

June 29, 2005

To: Ian Macek and Chuck Daughtry  
Port of Cascade Locks

From: Scott Keillor, AICP



**RE: Meeting Summary for the Cascade Locks Sail Park Feasibility Study,  
Technical Advisory Committee Meeting No. 1, June 28, 2005**

## **INTRODUCTIONS**

Scott Keillor introduced himself and members of the consultant team hired by the Port of Cascade Locks to undertake the Sail Park Feasibility Study. Team members present included Andrew Jansky (in water engineering) and Todd Chase (market study). Eric Talbot (concept design) and Ken Valentine (civil engineering) were not available to attend. He then asked Chuck Daughtry, General Manager for the Port to introduce himself, the project and staff.

Chuck noted that the Port is undertaking the Sail Park project with assistance from the Columbia Gorge Racing Association (CGRA) and the Oregon Economic and Community Development Department. He said there are several sites under study, and that the Port owns a majority of the Cascade Locks riverfront. He asked those in attendance to introduce themselves (see attached sign in sheet – about twenty people attended the meeting).

Scott added that the team will be conducting the Sail Park Feasibility over the next four months, with a final report due in October. He thanked the Technical Advisory Team (TAC) members for their commitment, which includes several more meetings to review progress and products.

## **WORK SCOPE**

Scott explained that the primary focus of the study is the feasibility of developing a world class sail boat racing facility in Cascade Locks. He referred to the hand out of the project work scope and schedule, explaining the two primary phases of work. Phase I is primarily a market feasibility phase, but the team plans to also explore preliminary site feasibility issues upfront. In fact, the team has already been in the water and has gathered underwater topography through depth soundings. He references site aerials and described general observations gathered for the four potential sites under study.

At the conclusion of Phase I, we will receive a “go”/”no go” decision from the Port. Phase II is the Sail Park Development and Implementation Strategy phase, wherein the concept plans are developed and evaluated. The TAC will be instrumental in assisting with the review of key project work components. Scott asked for comments and concerns, noting that TAC input will help with the drafting of evaluation criteria in future tasks.

## TAC INPUT

- The Port has fill material available if needed for the project.
- Regarding boater trends, Todd said the latest Oregon Marine Board survey results are from 1999, with new results to be available later this summer. He said generally the number of boats per 1,000 people has stayed level in Oregon, but that leisure time available for boating has declined. He also noted that  $\frac{3}{4}$  of the demand for boating facilities is concentrated on the 3-4 summer months of the year.
- The Racing Association members shared some key points about the unique nature of the Cascade Locks area (in the Gorge, Nation and World) for sailing:
  - There are worldwide racers attending Gorge events
  - The demand is rising – facilities are needed
  - Big boats (24' to 30') are showing up the past 2-3 years
  - The WIND IS IDEAL!
  - Boaters enjoy the consistent winds, beauty and fresh water
  - We also need Jr. racer facilities
- Racing Events:
  - A schedule of ten CGRA 2005 race weekends was presented. A few key upcoming races include:
    - July 15-17, 49er US Nationals & 29er North Americans
    - August 5-7 CGOD, Columbia Gorge One-Design; I-14 US North Americans; Santa Cruz 27 Nationals; A-Class, Laser, Tasar, Melges 24
  - There is an increase in financial commitments by racers (families/kids) on coaches and boats.
  - One key race brought 400 participants over 10 days to our area last year.
  - New facilities are needed to maintain our growth in worldwide and national events.
  - There is some teaming potential with Portland sailing clubs. The key difference is that the CGRA is a non-profit.
  - CGRA runs on volunteers, and has the expertise to run the races.
  - Classes are needed for small (13' to 16') to large (24' to 30') boat racing.
- A sail park can provide a local “niche” and can bring local kids into sail boating through school classes, etc.
- The costs for such a facility are extensive, and use is generally not year round. The project can be phased to address growth and cost issues.

- The CGRA White Paper was recently completed to:
  - Raise local awareness
  - Show the positive aspects of sailing and potential for growth
  
- The closest comparable facilities are in Seattle and San Francisco.
  - The Gorge rates highly (perhaps 2<sup>nd</sup> to San Fran on west coast):
    - Great wind
    - Most consistent
    - No tides
    - Fresh water
  - Sport accessibility is generally limited to affluent in San Fran and Seattle.
  
- Can we provide a survey of dollars spent by racers? This is not planned in the project scope, however, there may be a way to estimate indirect impacts on the economy based on prior studies or Marine Board data. Perhaps the CGRA could conduct a survey that could be added to team's findings.
  
- Initial thoughts on site evaluation criteria:
  - Access by land and to water
  - Environmental/Fisheries concerns
  - Boating needs
    - Wind
    - Waves
    - Weeds
    - Water depth
    - Upland facilities
    - Beach space
  - Costs
  - Permitting and Timing
  - Prior disturbance vs. existing conditions
  - Other users needs/synergy
    - Swimming
    - Kayaking
    - Canoeing
    - Park use
    - Joint use with motor boats
    - Fishing
    - Possible partnership with Warm Springs
  
- Are there local concerns regarding the Sail Park Use?
  - It needs to "fit" economic development needs and community vision
  - Must work to balance economy and provide diversity
  - Look to add culture and jobs
  - Hood River is an example
  - Avoid precluding other water-dependant uses

- Phasing
  - Consider enhancing the existing marina to meet current demand, and look to cove areas for master plan needs. Keep the MOMENTUM.
  
- General Site Observations:
  - Marina – space issues and possible conflicts with other uses. Could expand the beach area.
  - Herman Creek – major fisheries and environmental concerns, but with possible dike breach this is a great site for boating.
  - Hole No. 2 – weeds, squirrely winds (west flanking bluffs), and depth issues.
  - Government Cove – possibly a good marina site, has depth issues for sail boats.

#### NEXT STEPS

Scott thanked the TAC members and guests for their valuable input. He summarized the tasks at the next two TAC meetings and received concurrence regarding tentative meeting dates as follows:

TAC meeting No. 2 – Market Findings, Site Issues and Alternatives (August 25<sup>th</sup>)  
TAC meeting No. 3 – Alternatives Analysis and Recommendation (September 27<sup>th</sup>)

The meeting adjourned at 8:15. Respectfully submitted by Scott Keillor.

October 6, 2005

To: Ian Macek and Chuck Daughtry  
Port of Cascade Locks

From: Keith Jones, AICP



**RE: Meeting Summary for the Cascade Locks Sail Park Feasibility Study,  
Technical Advisory Committee Meeting No. 3, September 29, 2005**

Scott Keillor introduced himself and members of the consultant team hired by the Port of Cascade Locks to undertake the Sail Park Feasibility Study. Team members present included Andrew Jansky (in-water engineering), Matt Ransom (market study), Eric Talbot (concept design) and Keith Jones (planning).

Scott brought the audience up to speed on the project and indicated that tonight's meeting was to narrow the alternatives to one or two preferred alternatives. Following selection of a preferred alternative, a report will be prepared and the results presented to the Port of Cascade Locks Commissioners in late October 2005. The concept plan which included five alternatives for Herman Cove, Hole #2 and Government Cove was e-mailed to TAC members for comments. Jason Spadaro of SDS Lumber made comments on the project and was in attendance. Mr. Spadaro believes that the sail park should be located on the lower elevations as much as possible to save prime upland area for other types of development on and near the SDS Lumber site.

After discussion with the Columbia Gorge Racing Association (CGRA) and following the August 25<sup>th</sup> TAC meeting, an additional a concept plan for Thunder Island and the existing marina area was created and presented to the group. The reasons given for looking closely at these areas was the CGRA's desire to locate close to the downtown core.

Seven options are now on the table for discussion.

Eric Talbot presented the concept plans. Eric started by going over the Thunder Island proposal (Option 00). Eric indicated this option would require filling the shoal on the northeast side of the island to form a beach area. A bridge would be constructed and the area behind the locks north concrete wall filled for parking. A marina would be constructed in the canal near the north end of the island.

The existing marina option (Option 0) would include a breakwater to create new land for a beach, parking and turnaround. Storage would be located off-site.

For both close-in options, the new redesigned railroad underpass was shown.

Eric then presented the Cove-area sites starting with Herman Cove South (Options 1). Fishing is a major issue and conflicts between sailor and fisherman could result since it

is a popular fishing area. Andrew Jansky indicated that in his site visit with National Marine Fisheries and the Oregon Department of Fish and Wildlife, agency staff did not seem to have concern with breaching the dike. The idea of moving farther to the west was voiced by someone in the audience as a possible solution to fishing and sailboat conflicts. Jason Spadaro from SDS Lumber indicated that this area is high value real estate and may not be the best use for the site. Parking and RV sites could be shared with the potential Warm Springs Casino to conserve valuable land.

Eric then discussed the following sites including:

Herman Cove North (Option 2)

The site is steep and would require a lot of grading with a tight vehicle turnaround. This option could handle keel boats and smaller boats. Small bats could be rolled over the break water and keel boats could motor through the cove, reducing conflicts with fisherman. The site has a floating main building and area for expansion. The parking and storage yard would be located on the hill.

Hole #2 (Option 3)

The Cove is shallow at the mouth and the wind tends to swirl. Camping would be provided on the spit.

Government Cove

Wetlands make development of this site difficult.

Government Island

The site likely has the least amount of marine permitting issues since it would require the least amount of fill or dredging. It is also a good site to combine with powered craft. The main concern is that it is the farthest away from downtown and it is owned by Warm Springs and not under Port control. Still, partnerships are possible in pursuit of this site.

Scott opened the floor to questions

Several questions were asked. A lot of the questions were in regards to permitting and what is feasible. Andrew stated that generally when you are adding land to a waterway it is harder to permit. Adding a beach however, could be approved because it adds salmon habitat.

Scott passed out an evaluation matrix with categories and rating of each site from 1 to 5 (5 being the best). Someone pointed out that the category of fishing did not make sense since there was also a category for fish impacts. The group agreed that this category should be removed.

Scott told the group that the matrix is not meant to be used to select a preferred site “by the numbers”. It was created to get the group talking about the relative advantages and disadvantages of each site

The CGRA indicated that they voted and decided they want to focus on locating near downtown and downtown services.

The group talked about the Thunder Island location. The amount of fill and need for a bridge made this location seem less feasible than others. Port Commissioners present indicated that they did not want to consider Thunder Island.

Further discussion took place on the advantages of locating near downtown or near the casino and coves. Matt Ransom indicated that from a strict economic look, locating at the coves would not make much difference in the economic impact to Cascade Locks. Much of the group did believe that being close to downtown was desirable since it would allow walking to services.

Someone asked about doing a Master Plan for the Port area that would look at shuffling uses that may benefit all users. The idea was acknowledged as a good one but was not within the scope of the project at this time.

The group came to consensus that the existing Marina and Herman Cove were the preferred sites with Government Island as a secondary preferred longer term site. No alternatives were to be taken off the table at this point. The Port Commission is tentatively scheduled to review the preferred site and draft plan on October 20<sup>th</sup>, 2005.

Respectfully submitted on October 6, 2005 \_\_\_\_\_  
Keith Jones, AICP

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September 13, 2005

To: Ian Macek and Chuck Daughtry  
Port of Cascade Locks

From: Keith Jones, AICP



**RE: Meeting Summary for the Cascade Locks Sail Park Feasibility Study,  
Technical Advisory Committee Meeting No. 2, August 25, 2005**

## **INTRODUCTIONS**

Scott Keillor introduced himself and members of the consultant team hired by the Port of Cascade Locks to undertake the Sail Park Feasibility Study. Team members present included Andrew Jansky (in water engineering), Todd Chase (market study), Eric Talbot (concept design), Ken Valentine (civil engineering) and Keith Jones (planning).

Scott had everyone in attendance introduce themselves and then asked Chuck Daughtry, General Manager for the Port to introduce the project. Chuck noted that the sail park looks like it can work economically and is pleased that it looks feasible at this point in the process. He said there was a concern expressed and asked two citizens of Cascade Locks to introduce themselves and talk about a conflict that he had while at the park during a sailboat race. The gentleman indicated that the boat launch and parking area was very crowded the day of the race and the race participants took over the park as if they owned it. Some of the sailboat racers were very rude to him and his wife and even moved his car without his permission which was apparently in their way. He emphasized that he didn't want to see races held in Cascade Locks without these types of conflicts being addressed. He also wanted to make it clear that the park is a public park and that any use of the park should allow use for everyone.

After some discussion between the concerned citizens and the TAC members, the group concluded that any design of the sail park would need to provide the room needed to avoid these types of conflicts between park users and sailboat racers.

Scott started a power point presentation on the market study and next steps for the sail park. Todd Chase of FRI summarized the economic findings including market for sail parks, revenue and funding options, local economic impact and types of sail park facilities. Andrew Jansky discussed permit types needed for developing within the Columbia River.

Scott concluded that the four sites are being considered including Herman Cove, Hole #2, Government Cove and the existing Cascade Locks Marina. Scott broke the attendees into four groups to go over opportunities and constraints of each of these sites.

## **WORK GROUP SUMMARY**

Each of the four work groups went to a separate table to discuss and record ideas about each site with maps, pens and sketching paper. After a brief session, each group had the team leader present the finding from each group. Areas of focus for each group were:

- Access and Parking
- Boat launch (type of ramp)
- Type of Structures (Indoor office, restrooms, outdoor covered area, etc.)
- Storage (Pier or storage building)
- General Observations

Group summaries as follows:

### Group 1

#### **Existing Marina**

- Construct a retaining wall near the parking lot and fill in the marina cove to add additional space.
- Revise old facility south of the tracks and provide a pedestrian access to it for additional space.

#### **Herman Cove**

- Launch would split dinghies to river and keel boats to cove, with keel boats motoring through fishing area.

#### **Hole #2**

- No comment

#### **Government Point (recently sold to tribes, and presently not included in sail park option list)**

- **Build a marina for complete watercraft usage, including large boats, permanent moorage and full sail park potential.**

### Group 2

#### **Existing Area**

- Leave existing site alone due to the desire to keep as a community place and because of poor access.

#### **Herman Cove**

- Designate fishing area to keep uses separate.
- Breach dike for sailboat access to the river but also resolve fish conflicts.

#### **Hole #2**

- Designate for swimming and beach area.

#### **Government Cove**

- Build a marina for large boats.

### Group 3

#### **Existing Area**

- Leave existing site alone due to the desire to keep as a community place and because of poor access.

#### **Herman Cove**

- Designate fishing area to keep uses separate.
- Breach dike for sailboat access to the river but also resolve fish conflicts.

#### **Hole #2**

- No comment

#### **Government Cove**

- Build a marina for large boats.

### Group 4

#### **Existing Area**

- Leave existing site alone due to the desire to keep as a community place and because of limited room.

#### **Herman Cove**

- Construct a walking and biking trail connection to downtown.
- Water quality and fish issues should be addressed.
- Small sailboats could use this site by lifting them over the dike and staging on beach.
- Beginners could use the protected cove with advanced users on the other side of the dike.
- Construct a building to serve this use.

#### **Hole #2**

- This would tie into Herman Creek facility but used for larger boats that are not movable by hand.
- Some type of boat sling would need to be installed for larger boats.

#### **Government Cove**

- Build a floating dock for large boats for both power and sail.

## **ADDITIONAL ISSUES RAISED**

- Greg Leo, representative of the Warm Springs raised the use of fishing nets as an issue that needs to be addressed with any proposal. However, the tribe is pleased with the idea of a sail park located near the future casino.

### **Next Steps**

Using the input gained from the TAC, concept plans will be e-mailed to members for comments. The preferred plan will be chosen at the next TAC meeting on Thursday September 29, 2005.

Respectfully submitted on September 13, 2005 \_\_\_\_\_  
Keith Jones, AICP