Summer 2009 Waterfront Events & Activities

JULY

July 1, 8, 15, 22, 29 Hood River Yacht Club Summer Race Series, Hood River Marina, www.hoodriveryachtclub.org

July 4 **Fireworks** sponsored by Hood River Eyeopeners Lions Club. The Spit closed to public

July 3-4 all day, reopening noon July 5 **Community Youth Sailing courses**,

July 6-August 14 Marina floatplane dock, www.hrcommunityed.org

July 11 Gorge Cup Race Series, Event Site, www.vmgevents.com July 18-19 Gorge Blowout, Stevenson to Hood River, www.vmgevents.com Windsurfing National Championships & Techno 293 July 23-25

National Championships, Event Site, www.vmgevents.com

AUGUST

August 1-2 August 5, 12, 19, 26

August 8-9 August 8 August 8

Gorge Cup Race Series, Event Site, www.vmgevents.com Hood River Yacht Club Summer/Fall Race Series, Hood River Marina, www.hoodriveryachtclub.org

Kiteboarding for Cancer, Event Site, www.kb4c.org **King of The Hook**, The Hook, www.cgwa.net

"Double Dammed" Sailboat Race from Cascade Locks to The Dalles, www.hoodriveryachtclub.org

SEPTEMBER

September 11-13

September 17-20

September 2, 9, 16, 23, 30 Hood River Yacht Club Fall Race Series, Hood River Marina, www.hoodriveryachtclub.org

> Hood River Fly-In, Ken Jernstedt Airfield, www.waaamuseum.org

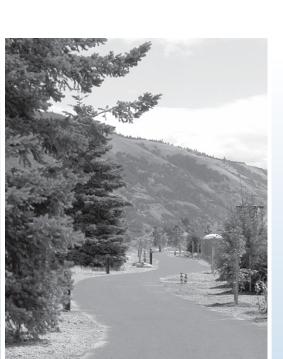
AWSI Wind Industries Summit & Demo Event

(trade only event), www.awsiwindsports.org

PORT OF HOOD RIVER

1000 E. Port Marina Drive Hood River, OR 97031

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continued from **Waterfront Development on page 1**

Schneider Equipment will upgrade the wastewater treatment plant, the first priority. The company will construct a cover for the treatment plant's primary clarifier, and build a biofilter. Combined, these improvements should greatly reduce odors emanating from the plant, a prerequisite for further waterfront development. The project will commence in early July, with planned completion in September.

The Port and City will share the \$580,000 cost of the wastewater treatment plant improvements, to be repaid with tax increment financing. New property taxes created from investments on the waterfront will be diverted to pay off these loans.

The Port of **Hood River's** new waterfront trail segments connect the Hook and the **Event Site to** Waterfront Park

PORT MEETINGS

Regular Port Commission meetings are held on the **1st** and 3rd Tuesday of each month in its **Boardroom** at **Marina Center Building** (1000 E. Port Marina Drive). The Port welcomes your questions, comments and suggestions.

PORT DIRECTORY

Construction of Anchor Way, the second waterfront

urban renewal priority, is also imminent. Requests for

proposals for are out and bids will be open in early

July. Construction should begin in early August, with

grant. The balance of the \$1.1 million dollar project

Distillers and Hood River Juice Company.

to Portway Avenue and Riverside Drive.

will be met by contributions from the Port, Hood River

Other waterfront urban renewal district projects

planned for the near future include street improvements

anticipated October completion. This new industrial street

is funded by a \$500,000 federal grant, and \$250,000 state

Commissioners

Fred Duckwall Jon Davies Kathy Watson Sherry Bohn Hoby Streich

Executive Director - Michael McElwee

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Summer 2009

Civic Purpose

by Michael McElwee, Port Executive Director



Michael McElwee

founded and the American spirit. That spirit shines in the civic contributions of individuals and groups that enrich our lives and our community. Two local contributions are especially

notable on this Fourth of July 2009.

The Fourth of

Iuly provides

an opportunity

to reflect upon

the principles

country was

upon which our

Lions Club Fourth of July Fireworks — As they have for many years, the Hood River Eyeopeners Lions Club will be putting on a fireworks display on the waterfront. This annual event provides a spectacular show for Hood River Valley residents and guests. The fireworks are launched from the end of the Spit. The Spit will be closed from Friday, July 3, until noon on July 5. During this time, it will be unavailable for public access to the Sandbar. For safety reasons, the Lions must provide a secure, 100foot perimeter around the Spit and ensure that the Columbia River water level is high by dusk on July 4th. Kiteboarders may access the Sandbar from the Event Site, although it may not be used for launching or landing. Other locations in the Gorge should also be considered for Fourth of July weekend.

We should all recognize the tremendous amount of volunteer time and energy that the Lions contribute to the Fourth of July fireworks. As always, the paramount

Halyard Building design work moves forward



lanning continues for the Halvard Building, a new light industrial building at waterfront industrial park. Richard Brown/Architect presented schematic designs to the Port Commission in June that incorporated interests from a spring public meeting.

Schematic designs are the second in a four-part sequence of design phases, following conceptual design. The schematic phase offers more detailed sketches, material specifications, and cost estimates. At this point, modifications may be made to the design to correlate cost estimates with the proposed limited budget. Once any modifications are made, the schematic design phase is complete. The next step would be design development that finalizes design details and cost estimates in preparation for financial project planning, and the final phase, construction documents. Construction documents can then be used for permitting, contractor selection, and finally, construction.

The 1.22 acre site of the Halyard Building lies at the corner of North 8th and Portway Avenue, a prominent

location across the street from the new Waterfront Park. The proposed new building is a 20,000 square foot "flexuse" for light industrial/office use, being designed by Richard Brown/Architect (RB/A) of Portland.

In RB/A's proposal, Brown identified challenges of this project, including relating the building to its riverfront site, its potential to set standards for future waterfront development, the potential of incorporating sustainable features given the limited budget, and ultimately the ability for the Port to lease the building at competitive rates.

According to Brown, the Halyard Building is designed to respond to these challenges. Wood-clad canopies, recessed entries, and storefront windows are designed to appeal to vehicular traffic and pedestrian views from the north. The east and west ends of the building feature storefront windows to the north and secondary tenant entries to the south.

A band of clerestory windows on north, east and west sides offer diffused lighting and views from the mezzanine level,

which may serve as office space. The building's south side offers shipping and receiving area and access.

As the first new building at the waterfront industrial park in 25 years, the Halyard Building has a unique opportunity to set standards for future development. One consideration is sustainability and the goal of meeting LEED silver certification. LEED is the Leadership in Energy and Environmental Design green building rating system that provides standards for environmentally sustainable construction.

RB/A has designed many features of this core and shell building to demonstrate sustainable objectives that, among other things, include creation of a durable, efficient, insulated shell that incorporates strategies for natural ventilation in the form of louvers and rooftop turbine ventilators, skylights for daylighting, photovoltaic panels for energy production, and a cistern for rainwater harvesting to be used for irrigation. The complete Schemative Design Narrative is available at www.portofhoodriver.com.

Waterfront development continues with multiple projects



Port Executive Director Michael McElwee describes upcoming waterfront developmen projects at an April 29th public meeting

wo new trail segments joining recreation sites to Waterfront Park are the latest additions to the waterfront. Soon, a new industrial road and improvements to the City's wastewater treatment plant will also enhance the Port's waterfront development.

Crestline Construction constructed waterfront trail segments from the Hook and the Event Site to the City's new Waterfront Park. The trails incorporate native plantings, benches and bollard lights along asphalt paths. The project was made possible by a State of Oregon Parks grant, a contribution from Hood River Valley Parks and Recreation District, and the balance paid by the Port.

"These new trails will help tie our highly used recreation sites together for users and pedestrians, and should make a more cohesive recreation zone north of Portway Avenue," says Port Operations Manager Laurie Borton.

Other pending projects on the waterfront this summer include upgrades to the City's wastewater treatment plant and construction of Anchor Way, a new road in the industrial zone.

The Port of Hood River and the City's Urban Renewal Agency have entered into an Intergovernmental Agreement to finance prioritized capital improvement projects that should encourage private investment and economic development.

Please see Waterfront Development on page 4



OPERATIONS



Mellissa Halseth

New Office Specialist Mellissa Halseth began May 4 at the Port of Hood River. Halseth provides office administration, clerical and project support.

"Mellissa is someone who will keep the front office running smoothly so the rest of us can concentrate on tasks

at hand," says Port Operations Manager Laurie Borton. "Customer service has grown so much with BreezeBy and she's been a terrific help.'

Halseth, a resident of Hood River for 16 years, most recently worked at AmeriTitle. She is married to Ben Halseth, and has a nine-year-old daughter, Samantha.

Recession did not impact the Port of Hood River much in Fiscal Year 2008-09, reported Port Finance Manager Linda Shames during the Port's Spring Planning Work Session. The Port was within two percent of its budgeted revenue. Building occupancy was 69 percent, slightly lower than the 72 percent for the same time last year. Parking receipts last year were also down slightly, but the Marina continues to be at 100 percent occupancy with a waiting list. The Port anticipates flat or slightly lower revenue in Fiscal Year 2009-10 due to the economy.

TRANSPORTATION

Hanel Development Co. won the contract for construction of the grass runway planned at the Ken Jernstedt Airfield. The grass landing strip, preferred over asphalt runways by "tail-dragger" airplane pilots, will be approximately 1,500 feet long and 100 feet wide. Port maintenance staff will install an irrigation system, and another firm will be hired for hydroseeding. "Our hope is to complete construction by August 14 in order to seed grass for runway use by the Fly-In September 11-13," explains Port Marketing Manager Mike Doke. "Whether planes can land on the new runway later this year will depend on how the grass takes."

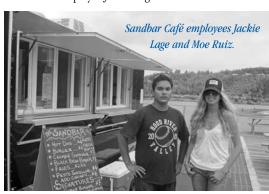
The Port has authorized a contract with Alta Planning & Design of Portland for internship services to evaluate the feasibility of bicycle transportation across the Hood River Interstate Bridge. The project is a partnership between the Port and the Hood River Valley Residents Committee, and promoted by Hood River Mayor Arthur Babitz. The intern will study potential safe

bicyclist and possibly pedestrian crossings by other motorists from sanctioned pick up and drop off locations on both sides of the bridge. Study findings will be reported in early August.

RECREATION

new food concessionaire is operating the Sandbar Café, now open on the lower cruise ship dock near the Event Site. Christa Scheer is the owner of Sandbar Café, and has signed a three-year contract with the Port to operate June through September.

Menu items include burgers and dogs but also pesto tortellini. "So far it's been really well-received," commented employee Jackie Lage.



▼ Tood River Yacht Club offers dry storage in its Marina yard. According to Yacht Club Secretary Doug Archbald, the space allows sailboats to keep their mast up while in storage and provides easy access to the launch ramps. "Sail or power boats are welcome," Archbald says. Contact the Doug Archbald at 541-490-7846 or info@ hoodriveryachtclub.org.

The Port of Hood River Commission approved changes L to policy to allow kite pumping, drying and carrying inflated kites from May 1 to September 30 at a designated area on the east end of the Event Site. Previously this activity was only allowed October 1 to April 30. Evaluation of this policy change will occur in August.



Improvements of ten launch ramps at The Hook took place this spring, a joint project of the Columbia Gorge Windsurfing Association and the Port of Hood River.

Port Commission welcomes new board member



Fred Duckwall

two Port Commissioners. Fred Duckwall and Kathy Watson, re-elected, and the addition of one new Commissioner to the board. Jon Davies replaces Don Hosford in Position #2 on the Port of Hood River beginning July 1.

Fred Duckwall was re-elected to Position #1 for a third term. He became

a Port Commissioner in 2001. Duckwall was born and raised in Hood River, and is President of Duckwall Fruit Company, a fresh pear packing business at which he has worked since 1971.

Kathy Watson was appointed to the Port's Position #3 in October, 2004, elected in 2005, and re-elected in 2009. She owns Nora's Table with her husband Stu Watson. Watson has lived in Oregon since 1974, and in Hood River for nine years.



Kathy Watson

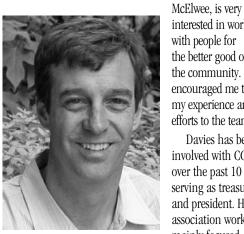
Ion Davies became involved with the Port of Hood River last fall when he collaborated to bring together the Columbia Gorge Windsurfing Association (CGWA) and the Port in an effort to improve ramps at the Hook.

"What I found, and frankly I was a bit surprised, was that the Port was very enthusiastic and supportive,'

Davies recalled. "I appreciate that kind of attitude and it sparked my broader interest in the Port."

This past January, Davies applied for an open position on the Port Budget Committee, and served in that capacity this spring as the Port finalized its 2009-10 fiscal year budget.

"I researched Port operations before the election and I was struck by two things," Jon noted. "The first was that the Port has a broad array of interests and affects our community in many ways. The second was that Port staff,



Jon Davies

interested in working with people for the better good of the community. It encouraged me to add my experience and efforts to the team." Davies has been involved with CGWA

over the past 10 years, serving as treasurer and president. His association work mainly focused on access and

led by (executive

director) Michael

development issues, including the community learnto-windsurf program at the Hook. As a result, Jon was nominated and elected to a board position of the American Windsurfing Industries Association, where he served as treasurer for three years.

He's also served as treasurer and vice president of the Hood River Downtown Business Association, which effectively merged with the Hood River County Chamber of Commerce June 1. He is serving his second three-year term on the board of Central Cascade Credit Union.

Davies has worked with Columbia River Insurance since 2005. Previously he owned and operated Windsurfing Hawaii, a supplier of windsurfing accessories, with his brother. They sold the company in 2002.

Ion grew up in Colorado and holds a degree in Business Administration from the University of San Diego. He moved to Hood River 14 years ago. He and his wife, Adrienne have three daughters: Samantha, 11; Claire, 9; and Sarah, 4.

Although Davies ran for Port Commission with no particular agenda, "cooperation" was a theme of his campaign. "We can work with organizations on projects that are in everyone's interest," he expounded . "I'd like to see continued improvements in our recreation areas, but the most important project is development of the waterfront land south of Portway Avenue. The bigger picture for the Port is to promote business and jobs in Hood River, but that is easier said than done. It will take teamwork and effort to effectively make a difference in our local economy."

Don Hosford retires from **Port Commission** on Hosford's Port Commission term expired June 30, after twelve years service on the board. Hosford chose not to run for re-election after serving for three consecutive four-year terms,

"Twelve years is long enough, it's about time!" Hosford kids. "There are some really important things going on right now, and it feels good to leave during this positive momentum. I like Jon Davies, and he'll do a good job," he says of his replacement for Position #2.

beginning in 1997. He held tenure as the longest sitting

board member.

Fred Duckwall, who was elected to Position #1 in 2001, has worked with Hosford longest. "I have appreciated Hoss's active participation on the Port Commission. He has been a strident voice for new development on the waterfront and in encouraging the Port to keep the focus on job creation," Duckwall reflects. "Hoss has been very supportive of the staff and complimentary of their work. I, however, will not miss Hoss's wardrobe which consists primarily of anything yellow and green," he kids.

Hosford and his wife Virginia have lived in Hood River for over 50 years, with only one three-year lapse when he resided in Gresham as head football Coach at Gresham Union High School. Prior to that he taught biology and was head football coach at Wy'east High School in Odell. He moved back to Hood River in 1965 and opened the local State Farm Insurance agency, which he operated until his retirement in 1995.

Since his retirement, his community involvement has mostly been for the Port of Hood River. In the past, he served as Hood River Rotary President, Exalted Ruler of the local Elks Lodge, president of Wy'East Booster Club, and 14-year member of Columbia Gorge Center board of directors.

Airport Master Plan approval to lead to runway relocation

afety for both ground vehicles and aircraft should improve around the Port's airport, thanks to Hood River County Board of Commissioners action in mid-May adopting the Ken Jernstedt Airfield Airport Master Plan.

But some serious work must first occur, including the public process of vacating a section of Orchard Road east of

A key component of the planning document is shifting the existing 3,040-foot runway 550 feet to the east, a move that will require abandoning Orchard Road where it currently abuts the airport's eastern side.

This runway shift will move the landing strip farther from a busy arterial, State Highway 281/Tucker Road, the major road south of Hood River that sees heavy motorist use. While the airport's runway will not gain any length, its significant move to the east will allow westbound aircraft to gain more height before flying over the state highway, diminishing the potential for accidents involving planes and ground vehicles.

Before its unanimous vote adopting the master plan, County Commissioners noted that airport neighbors were among the loudest voices they heard during the May public hearing. Most of the testifying residents said they favored safety over the convenience of a shorter route into Hood River.

The primary obstacle identified during the public hearing was the loss of bicycle access where the planned Orchard Road vacation will occur. The Port agreed to work with local groups, including the Hood River Valley Residents Committee, to develop alternative routes. One possibility may be widening the shoulders along Tucker Road west of the airfield, which needs rebuilding as a result of the Windmaster sewer project.

While the county has approved the master plan, actual road vacation is a separate and public step. The Port will work with the Federal Aviation Administration to develop a funding package for the runway shift and corresponding closure of about 100 feet of Orchard Road. That work should be completed later this fall. Once funding has been identified, the Port will work with the county to vacate the road section, and that process will include at least one public hearing before the County Commission. The Port owns property east of Orchard Road where the relocated runway will be sited.

In addition to moving the runway 550 feet to the east, the master plan also calls for rebuilding the present taxiway and moving it 35 feet farther north, and establishing airport services like fueling on the north side of the airfield.

Before arriving at the County Commission, the airport master plan was reviewed by the Hood River County Planning Commission in two public hearings dating back to last October. Following direction from that panel and county planning staff, the Port modified the master plan to erase unintended land use consequences. The primary change was removing all of the plan's references to an instrument approach, which was deemed impractical for the hilly Hood River Valley but would have created zoning and building requirements nearly two miles away from the airport. Instead, the master plan's current visual approach was maintained, essentially leaving unchanged land use requirements surrounding the airfield.

County adoption of the airport master plan was identified as a top priority by the citizen-based Airport Advisory Committee, which works on airport issues with the Port. May's County Commission action marked the first time that board adopted an airport master plan. The county transferred the airport to the Port in 1976.

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concern is safety—for volunteers and the viewing public. The Port is a strong supporter of this event and we applaud the Lions Club for their efforts. The contributions made by the Hood River Eyeopeners Lions Club throughout the year are laudable. The positive memories this group makes in the life and tradition of our community through the annual July 4th fireworks display is remarkable. They set a high standard for civic contribution and purpose.

Don Hosford "Hoss" — Civic purpose is also marked by the personal dedication and commitment of individuals. June 30 marks the end of Commissioner Don Hosford's tenure after three terms on the Port of Hood River Commission.

I have had the honor and privilege of working with Hoss for the last three years. He has been an extremely valuable and hardworking member of the Commission. There are few individuals that can exceed the sense of honor and integrity that Hoss has brought to his years of public service. The Port of Hood River District extends from the Columbia River waterfront to well south of Parkdale. Residents throughout the District have been well served by Commissioner Hosford. His civic contribution has been significant and he will be sorely missed by staff and the Port of Hood River Board.