

Port of Hood River Marina Basin Master Plan

For: Port of Hood River

From: Points Consulting & J-U-B Engineers

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Points Consulting
828 S. Washington St. STE D
Moscow, Idaho 83843
208-596-5809
points-consulting.com

J-U-B Engineers, Inc.
3611 S. Zintel Way,
Kennewick, WA 99337
509-783-2144
www.jub.com

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1. Vision, Framework, and Planning Foundations

Purpose

The Marina Basin is one of Hood River's most valuable public waterfront assets, serving as a gateway to the Columbia River, a center for boating and recreation, and an important contributor to the Port's long-term economic vitality. This Master Plan establishes a shared vision and guiding framework to inform the development and evaluation of future Marina Basin improvements.

This framework is built upon the Port's 2026-2032 Strategic Business Plan and other previous planning efforts. The vision, guiding framework, and planning opportunities identified in this Master Plan were informed by extensive stakeholder and community engagement during the development of the Strategic Business Plan, as well as subsequent waterfront- and marina-specific outreach efforts, including the Port's December 2025 Marina Survey. Input from the October 20, 2026, Port of Hood River Commission meeting also informed this Master Plan. Overall, this framework translates those priorities into a place-based strategy for the future of the Marina Basin.

Vision

> *The Marina Basin will be a vibrant, accessible, and economically sustainable waterfront district that celebrates Hood River's connection to the Columbia River by supporting recreation, water-dependent activities, community gathering spaces, and year-round waterfront experiences.*

The Basin should function as both a regional recreation destination and a community asset, providing opportunities for residents and visitors to access, experience, and engage with the waterfront while supporting the Port's operational and financial goals.

Guiding Principles

1. **Maintain the Marina Basin as a Public Waterfront Asset**
   Protect and enhance public access, recreation opportunities, and community enjoyment of the Columbia River waterfront.

2. **Prioritize Water-Dependent and Water-Oriented Uses**
   Support marina functions, boating programs, paddle and wind sports, fishing, marine services, and other activities that rely on or strengthen direct access to the river.

3. **Create a Continuous and Accessible Waterfront Experience**
   Improve shoreline access, pedestrian and bicycle connectivity, wayfinding, gathering spaces, viewpoints, and accessible waterfront facilities.

4. **Support a Diverse Mix of Recreation, Boating, and Community Uses**
   Accommodate recreational boaters, youth programs, paddlers, rowers, waterfront visitors, community events, marina users, commercial operators, fishermen, and tourists in a way that reduces conflicts and strengthens the Basin's identity.

5. **Advance Economic Sustainability and Marina Functionality**
   Improve operational efficiency, expand revenue-generating opportunities, support marine-related businesses, strengthen visitor experiences, and align economic development with public benefit.

6. **Protect Environmental Quality and Long-Term Resilience**
   Support shoreline health, sustainable development practices, resource protection, and adaptable improvements that respond to long-term environmental and operational change.

Planning Opportunities

The review of previous marina planning efforts, stakeholder engagement, operational assessments, and recent public survey responses revealed a consistent set of opportunities to guide the Master Plan. The Master Plan was developed by exploring opportunities to strengthen the Marina Basin's role as Hood River's premier waterfront destination. These opportunities include:

1. **Expand and Modernize Marina Services**
   Demand for marina facilities has historically exceeded available capacity, while portions of the existing marina infrastructure are aging and may require long-term reinvestment.

   The existing marina has 151 boat slips available for moorage, which include 5 seasonal slips (boats 20' and under), 125 annual slips for boats 16' – 30', 20 annual slips for boats 31' – 43', 1 annual slip for boats 44' – 65', and 6 annual slips for small paddle vessels (e.g., SUPs and kayaks). As of November 2026, there are over 100 individuals on the annual slip wait list, including 93 for boats 16' – 30', 37 for boats 31'-43', and 3 for boats 44' – 65'.

   The Master Plan identified opportunities to improve operational efficiency and expand boating-related amenities while maintaining compatibility with recreational and public access functions.

Development of the Master Plan considered the following priorities:

- Additional moorage capacity where feasible.
- Expansion of transient and visitor moorage opportunities.
- Improved guest docking and short-term tie-up facilities including electrical and utilities.
- Additional dry boat storage and small craft storage.
- Enhanced launch and retrieval facilities.
- Consolidation or modernization of marina support functions (upgraded restroom facilities, showers, etc.).
- Opportunities for marine-related commercial and light industrial uses that support marina operations and waterfront activity.
- Potential long-term opportunities for a boat hoist, crane, or vessel service facilities based on demonstrated demand, operational feasibility, and funding availability.

Framework Objective: Increase the functionality and long-term sustainability of marina operations while improving the user experience for both local and visiting boaters.

2. Establish a Recreational Boating and Water Sports Hub

A unique characteristic of the Marina Basin is the diversity of water-based recreation occurring within a relatively compact area. The water-based recreation areas total approximately 21 acres, within a full Marina Basin of approximately 57 acres, including landscaping, buildings, parking, and water. Community feedback consistently recognizes sailing, paddling, wind sports, rowing, youth boating programs, and waterfront recreation as defining elements of the basin's identity.

The Master Plan development considered the following opportunities to:

- Support youth sailing and boating programs.
- Enhance dinghy, kayak, paddleboard, and rowing storage.
- Improve launch access for non-motorized watercraft, including evaluation of a dedicated launch area outside the marina basin that provides direct river access and improves safety for smaller craft.
- Create shared boating and waterfront activity spaces, such as a shared equipment storage campus, waterfront activity plaza, or flexible launch staging area.

- Support fishing with a fish cleaning station, ice vending machine, and improved connections to the Hood River where possible.
- Expand educational and community boating opportunities.
- Strengthen connections and integration between upland recreation areas and water access points and destinations.

Framework Objective: Position the Marina Basin as a regional center for recreational boating and water-based activities where individual destinations contribute to a strong overall identity.

3. **Support Thoughtful Economic Development**

   The Marina Basin is both a public amenity and an important Port asset. Future investments should strengthen the Port's financial sustainability while preserving the public character that makes the waterfront unique.

   As a separate, yet related, effort from the Marina Basin Master Plan, the Port of Hood River is exploring redevelopment opportunities for the 2.6-acre Marina East/Marina West site. The Port's priorities for redevelopment of the Marina East and West site are to establish a financially sustainable, economically productive use of the property that enhances the waterfront, supports tourism and local businesses, and creates opportunities for public gathering and year-round activity. Redevelopment should complement the surrounding waterfront, improve public access and connectivity, and balance commercial development with community benefits.

   The Master Plan development considered:

   - Water-oriented and marine support commercial uses.
   - Food, beverage, and visitor-serving uses.
   - Recreational tourism opportunities including a potential hotel.
   - Event-supporting infrastructure.
   - Public-private partnership opportunities.
   - Revenue-generating facilities that complement public access and recreation.

   Framework Objective: Foster economic development opportunities that reinforce, rather than compete with, the Marina Basin's recreational and public access mission.

4. **Improve Circulation and Access**

   Public access emerged as one of the most consistently supported priorities throughout previous planning efforts and recent survey results. The Marina Basin provides some of the most important public access opportunities along Hood River's waterfront and should continue to serve as a destination for both active and passive recreation.

   As activity levels increase, circulation conflicts among vehicles, pedestrians, cyclists, marina users, and event attendees become more apparent. Future concepts should evaluate circulation as a basin-wide system.

   The Hood River-White Salmon Bridge Authority is currently designing a new bridge to cross the Columbia River. Bridge plans should be taken into consideration with implementation of the Master Plan, particularly regarding future traffic patterns, access, circulation, and development opportunities throughout the Marina Basin area.

   Focus areas for the Master Plan development included:

   - Enhanced pedestrian and bicycle connections, safety, and circulation between destination areas.
   - Additional gathering spaces and waterfront overlooks.
   - Improved seating, shade, and comfort amenities.
   - Expanded opportunities for waterfront dining and social interaction.
   - Improved wayfinding and interpretive elements.
   - Enhanced visual access to the river and surrounding landscape.
   - Improved arrival experiences and reinforce key activity nodes.
   - Improved marina access, vehicle circulation, and event related parking.

   Framework Objective: Develop a circulation network and cohesive waterfront experience that safely accommodates the full range of basin users and encourages year-round visitation and community use.

5. **Phased Redevelopment**

   The Marina Basin will continue evolving over many years. The Master Plan was developed to organize future improvements within a framework that allows incremental implementation while preserving flexibility for future opportunities. Funding these projects is highly reliant on available capital improvement funds, state, federal, and other public grant programs. Phasing will be necessary to accomplish the overall goals and vision established in this Master Plan.

Master Plan Framework

The Master Plan considered four complementary activity districts that clarify the relationship between marina operations, small boat recreation, public gathering, and waterfront-oriented development.

Note that in August 2022, the Port of Hood River Commission provided direction not to renew the boathouse leases in the marina, with leases expiring December 31, 2026. Based on this direction, the Master Plan assumes repurposing of the existing boathouse space.

These activity districts formed the basis for development of the Marina Basin Master Plan shown in the following section.

Marina Operations District

- Slips
- Fuel dock
- Marina services
- Commercial dock
- Hoist / Crane

Waterfront Commons District

- Event lawn
- Picnic shelters
- Upgrade existing pavilion
- Plaza
- Promenade: pop-up vendor space
- Viewing areas
- Public gathering space

Small Boat & Sailing District

- Youth sailing
- Dinghy storage
- Kayaks
- Rowing
- Launch facilities
- Boating center
- Upgraded storage sheds

Waterfront Redevelopment Area

Located outside defined and protected recreation areas.

- Café
- Hotel
- Marine and waterfront retail
- Tour boat ticketing
- Visitor services

2. Marina Basin Master Plan

Introduction

The Marina Basin Master Plan illustrates a long-term vision to improve public access, expand recreational opportunities, strengthen marina operations, and support economic development within the Marina Basin. The Master Plan reflects community and stakeholder priorities identified through previous planning efforts and is intended to guide future investment decisions, grant applications, capital planning, and public-private partnerships.

Marina Basin Districts

The Master Plan is organized around four integrated activity areas consistent with the overall planning framework: the Marina Operations District, Small Boat and Sailing District, Waterfront Commons District, and Waterfront Redevelopment Area.

Improvements in these four complementary areas work together as a connected waterfront. Marina operations and expanded moorage are concentrated within the existing basin, while small-boat and sailing facilities are grouped near existing youth sailing, storage, and launch activities. Marina Green and the surrounding promenade form a central public commons for recreation, events, and waterfront gathering, and the adjacent redevelopment area creates opportunities for complementary visitor-serving uses.

1. **Marina Operations District**

   The Master Plan identifies opportunities to expand and modernize existing marina facilities to accommodate growing demand for recreational moorage and improve operational efficiency. Proposed improvements include expansion of marina capacity through new 30-foot and 40-foot slips and existing dock extensions to the northern portions of Docks A and B. These improvements would increase moorage capacity for a range of vessel sizes while making use of the existing marina infrastructure.

   Improvements to the South Basin Dock are identified to increase moorage opportunities and operational flexibility. The proposed South Basin Dock expansion is envisioned in an L-shaped configuration to better respond to prevailing winds, accommodate temporary and commercial moorage, and preserve float-plane access and use.

   Additional marina improvements include enhanced support facilities such as expanded storage yards, small vessel storage, kayak and shell storage, upgraded

restrooms, fish-cleaning facilities, and improvements to the fuel dock and associated equipment to provide reliable marina operations and services.

The Master Plan also identifies relocation of the Hood River County Marine Sheriff's boathouse to the eastern side of the basin (at the marina entrance) to support marine law enforcement operations and access to the Columbia River.

2. **Small Boat and Sailing District**

   The Master Plan supports improved waterfront recreation through a designated non-motorized boat launch, improved beach access, waterfront trails, shared-use paths, expanded fishing access, and new gathering spaces.

   The western and southwestern portions of the Marina Basin would continue to serve as a center for youth sailing, small craft boating, and other non-motorized water activities. The Master Plan identifies improvements to support these uses, including dedicated small vessel storage docks, an expanded upland storage yard, and upgraded restroom and shower facilities. These improvements are intended to improve organization and functionality of small boat operations, support existing youth and community boating programs, and provide opportunities for expanded recreational use.

   Along the northern jetty, the Master Plan identifies a designated non-motorized boat launch providing direct access to the Columbia River for kayaks, paddleboards, canoes, and similar watercraft. Locating this facility outside the primary marina operating area would provide an alternative launch location and help reduce potential conflicts between motorized and non-motorized vessels.

3. **Waterfront Commons District**

   The Master Plan creates a Waterfront Commons anchored by a marina promenade, event lawn, plazas, pavilions, and public amenities designed to activate the waterfront while preserving the Marina Green for programmed sports, recreation activities, and community events. Future improvements should maintain a level, playable field and consider irrigation improvements to enhance efficiency and overall maintenance.

   Additional improvements throughout the western waterfront include refurbishment of the existing picnic pavilion, construction of smaller picnic shelters, and enhanced pedestrian connections between recreational destinations. Along the northern shoreline, improved beach access and shoreline amenities would create additional opportunities for passive recreation and enjoyment of the Columbia River. Along the western shoreline adjacent to the

Hood River, non-paved fishing access trails would improve opportunities for shoreline fishing.

4. **Waterfront Redevelopment Area**
   The Master Plan identifies opportunities within the Waterfront Redevelopment Area (Marina East and West site) to strengthen the marina through visitor-serving commercial uses, waterfront activity, and long-term economic sustainability. Improvements within this area should emphasize integration with surrounding public spaces, pedestrian connections, and compatibility with existing waterfront activities. The Marina Green and other protected public recreation areas would remain outside the redevelopment footprint.

Access, Circulation, and Connectivity

Access and connectivity are essential to how the four districts and proposed improvements function together as a cohesive waterfront. Improved parking, shared-use paths, and pedestrian and bicycle connections link these destinations, reduce conflicts among users, and make it easier for residents, visitors, boaters, and water-sports participants to move throughout and enjoy the Marina Basin.

Improvement Prioritization

Implementation of the Marina Basin Master Plan should occur incrementally through a phased approach that balances operational needs, public benefits, funding opportunities, and project readiness. Improvements are grouped into near-, mid-, and long-term phases to provide a flexible framework for future investments. Items within each phase are not listed in priority order and may be implemented as funding opportunities, operational needs, partnerships, and project readiness allow.

Phasing does not represent a strict construction sequence; it identifies improvements likely to provide the greatest near-term benefit while establishing a foundation for future investments.

Estimated costs are planning level opinions of probable construction cost intended for budgeting and capital planning purposes and reflect anticipated construction pricing as of November 2026. Implementation will ultimately depend on identified needs, available funding, and Port resources. Additional engineering assessments, feasibility studies, and design work may be necessary to confirm the scope, cost, and viability of individual improvements before implementation.

- **Near-term improvements (1-4 Years)** focus on addressing marina operational needs and early revenue generation opportunities, increasing moorage capacity, and improving access and functionality to support current and growing demand.

- **Mid-Term Improvements (3-7 Years)** expand recreational amenities, storage facilities, and circulation improvements that enhance the user experience and support a wider range of marina and waterfront activities.
- **Long-Term Improvements (7+ Years)** focus on enhancing public spaces, recreation opportunities, and waterfront destinations that strengthen the Marina Basin as a community and visitor-serving asset.

The Port will evaluate individual projects through its annual capital planning and budgeting processes, with implementation dependent on available funding, project feasibility, and future Commission direction.

Planning-Level Cost Estimates

The planning-level cost estimates presented below are intended to inform long-range capital planning, support evaluation of funding and grant opportunities, and provide a starting point for future project development.

Costs reflect planning-level opinions of probable construction cost as of November 2026 and are based on conceptual improvements rather than detailed engineering or design. Estimates do not include future inflation, permitting, environmental review, land acquisition, or detailed design costs. Actual project costs will vary based on final scope, market conditions, and regulatory requirements.

Additional engineering assessments, feasibility evaluations, and design development will be necessary to refine project scopes and costs before individual improvements are considered for funding or construction. Inclusion in the Master Plan does not constitute project approval or a commitment of Port funding.

Phase and Improvement	Estimated Cost Range *(2026 Dollars)*
Near-term (1-4 Years)	
30’ slip expansions (A & B docks)	$1,500,000 - $2,000,000
New slips (30’ and 40’)	$2,200,000 - $3,000,000
South Basin Dock Expansion	$500,000 - $800,000
South Basin Gangway Improvements	$75,000 - $150,000
Sheriff Boathouse Relocation (with utilities)	$200,000 - $500,000
Mid-term (3-7 Years)	
Parking areas	$175,000 - $250,000
Refurbished Pavilion	$100,000 - $150,000
Expanded Storage Yard	$20,000 - $35,000
Small Vessel Storage Dock	$250,000 - $450,000
Shell / Kayak Storage Dock	$200,000 - $350,000
Commercial Dock Expansion	$225,000 - $275,000
Pedestrian Trail along the Jetty	$60,000 - $75,000
Long-term (7+ Years)	
Beach Access Trail	$5,000 - $10,000
Beach Improvements	$10,000 - $25,000
New Pavilion	$125,000 - $200,000
10’ x 10’ Pavilions (4 total)	$100,000 - $150,000
Unpaved Fishing Access Trails	$15,000 - $20,000
Youth Sailing Building Restroom Upgrade	$300,000 - $550,000
Marina Promenade	$325,000 - $450,000
Fish Cleaning & Ice Vending Facilities	$135,000 - $175,000
Monument Sign	$35,000 - $100,000
Shared-use Paths	$125,000 - $150,000

Note: Cost estimates are preliminary and subject to refinement through future engineering, feasibility analysis, and design. The estimates do not include ongoing maintenance, repair, or replacement needs for existing marina infrastructure unless specifically identified. Costs associated with potential private redevelopment within the Waterfront Redevelopment Area are not included.

Master Plan Map

The Marina Basin Master Plan Map provides a visual representation of the long-term vision for the Marina Basin, illustrating the location and relationship of proposed improvements to existing facilities, public spaces, and waterfront activities. The map brings together the four activity areas described in the Master Plan, identifying opportunities to expand marina capacity, improve recreational facilities, enhance public access and connectivity, and support complementary waterfront development.

The improvements shown are conceptual and intended to guide future planning, investment, and project development. Specific locations, configurations, and improvements may be refined through subsequent engineering, feasibility analysis, public engagement, and design. The map should be considered alongside the improvement prioritization and planning-level cost estimates presented in this Master Plan.

See the attached Marina Basin Master Plan exhibit for a graphic depiction of the master plan and proposed improvements.



1. BEACH ACCESS
An improved public access trail connecting the parking lot to the waterfront and beach area.
2. IMPROVED BEACH AREA
Enhance the existing beach area to create a more functional waterfront recreation space, with improved access and shoreline uses.
3. 10' x 10' PAVILION
New small picnic shelters with picnic tables and benches to support small gatherings and enjoyment of waterfront views.
4. DESIGNATED NON-MOTORIZED BOAT LAUNCH
Designated launch area for kayaks, paddleboards, canoes, and other non-motorized watercraft without interference from primary marina operations.
5. PARKING AREAS
Improved or expanded parking areas to support waterfront recreation, marina activities, and other uses.
6. 30' SLIP
Additional 30' slips to accommodate small recreational vessels and expand available moorage.
7. 40' SLIP
New 40' slips to accommodate demand for larger vessels and expand available moorage.
8. COMMERCIAL DOCK EXPANSION
Expand the commercial dock to provide additional access and moorage.
9. REFURBISHED PAVILION
Renovate the existing pavilion to extend its useful life and provide an improved space for gatherings, picnics, or sheltered recreation.
10. NON-PAVED FISHING ACCESS ROUTES
Gravel trails to provide access and expand recreational use of the Hood River.
11. UPGRADED RESTROOMS - YOUTH SAILING BUILDING
Update the existing restrooms and showers.
12. EXPANDED STORAGE YARD
Expand the existing storage yard to provide additional secure space for boats, equipment, and maintenance materials.
13. SMALL VESSEL STORAGE DOCK
Dedicated dock space for small vessel storage.
14. SHELL/KAYAK STORAGE FLOATS
Floating storage areas for kayaks, paddleboards, and similar non-motorized watercraft.
15. MARINA GREEN
Preserve the existing open lawn space for recreation and community events.
16. MARINA PROMENADE/WATERFRONT COMMONS
Wide walkways to accommodate activities such as farmers' markets, vendor booths, food trucks, etc. to activate and encourage community use of the marina. At grade planters incorporate durable trees and landscaping to provide shade.
17. FISH CLEANING AND ICE VENDING LOCATION
Designated fish-cleaning and ice-vending area located near the existing boat launch.
18. MONUMENT SIGN
Location for a new monument sign at the marina entrance that strengthens the marina's identity and creates a sense of arrival.
19. SHERIFF BOATHOUSE
Relocate the Sheriff's Boathouse to better support operations and direct access to and from the marina.
20. WATERFRONT REDEVELOPMENT OPPORTUNITY
Development area focused on strengthening the marina through expanded commercial opportunities.
21. NEW PAVILION
New 25' x 50' open air pavilion structure to support community gatherings and events.
22. SHARED USE PATHS
New paved trails to enhance pedestrian and bicycle connections, safety, and circulation throughout the Marina Basin.
23. SOUTH BASIN DOCK EXPANSION
Expand the existing dock to provide additional space for access, circulation, temporary moorage, and marina operations.
24. SOUTH BASIN DOCK GANGWAY IMPROVEMENT
Widen and upgrade the gangway to improve dock access.
25. EXISTING BUILDING

PORT OF HOOD RIVER MARINA BASIN

HOOD RIVER, OREGON MASTER PLAN

NOVEMBER 12, 2026

J-U-B ENGINEERS, INC.