee Kelly, sculptor, and Michael Sterling, composer, created an impressive stainless steel sound sculpture for the plaza entitled "Kagura-den".



CORVALLIS RIVERFRONT COMMEMORATIVE PARK

City of Corvallis - Corvallis, OR

Walker Macy was part of the team that designed a new waterfront park and planned the riverbank restoration. Stretching 3,000 feet along the Willamette River, this park knits the downtown to a once neglected the riverfront. The design provides a multi-modal trail, performance venues, public plazas and a home for the farmer's market. The bold design, which incorporates basalt, water and art, reflects regional materials and history.

Jackson Plaza includes a play fountain and space for a performance stage. Monroe Plaza is a contemplative garden with a sheltering grove and a paving pattern that echoes the graceful arcs of the river. Howland Plaza is a place for civic events. The free-form paving pattern echoes the logjams that historically filled the river. The project also included redevelopment of the adjacent First Street to encourage shared pedestrian and auto use.

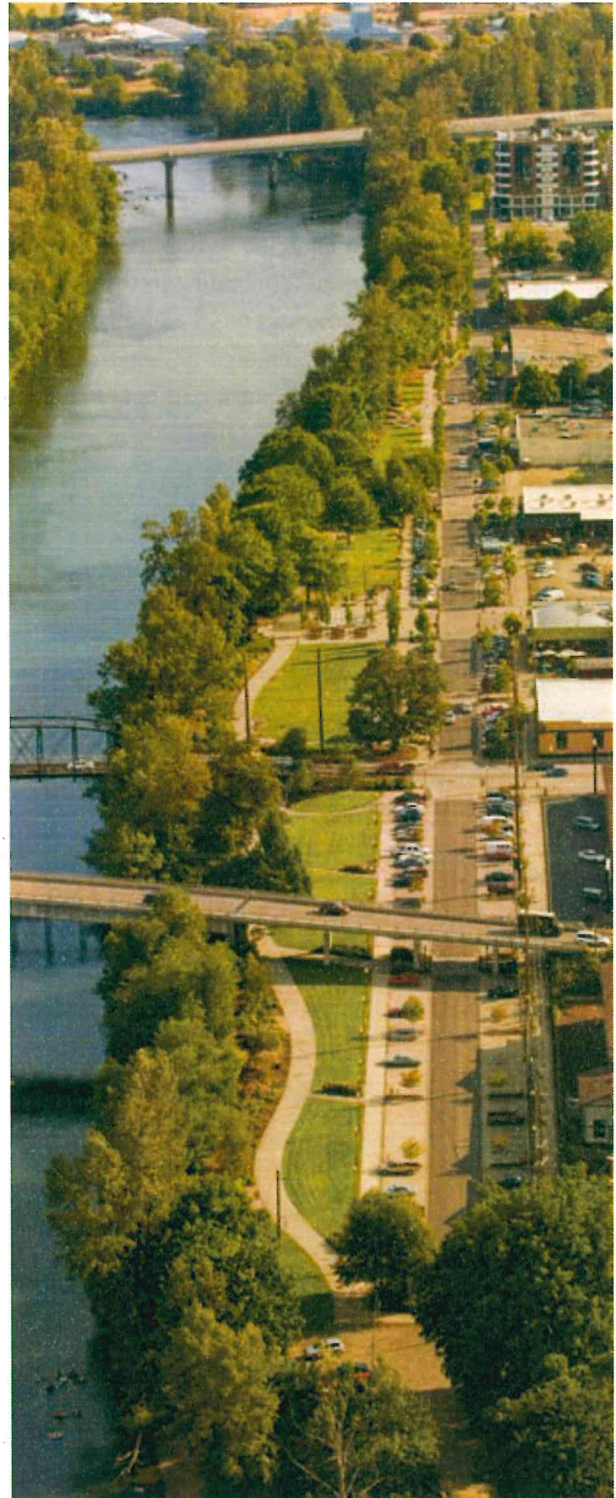
AWARD

2004 Excellence on the Waterfront Honor Award The Waterfront Center

2004 Landscape Architectural Design Merit Award Oregon ASLA

2003 Landscape & Linkages Award Oregon Downtown Development Association

2002 Keith E. Billings Access Awardwz



WILLAMETTE PARK MASTER PLAN

Portland Parks & Recreation - Portland,OR

As part of an on-call contract with City of Portland Parks and Recreation, Walker Macy is providing master planning services for Willamette Park, a popular riverside park in Southwest Portland. Focused around boat access to the Willamette River, the park is in a dilapidated condition and the locations of some uses conflict. Additionally, a new pump station will be located in the park, requiring further rethinking of the plan.

The master plan focuses on river access - for both boats and pedestrians. Trails will be clarified and expanded for greater capacity to carry the increasing traffic of commuter bicyclists. Other program elements include overlooks, riverbank restoration, active recreation areas, and parking upgrades.



FOOTHILLS DISTRICT FRAMEWORKS MASTER PLAN

City of Lake Oswego -- Lake Oswego, OR

The City of Lake Oswego is preparing for future growth by establishing a redevelopment plan for this riverfront industrial district. New residential and office uses are envisioned with complete streets connecting the district to both downtown Lake Oswego and an existing riverfront park.

This new district is envisioned to provide a mix of housing opportunities and to create direct connections to the waterfront.





ROSEBURG WATERFRONT MASTER PLAN

City of Roseburg - Roseburg, OR

Walker Macy worked with the City of Roseburg to provide a master plan for the South Umpqua riverfront area. The plan addressed city gateways, pedestrian improvements on streets leading to the river, and connections from downtown to the riverfront. The plan also proposed guidelines for private properties facing the river, riverbank restoration, an integrated trail system, and connections to other neighborhoods. This project balanced a range of visions and suggested economic strategies for redevelopment and coordination with potential state highway improvements.

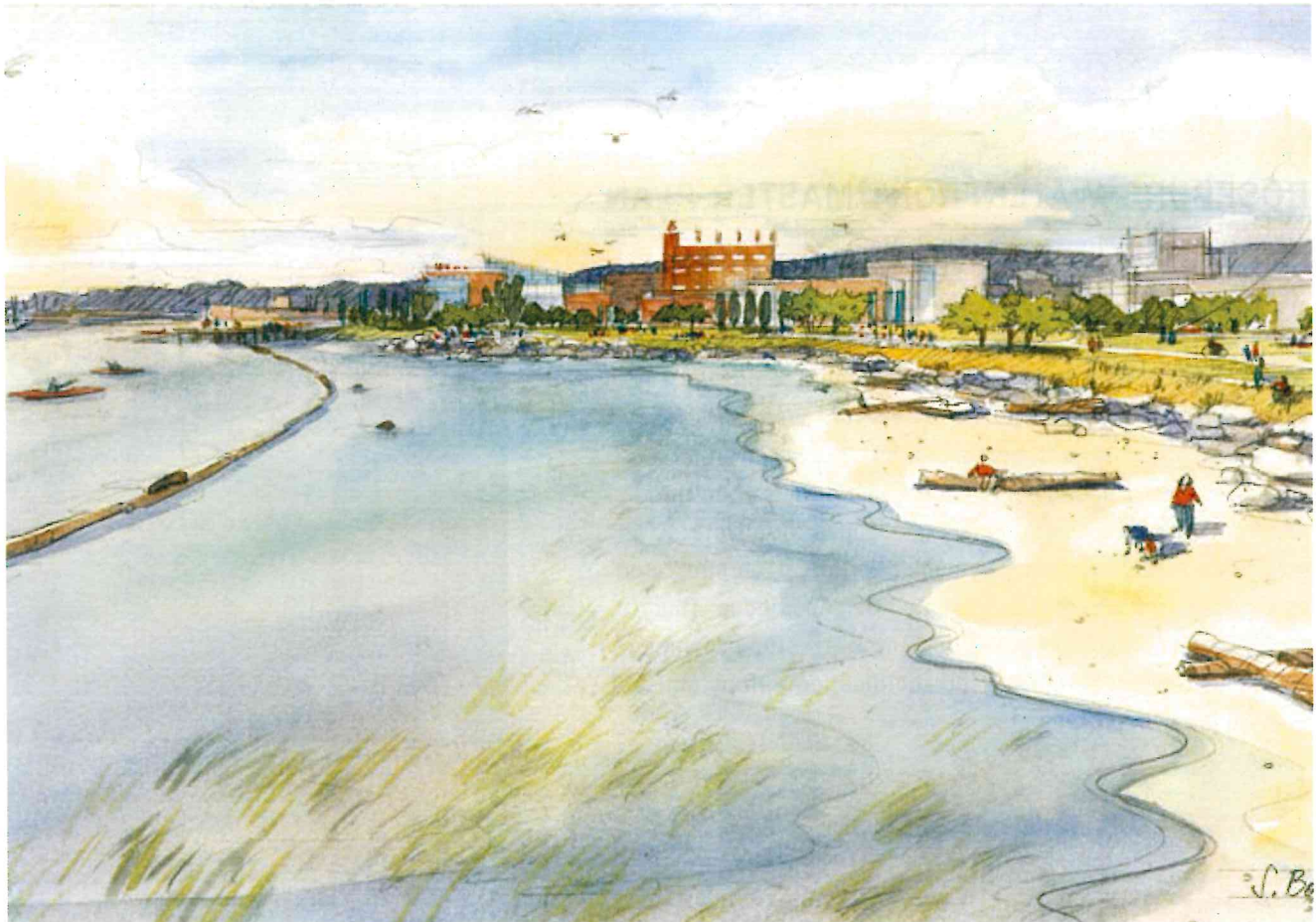


WATERFRONT DISTRICT MASTER PLAN

City of Bellingham/Port of Bellingham - Bellingham, WA

Walker Macy took part in a multi-disciplinary team preparing a visionary master plan for the Bellingham waterfront. A former Georgia-Pacific paper mill site is now envisioned as a mixed-use urban neighborhood with large expanses of new public open space.

With a thorough understanding of the relationships of buildings to public space, Walker Macy has been an integral contributor to five years of planning the site's open space design, building massing, design guidelines, streetscape, land use and transportation networks.



HARBORSIDE FOUNTAIN PARK

City of Bremerton - Bremerton, WA

The opening of Harborside Fountain Park is a major milestone in downtown Bremerton's redevelopment. Walker Macy, in collaboration with WET Design, led the design and development of this 1.8-acre park in downtown Bremerton adjacent to the Puget Sound Naval Yard. Five large copper-ringed fountains evoke the shape of ships while the design features a waterfront plaza, wading pools, seating areas, and lush landscaping. The park offers majestic views of ferry traffic in Sinclair Inlet, natural and carved rocks and mature vegetation. This \$20 million project was completed in 2007 and is also home to the Harborside Heritage Naval Museum, which opened in 2008.

PROJECT FEATURES

2012 Oregon ASLA
Merit Award –
General Design



THE DOCKS PROMENADE

City of Sacramento - Sacramento, CA

This 3/4 mile linear park on the Sacramento River provides unique public spaces that allow access and interaction with the river while supporting a proposed adjacent mixed-use development.

The project includes pedestrian and bicycle circulation, shade structures, landscaping, riparian enhancements, interpretive panels, Pioneer Landing Park and the incorporation of rail lines for an historic excursion train. The park's design takes inspiration from the rail line, with paving patterns that reflect the linear qualities of the rails.

The Cloud Vessel, a water sculpture by artist Ned Kahn, sprays mist and water droplets, providing a way for visitors to cool off on Sacramento's 100-degree days.

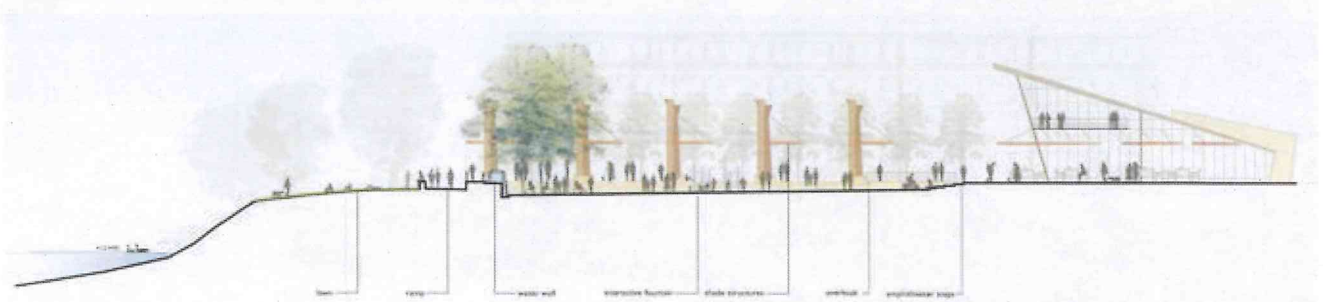
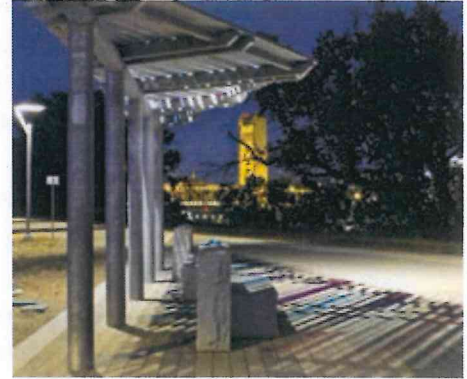
As prime consultant, Walker Macy led a large multi-disciplinary team through design, public and stakeholder involvement, and construction. The substantial permitting for the project required coordination with more than a dozen local, regional, state, and federal agencies including the US Army Corps of Engineers.



WEST SACRAMENTO RIVER WALK PARK EXTENSION

City of West Sacramento - Sacramento, CA

Walker Macy led the planning and design of extensions to River Walk Park, including an adjacent mixed-use area. A master plan was completed for the project, including pathways, a plaza, river access, public art, planting, an interactive water feature, and lighting. Water and light are central themes to the design; path and overlook forms echo eddies of the river. Since that time, the team has completed construction documents for the first phase, which includes a temporary trail, shade structures, and seating areas. This project is critical to the city's process of creating an identity and maximizing public access to the river. The Park ties West Sacramento into a new regional system of parks and waterfront restoration. This project mirrors the Docks Riverfront Promenade project (on the Sacramento side), another Walker Macy project. Coordination and approvals included local and state agencies as well as the US Army Corps of Engineers.



COLUMBIA GORGE DISCOVERY CENTER WASCO CO. HISTORICAL MUSEUM

U.S. Forest Service/ Wasco County Historical Society - The Dalles, OR

The new interpretive complex includes facilities for the Gorge Discovery Center, Wasco County Historical Museum, and the Oregon Trail Living History Park. The unique partnership of the U.S. Forest Service and the Wasco County Historical Society provides visitors with an inspirational introduction to the cultural and natural history of the Columbia River Gorge.

Walker Macy was involved in selecting the 50-acre site on a bluff overlooking the Columbia River. The complex is sited to preserve the existing terrain and vegetation, and maximizes the view of the Gorge.

The firm provided site design including native revegetation, trails, outdoor terraces and a massive basalt water feature at the building's entrance.

AWARD

1998 Oregon ASLA Honor Award: Landscape Architectural Design

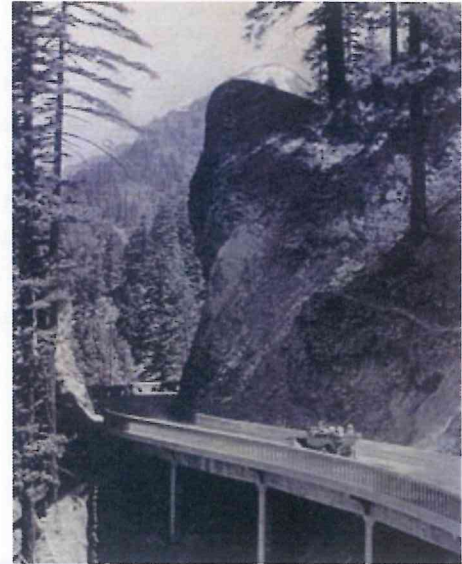
Special Citation: Future of Public Lands



HISTORIC COLUMBIA RIVER HIGHWAY

Department of Western Federal Lands - Wyeth to Mitchell Point, OR

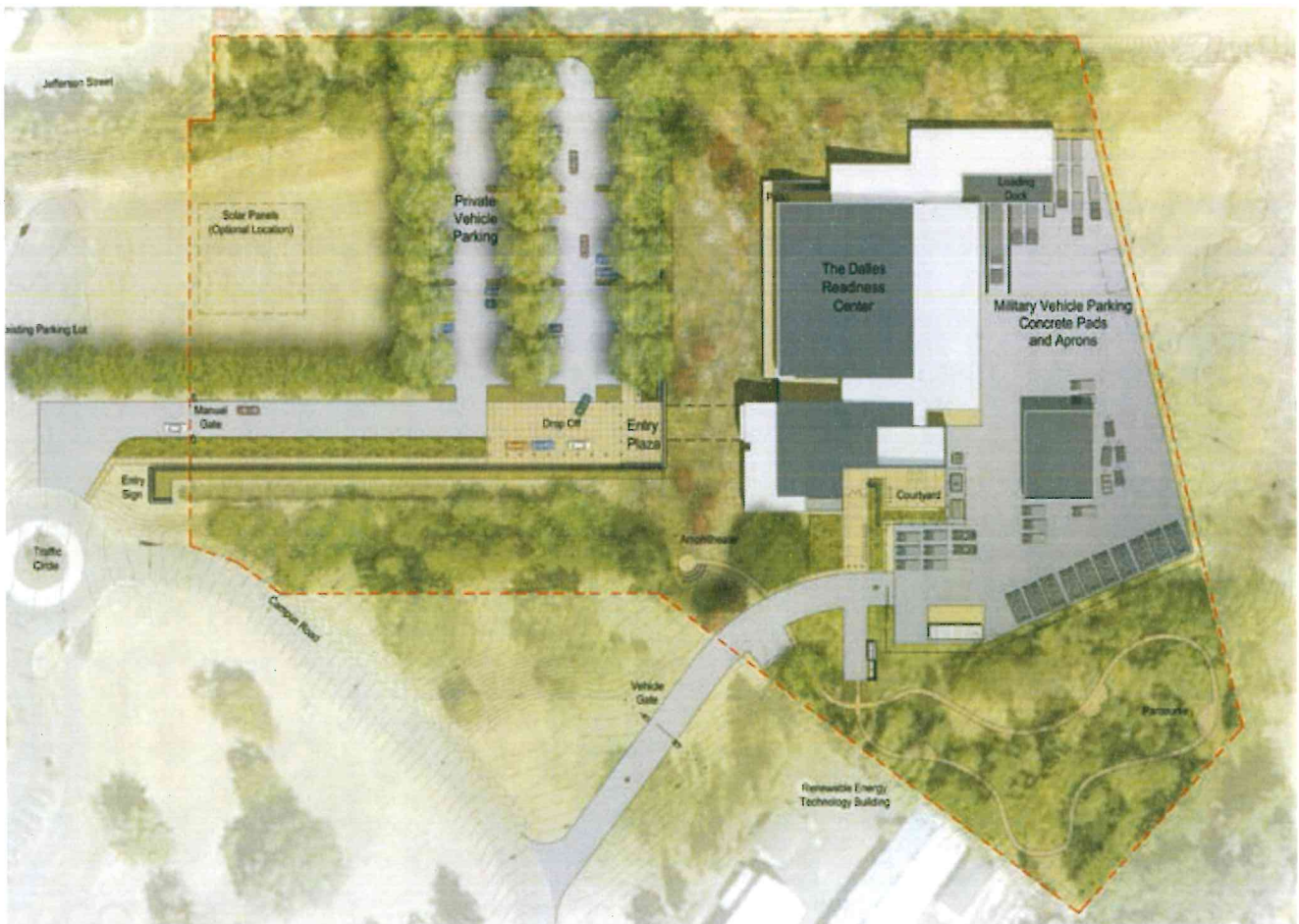
The Historic Columbia River Highway is the first scenic highway developed in the nation. Considered the “King of Roads” the Highway was a marvel of engineering elegance and aesthetic treatment. With the construction of Interstate-84, many sections were destroyed or disconnected. The creation of the Columbia River Gorge National Scenic Area required the State of Oregon to reconnect the historic highway in its entirety as a pedestrian and bicycle trail. Walker Macy is working with a team to define the trail alignment for approximately six miles of new facilities. The project includes the development and refinement of new trailheads, locating auxiliary trails and overlooks, visualization of the user experience, and conceptual aesthetic treatments for bridges, viaducts and walls.



FORT DALLES READINESS CENTER

Oregon Military Department - The Dalles, OR

Located on a site that is contiguous with the campus of Columbia Gorge College, Fort Dalles Readiness Center serves both military and community uses. Walker Macy is part of the design-build team, selected through a competition, to design a new facility that accommodates the variety of uses. Sustainability is a key consideration for the landscape to reduce heat island effect, establish a low-maintenance, drought-tolerant landscape, and process stormwater. Site planning orients the building toward fantastic views into the Columbia Gorge.



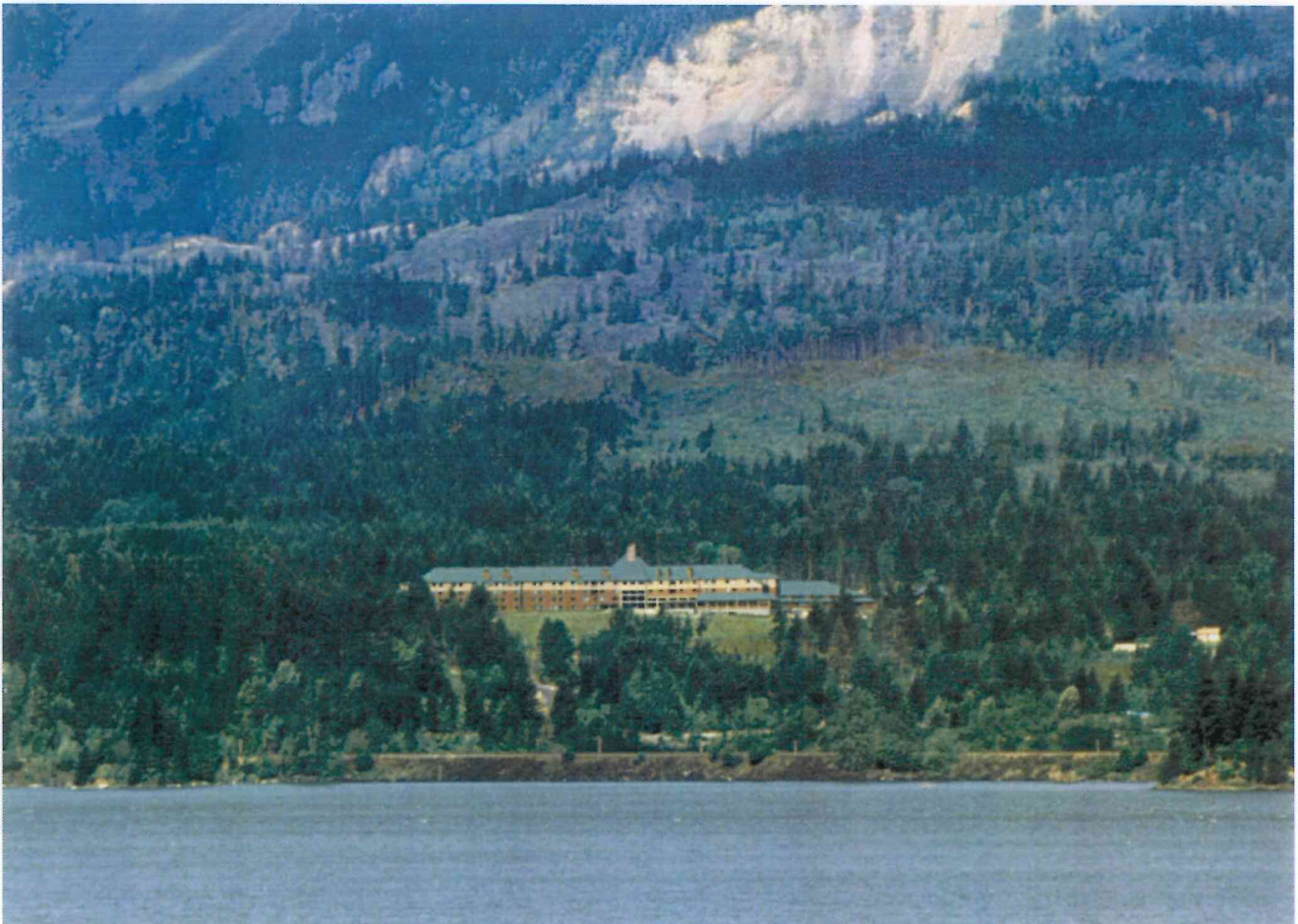
SKAMANIA LODGE MASTER PLAN & SITE DESIGN

Stevenson, Washington

Walker Macy was an integral team member responsible for site selection, master planning, landscape design and site restoration for this premier retreat and conference facility in the Columbia River Gorge.

The development's focal point is the Grand Lodge, prominently sited at the edge of a restored meadow, with commanding views of the Columbia River. The lodge was carefully sited so when viewed from the river, the mass of the 195-room hotel is barely discernible. The entry drive was laid out to skirt the existing woodlands and drop visitors at a sheltered canopy on the western side of the building, providing protection from winds while allowing unobstructed views.

Site design included restoring a closed landfill into the foreground meadow. Other degraded portions of the site were restored with native plantings. Outdoor amenities include nature paths, trails, fishing, golf and tennis. The work resulted in a signature landmark for the Natural Scenic Area in the heart of the Columbia River Gorge.



COLUMBIA RIVER GORGE NATIONAL SCENIC AREA SIGN SYSTEM DESIGN

USDA Forest Service - Columbia River Gorge, Oregon & Washington

Walker Macy teamed with Meeker & Associates to design the sign system for the Columbia River Gorge National Scenic Area. This dramatic 80 mile stretch is revered for its massive scale, awe-inspiring vistas and beautifully crafted Cascadian architecture and cast bridges.

PROJECT FEATURES
1996 Stewardship
Award

The design integrates the shape of columnar basalt that is present throughout the gorge, with a timber sign panel that incorporates the arch shape used in most man-made forms throughout the scenic area.

The system includes signage for each entry to the area, identification of recreation and interpretive areas, town entrances, highway guide signs, and route medallions for the Lewis and Clark Highway (Washington S.R. 14), and the Historic Columbia River Gorge Highway (U.S. 30).

