

MURAL *from page 1A*

serious thought given to the culture and history of the location where the mural will be placed.

For critics of the mural, the process of selecting the winning design had already passed the point where public input on the selection of the art could be taken into account by the art committee or the city council at the April 1 Florence City Council meeting.

For those in support of Marino's design, the installation is the positive end result of a three-year effort to bring a large, modern art piece to the City of Florence.

The final steps in the journey of the mural started this week as the creative force behind the design, Marino and her partner, Joel Heidel, arrived in Florence to begin the installation.

The couple has been at the IPUD building during the week, working in the rain and the cold, sketching the major elements of the work onto the recently white-washed wall. A public

paint day on Friday included community members in the beginning of the mural.

The pair spoke about the creative process and the timeline for the installation of the mural.

Marino and Heidel have each been artists for much of their lives and have worked together on many different types of sculpture and mural pieces over the years.

"We both have been doing art forever. I started in theater and music at a very young age and switched to visual art in my twenties," Marino said.

The couple has developed a method of sharing the ideas that inspire them and incorporating those thoughts into the final submission. The process begins with the team familiarizing itself with the location of the installation and deciding on the best way to translate that basic understanding into a visual framework, the couple said.

"It's hard to claim 100 percent ownership of anything either of us comes up with, because we have been exchanging

ideas and concepts for so long, even on work we are doing independently," Marino said. "We work together, we live with the work and we have similar ways of thinking about art, but we approach it from different points of view."

Heidel is primarily a sculptor but grew up in a household that was focused on art and the artistic process. His familiarity with art of many different types and genres has prepped him for the work he now does with Marino.

"My parents were both artists and my father was the head of the Art Department at Portland State and chairman of the department until 1980, so I grew up with art and artists all around me," said Heidel, who is also a trained welder. "I took that skill and what I know from growing up and working with Angelina and use it to create metal sculptures."

The couple feel that Heidel's expertise in working with metal brings a slightly different sense to the work produced by their studio. Heidel has studied and

worked extensively in other mediums, including glass, enamel and metal. He also visited museums and art institutes across Europe while growing up.

"I met Angelina and we did a collaborative sculpture together. Beyond that, Angelina was a painter but she had already started doing murals — so I became the assistant muralist. I do have some sensibility for things, but Angelina is the one who actually creates the murals," Heidel said.

Marino and Heidel will be staying in Florence during the installation of the mural. They said the designs created for any client starts with knowing the community.

"All of the work we do, whether it is public project or a private commission, comes from things that we believe are associated with the community or the client that we are working with," Marino said. "A lot of times when you are talking to a client or a community, the past, present and the future are the areas they want to connect with,

which is what I try to bring to the work."

The controversy surrounding the selection and funding for the Marino-Heidel mural has not been a problem for the artists. The time in Florence has been an opportunity to consider a change in location for themselves and the business they own and operate. In fact, the couple has enjoyed their stay so much that they have looked at a property for sale in Florence with a shop and an RV parking area as a possible future home.

"Everybody, every person, every place we go and everyone we have talked with has been fabulous. We love everything about this area, and it's been a really great experience," Marino said. "This is so cool for us because I have always wanted to spend time in Florence. I used to drive through as a kid, and I love this area — and now here we are. Plus, I am super pleased that out of 124 submissions, we were chosen. Thank you City of Florence!"

PORT *from page 1A*

Following that approval, the commissioners heard a short presentation from Maureen Miltenberger, Chairperson of the Florence Environmental Management Advisory Committee (EMAC) and member of the Siuslaw Climate Alliance.

Miltenberger introduced herself and then thanked commissioners for allowing her group the use of the port-owned grassy area next to the boardwalk for last month's Earth Day celebration.

The event took place under less than ideal conditions as the weather was breezy and chilly, but Miltenberger was positive about the event and the support.

"We wanted to thank you for letting us use the boardwalk and the preparation that happened right before it, so we got to use the electricity, which was great. We just wanted to really thank

the commission for letting us do that," she said. "We had over 20 presenters, dancers and bands and the enthusiasm of the participants and the people who were there was awesome."

Miltenberger also expressed the hope that the port would support the event next year.

Meyer thanked Miltenberger for her efforts and said he hopes that the weather might be more cooperative in the future.

The second presentation of the evening was the reading of a proclamation issued by Port Manager David Huntington, recognizing the week of May 18 to 24 as Safe Boating Week in Florence. The importance of boating as a recreational and commercial option for residents and visitors to the area was mentioned as just one of the positive impacts that boating as an activity has on our local economy and culture.

Senior Chief Jay Nilles, of-

ficer in charge of U.S. Coast Guard Station Siuslaw River, was on hand to accept the proclamation. Nilles spoke briefly of the strong connections between his command and the city and residents of Florence and one of his primary tasks, keeping the waterways in and around the city safe and navigable.

"We've had a long-standing relationship with the port and the community, and we receive great support from both the port and the community," Nilles said. "We monitor (the Siuslaw River) bar very closely. ... We make sure we can get people in here or keep them out, because we just want to keep people safe. That's important for us because the more recreational traffic we can get across that bar safely, is better for the port and it's better for the community."

The commissioners then turned their attention to selecting a waste hauler for the

district. There are two waste removal companies serving the Florence area, County Transfer and Recycling (CTR) and Central Coast Disposal (CCD), and representatives of both companies made brief presentations to the commissioners.

Dave Twombly, owner of CCD, spoke first and pointed out that CCD is completely locally owned and staffed, employing 14 individuals. He went on to suggest that more of the money paid to his firm would stay in the community then his competition, which is based in Texas.

Twombly also mentioned CCD had previously worked with the port as the district's hauler and had enjoyed a good working relationship with them over the years. The earlier contract with CCD was not renewed because the bid request included cost estimates for the maintenance of portable toilets, which is not a service offered by CCD.

That service is not part of the port's current bid request.

Brian Enochian, operations manager for CTR, followed Twombly and made a strong case for retaining CTR as the hauler for the port. His presentation highlighted the importance of the contract to CTR and made his desire to retain the contract clear.

His willingness to submit to the port a lower bid price was explained reasonably as an effort to offer the lowest price point possible. He went on to suggest a later discussion with the city might accept Enochian's reasoning for classifying the waste removed from the port differently, resulting in a lower cost.

After both companies made their case for approval, they answered a couple of follow-up questions regarding pick-ups during busy periods and clarification of the rate structure used in submitted bids.

Huntington recommended the bid from CCD as his preference, based primarily on staff input. With little further debate, the Port Commission unanimously voted to award the new contract to CCD.

Among other business, the port's long-range plan to increase the number of rental sites is progressing.

Huntington next presented cost estimates for one element of the plan, the installation of electrical stations for the recently completed "C" row. The port has received bids for the requested modifications, so the commissioners discussed the cost of installation.

Commissioner Craig Brandt expressed concern that more information was needed to adequately determine which bid

to accept. Brandt felt the cost for other aspects of the project, specifically the cost of "trenching," was needed to select an electrical vendor.

A discussion followed as Meyer believed a decision could be made on the agenda item, suggesting bids for trenching were due and could be considered separately.

However, as talk continued it became clear that Brandt's position carried merit and the need for a later meeting was agreed upon and scheduled for May 20.

Improving the walkway and docking area around Mo's Restaurant was the most expensive action item of the night. Huntington reported that surprisingly, only one bid was received for the project. That singular bid was submitted by Oregon Marine Construction (OMC) and totaled nearly \$160,000.

The long-term, positive relationship between Brien Mill, OMC's Florence Operations lead, and the staff at the port was part of the discussion that followed. The timeline for the project was explored and Huntington said the work will begin in September and should last about a month. The commissioners then approved the OMC bid.

Huntington continued by updating commissioners on the much-needed dredging of the port's docking and egress areas.

"We are first on the list for the dredging and there might be a little more money available, but we are definitely at the top of the list," he said. "We already have a dredge waste site picked out. ... We don't have a permit in place at this time, but hopefully we will soon."

The project will begin in mid-November and could continue until February, according to Huntington.

Commissioner Craig Zolezi then gave updates on the Fourth of July Fireworks process, indicating there were no apparent obstacles to the display and that the needed certifications and permits required was progressing well.

Commissioners were pleased with staff's extra effort to make sure Florence had a fire-works display this year.

Huntington added his belief that the proper paperwork was forthcoming.

The meeting was then adjourned.

The Port of Siuslaw Commissioners will hold a Budget Meeting and a Special Session Meeting this Monday, May 20, beginning at 5:30 p.m. Both meetings are open to the public. For more information call 541-997-3426 or visit portofsiuslaw.com.

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