



## Waterfront Park and Master Plan move forward

by Sherry Bohn, Port Commission President

After years of ongoing discussions, stalemates and failed attempts I am ecstatic to say that on Friday, May 6th the Port of Hood River commissioners signed an intergovernmental agreement, specifying the terms for the donation to the City of Hood River, a 6.4 acre piece of premium waterfront property known to many in the community as Lot 6.

This intergovernmental agreement, or IGA, outlines how the park will be developed, the timeline and what amenities – restrooms, a children’s play area, group picnic facilities and landscaping – will be created. A seven-member Park Development Committee, appointed jointly by the Port and the City, will guide the design, financing and continued maintenance processes.

Within weeks, Lot 6’s property title will be formally transferred to the City, giving a substantial boost to the park’s development. Lot 6’s \$1.7 million property value will be used to match state and federal grants that will help fund the community park.

With this donation I believe that the Port of Hood River has taken a firm step to enhance both recreational options and job creation. Hood River will receive a beautiful new park and adjacent Port

properties will benefit while creating new business and job opportunities. We will finally see “planned development” on our waterfront.

In completing the IGA, the Port formally withdrew from its long-sought after effort to create a mixed-use zone for the waterfront. Instead, waterfront zoning will keep the status quo, which is primarily Light Industrial.

I am proud to say that we listened to the community, and the community told us it was concerned with a mixed-use zone that would allow major residential development on the waterfront. While the Port never planned on major residential development – our mission is job creation, and we’ve always focused on business development – sticking with the Light Industrial zoning should send the clear signal that the Port is in business to support business. Further, this re-emphasis on Light Industrial land also echoes efforts within Hood River County to strengthen the area’s ability to retain and attract business.

The signing of this IGA effectively marks an end to Ordinance 1851, which would have created the waterfront mixed-use zone. But, as I stated in testimony before the City Council on April 25th, the Port recognizes the years of work by City staff and the public testimony that 1851 reflected. We will work to follow many of that ordinance’s standards to restrain building heights, create pedestrian walkways, protect riparian areas and maintain view corridors.

Light Industrial activities are different from heavy manufacturing. More and more, Light Industrial zoning supports technology-related companies. A prime example is Humanities Software, which this summer will move into new quarters at the Port’s Light Industrial-zoned Wasco Business Park.

In the next few months, we will develop a conceptual waterfront master plan rooted in Light Industrial zoning. That plan may identify properties that would be better suited for other zoning, like commercial. However, we expect to

retain plentiful Light Industrial-zoned properties for potential business park development.

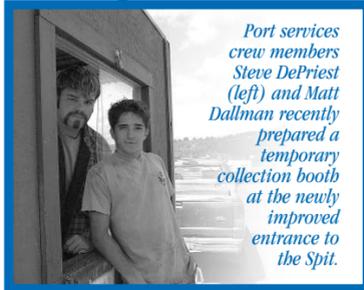
The Port has seen the strong response to our Wasco Business Park, created on land purchased in late 2001 and developed in the past few years. We are currently negotiating several potential property sales involving local growing companies that will fill the park. When Wasco Business Park is at capacity we believe that there will still be a local demand for Light Industrial property. A waterfront location would allow these firms to remain in Hood River, and a new community park only makes the area more attractive. I like to call it the “largest jewel in our crown.”

The Port’s interest in Light Industrial development was supported earlier in the month by the Port’s budget committee, which heartily endorsed our latest direction. At 3.2 cents per \$1,000 of assessed property value, the Port levies one of the smallest property tax burdens among Hood River County’s public entities. That tax rate will generate just under \$42,500, or about 0.3 percent, of the Port’s \$13.1 million 2005-06 fiscal year budget. The bulk of Port revenues come from user fees – either bridge tolls, park access fees or property leases.

The budget committee encouraged the Port to continue to acquire and develop Light Industrial property around Hood River County, while at the same time, supported our request for an economic impact analysis to identify the indirect economic benefits of other Port properties like the Hood River Event Site and the Hood River Marina. Everyone recognizes that these lands add to Hood River County’s quality of life, a key reason many companies move here, but they consistently do not cover their operating costs and must be supported by other Port activities. However, understanding that numerous recreational-based businesses rely on these properties for their own bottom lines, the Port hopes to determine the financial ripple effect from maintaining these properties.

## Port recreation sites updates and reminders

### Port Parks—Some Free, Some Fees



Port services crew members Steve DePriest (left) and Matt Dallman recently prepared a temporary collection booth at the newly improved entrance to the Spit.

As recommended by the Waterfront Recreation Committee, the Port of Hood River will begin fee collections at the Spit this summer, with a day use fee of **\$2 per day** per vehicle.

The new fee at the Spit will help the Port recover approximately **\$20,000** for improving the road out to the sandbar and enhancing emergency vehicle access.

The Event Site daily fee will remain at **\$4** for vehicles up to 22 feet, and **\$10** daily for vehicles exceeding 22 feet.

The Port’s **\$50 season pass** will now be valid at both the Spit and Event Site. A **\$100 season pass** is required for vehicles over 22 feet at the Event Site.

The Port allows kiteboarding only on the Spit and Hook properties. Windsurfing is not allowed at the Spit. Parking is free at the Hook and Marina Park.

The Waterfront Recreation Committee meets twice a year, in the spring and the fall, to evaluate operations and make recommendations.

### Port Parks—Rules & Regulations

As summer approaches and use of Port parks increases, the Port of Hood River encourages park patrons to follow all posted rules and regulations.

- No littering.
- Dogs must be on leash at all times (except for one hour before and after sunrise at the Hook and the Spit and one additional hour before sunset at the Hook only).
- Please clean up after your pet to help keep our beaches, grass and walkways clean.
- No fireworks.
- Boat launching only in designated areas.
- No overnight camping.

For complete Port park rules and regulations, visit [portofhoodriver.com](http://portofhoodriver.com) online, and link to Ordinance 22. Enjoy summer in Hood River!



## Port Elections Results Are In

The May 17 election brought no changes to the Port of Hood River Commission. All three incumbents, **Fred Duckwall, Don Hosford, and Kathy Watson** were asked by voters to serve four more years. For Position One, Fred Duckwall, who was elected to the Port Commission in 2001, received 61 percent of the vote (2,629), while Lars Bergstrom received 39 percent (1,657). Don Hosford will serve a third term as Port Commissioner. He received 59 percent of the vote for Position Two, 2,529 votes compared to 1,722 for candidate Cory Roeseler. Kathy Watson was appointed by the Port Commission last October to fill the vacancy created by Bill Lyons’ resignation. Watson retained the Position Three seat with 3,255 votes, or 88 percent, versus 424 votes for challenger Craig Marquardo. The new terms begin July 1.

### PORT OF HOOD RIVER

PO Box 239  
Hood River, OR 97031



## Wasco Street Office Building nears completion

Wasco Business Park’s first building, the Wasco Street Office Building, is nearing completion in early summer, and will hopefully spur more business development in the Port of Hood River’s newest business park.

“It’s a unique building, with significant use of glass in an energy efficient design,” comments construction superintendent Gary Jones. “It’s turned many heads.”

Jones, who’s worked for Don Betz Construction for 30 years, says the building is sturdy and state-of-the-art. He should know, as he and Project Foreman John Barriese have supervised a crew of eight at the job site since October. In addition, Betz used primarily all local subcontractors, with very few exceptions.

The Port commissioned DiLoreto Architects of Portland to design the building to enable the Port to keep tenant Renaissance Learning, Inc. – and its 20 jobs – in Hood River. Local architect Marc Betts is managing the project for DiLoreto.

Renaissance Learning has six U.S. locations, one of which is in Vancouver, Washington. Consolidation or relocation to a lower cost area were real considerations the company weighed. Renaissance Learning, doing business locally as Humanities Software, will occupy the entire top floor of the 16,000 square foot building, and a small portion of the first floor.

The second floor will be finished to turn-key standards. The unleased portion of the lower level will remain unfinished until leases are signed.



John Barriese, Project Foreman (left), and Gary Jones, Project Superintendent, say the quality of the Port’s new office building is impressive.

The Port of Hood River acquired 5.68 acres of light industrial property, which lie just north of Wasco Street near Rand Road, in 2001 for development of the business park. The parcel is one of the largest remaining contiguous pieces of Light Industrial land inside Hood River’s Urban Growth Boundary, and one of the Hood River County’s only parcels with full city services.

The Port improved the property with roadways, curbs and other infrastructure to prepare the site for light manufacturing/office occupants.

For more information about land or available space for lease, contact Mike Duke at the Port of Hood River, 541-386-1645.

PRSRT STD  
U.S. POSTAGE  
PAID  
Permit No. 700  
Portland, OR

# Budget reinforces Port Strategic Plan

If the Port Strategic Plan is the foundation for Port activities, then the Port budget is its cornerstone. This fiscal management is critical to the Port's ability to create a healthy, balanced economy for the Port District. Many citizens, and even new budget committee members, are surprised to discover the Port's budget is unlike most government agency budgets, because Port districts rely very little on public taxes.

With a total budget of approximately \$13 million, the Port receives about \$42,000 from property taxes.

Instead of taxes, Ports rely mostly on enterprise activities, like leases and user fees. Additionally, Ports are eligible for grant and loan funding for capital projects. These revenues have helped fund bridge improvement projects, public restrooms, and building renovation and construction in Hood River County.

This past month, the Port of Hood River solidified its new budget for the upcoming fiscal year. The main projects planned are installation of a new bridge toll collection system, the Second Street extension in preparation for the waterfront master plan and potential development, and continual emphasis on Light Industrial development.

The Port's budget process is directed by Oregon Budget Law, essentially meaning the agency must follow specific procedures and provide for citizen involvement in the process. Five community members—Felix Tomlinson, Tom Drach, Mike Benedict, Brad Dezurick, and Joe Sheirbon—sit on the budget committee, as well as Port Commission and staff members.

As a quasi-public body, the Port receives a relatively low tax base, compared to other local districts or government bodies. For example, a property assessed at \$200,000 will generate \$6.40 in taxes to the Port.

The Port's small amount of property tax revenues are enough to cover certain budget line items required of the Port, such as compensation to board members, general

liability insurance, and annual auditing. The budget committee has the option to approve the tax and levy rates, or raise or lower them. Currently the Port's tax base is at .032 per \$1,000 assessed valuation.

In comparison, the Hood River County Parks and Recreation District taxes at a rate of .51 per \$1,000 assessed valuation, or \$102 on a home assessed for \$200,000. The Hood River County School District taxes at \$6.97 per thousand dollars assessed, not including school bonds or levies (\$1,394 on a home assessed for \$200,000).

## REVENUE CENTERS KEY

To subsidize its tax revenue, the Port of Hood River has tied its budget to "Revenue Centers," with the idea that long-term assets will be preserved without tax increases. For example, the Marina Park is part of the Marina Revenue Center, which includes the boat moorage and buildings in Port Marina Park, strategic assets that make up revenue for park improvements and maintenance.

"I'm in awe of how forward-thinking the (former) Port Commission was to design the Marina this way," says Linda Shames, Port Finance Manager.

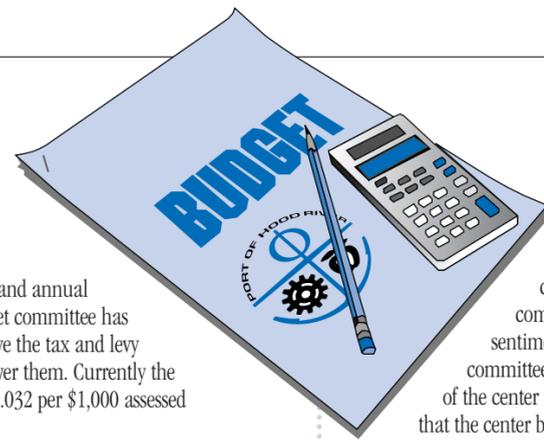
Shames says the Port's Strategic Plan sets goals for Return on Investments or ROI, with regard for the Port's ability to maintain and improve these assets. "We need some excess capital, because long term there may be a need to do repaving or build a restroom," explains Shames. "We've set our goal at 5 percent ROI, but of course right now we are at zero with some Revenue Centers."

The Port's budget is codified to follow the same philosophies and policies as the Port's Strategic Plan. "We can't assume parks will ever run in the black. So with ROI, other assets strategically subsidize them," explains Shames. "Another consideration in strategic planning is we have to treat the bridge, which by far generates most of our revenue, like it won't be there in 20 years, and plan for that. It's not that we don't have money now, but we are trying to achieve target goals where assets can support each other for the long-term."

## BUDGET COMMITTEE ADVISES

"The budget very clearly supports the Port's policy that revenue negative assets must be compensated for by revenue positive assets," explains Brad Dezurick, a first-year budget committee member. "As a member of our community, I support this policy because, it should go without saying, if the Port's total asset portfolio is revenue negative, the Port cannot fulfill its mission over the long-term."

Some negative ROI assets are considered by the Port and budget committee to bring some indirect financial



impacts such as attracting businesses with Hood River's quality of life.

Over the years, noticeable losses generated by the Hood River Expo Center have caught the attention of budget committee members. This spring, a sentiment was echoed that the budget committee understands the intrinsic value of the center to the community, but suggested that the center be converted to positive ROI use to decrease the amount of loss in that Revenue Center, which includes the Event Site and the Hook. Funding is specified in the five-year capital plan to modify the Expo Center to make it more attractive for commercial or industrial uses.

Felix Tomlinson has served on the Port's budget committee for over 15 years, most of them as chairman. "I began serving during the time of 'artful' budgeting to implement the Diamond project," Tomlinson reminisces. "These were not times for timid folks. The bootstrap lifting and innovative financing that Port Commissioners like John Weber, Bob Nickelsen, Percy Jensen, and Bill Baker achieved were great beginnings for me."

Tomlinson says during that time, the Port changed budget procedures that not only follow state budgeting rules, but also incorporated cash flow and strategic planning budgets on a rolling five-year basis that dovetailed with the normal budget. "With great minds and experience, like that of Bill Lyons," Tomlinson adds, "the Port staff has developed a process that is state-of-the-art and great continuity for new Commissioners and budget committee members."

# New Airport Master Plan adopted

A slightly larger Ken Jernstedt Airfield had its immediate future outlined this spring with adoption of a new airport master plan by its owner, the Port of Hood River, and the Federal Aviation Administration.

The Ken Jernstedt Airfield Airport Layout Plan Update outlines airport planning through 2024. The planning document's development was the focus of four public hearings and numerous Airport Advisory Committee meetings that occurred in the past three years.

Century West Engineering of Portland completed the updated master plan, with assistance from the Airport Advisory Committee, Port staff plus Don Larson and Dave Roberts of the Federal Aviation Administration.

A top master plan goal is to work with willing property owners to acquire land to support the airport. This spring, that occurred when the Port purchased a 10-acre orchard parcel that lies northeast of the airport and within its Runway Protection Zone. Farming will continue on the property, formerly owned by Forrest and Naomi Orcutt, but no new structures will be built. This is expected to limit new

hazards for planes landing and taking off from the airfield.

Aircraft should find it easier to access the airport, too. The next major capital improvement project identified in the master plan update is a new runway lighting system. This project will rely on federal funding and is expected to be under way in one year.

Airport fencing to limit animal and pedestrian access on airport property would likely be the next enhancement. Other capital projects may include relocating the main airport building, or Fixed Base Operator (FBO) Building, and fueling operations to the north side of the runway, improving taxiways and developing hangars. The Port would likely need to buy property to create new hangar space, however.

The master plan identifies a long-term project that may not happen within the next 20 years. Shifting the runway 550 feet to the east would improve on-the-ground vehicle safety, especially at Highway 281 west of the airport, since planes would take off and land farther away from the route also known as Tucker Road. However, a runway shift would mean abandoning a portion of Orchard Road directly east of the airfield. The Port does not contemplate moving the runway unless it adds safety to the airport and surrounding neighborhoods. By including this in the master plan, however, it becomes eligible for federal funds and would not rely heavily on local taxes or user fees.



The Port's Joe Pounders installs the entry sign for the Ken Jernstedt Airfield. The Port Commission will prioritize airport improvements as identified in the new Ken Jernstedt Airfield Master Plan to enhance safety and meet increasing demand.

These improvements are designed to meet the demands of an airport that is seeing an upswing in activity. In 1998, 13,555 aircraft operations – takes offs and landings – were recorded, an average of more than 37 daily. That number grew to 14,190, or 39 a day, in 2002 and is forecast to grow to 15,345 annually, 42 each day, in 2007. In 2017, annual airport operations are expected to top 19,950 – nearly 55 daily operations – representing a 40 percent increase from today's usage, according to the new master plan.

While the master plan will guide development at Ken Jernstedt Airfield, it is not the final word on airport development. The

Hood River Port Commission will evaluate and prioritize all projects, gathering input from the Airport Advisory Committee. Any new project, except property acquisitions, will be subject to Hood River County Planning Department rules, which include advertised public hearings.

Assisting on master plan development were Airport Advisory Committee members Anne Yannotti, John Benton, Duane Troxel, Felix Tomlinson, Ed Drew, Richard Clarke, Port Commissioners Fred Duckwall and Hoby Streich, and Port Marketing Manager Mike Doke.

For more information, contact the Port of Hood River at (541) 386-1645.

# GrillStation hopes to heat up with barbecue season



GrillStation's Tom Drach demonstrates the art of "Flip-N-Easy"

A new start-up business, GrillStation, recently located at the Hood River waterfront in the UTS Portsite building. The company designs, manufactures and markets barbecue tools and accessories.

Tom Drach started the business last year with brother-in-law Tom Rowe to develop and market its flagship product, the Flip-N-Easy.

"The Flip-N-Easy simplifies grilling and improves the quality of food cooked on the grill by allowing all the food to be flipped at once," Drach explains.

The Flip-N-Easy features heavy-duty construction and materials in a patented design. The product is stamped from one piece of heavy-duty steel, with removable handles that lock the grill

basket together, making it superior to similar grill baskets on the market.

The Flip-N-Easy was the brainchild of Rowe, in an effort to market his line of grilling marinades, Tom's Whiskey Hollow Marinades. Design concepts came about as he ruminated on how to flip all his kabobs at once for public taste demonstrations.

Drach strived to have the Flip-N-Easy manufactured in the U.S., but found that challenge unrealistic. A mechanical engineer who designs and fabricates parts for specialty components, Drach possesses extensive experience in offshore manufacturing. He found manufacturing the product in China made the most economic sense. "The barbecue industry is competitive like many industries, and China has the competitive edge right now," Drach says.

The Hood River headquarters is used primarily for marketing, shipping and receiving.

GrillStation is marketing the Flip-N-Easy through

multiple channels, and hoping to attract the attention of large retailers like Home Depot.

The product's debut is anticipated in two upcoming mail order catalogs, *Solutions* and *Sporty's Preferred Living*. "The product is unique and innovative," explains employee Lisa Conway. "It fits well with these specialty catalogs that aim to make life simpler."

Also, the Flip-N-Easy will be featured in a live broadcast on QVC's *Decade of Discovery* program on July 8. GrillStation had to provide quantities of the Flip-N-Easy specially packaged, and the company is hoping to sell out for the QVC broadcast.

*Do It Yourself Network TV*, and *I Want That TV* will also feature the Flip-N-Easy this summer.

Locally, the Flip-N-Easy is available at Annz Panz and Gorgegifts.com. More information is available online at flipneasy.com, or by calling GrillStation at 541-387-2320.

## PORT DIRECTORY

### Commissioners

Sherry Bohn                      Hoby Streich  
Fred Duckwall                  Kathy Watson  
Don Hosford

### Staff

Dave Harlan .....Executive Director  
Telephone .....(541) 386-1645  
Fax .....(541) 386-1395  
Email porthr@portofhoodriver.com  
**www.portofhoodriver.com**  
Newsletter Production ....Pageworks

**PORT MEETINGS** Regular Port Commission meetings are held on the 1st and 3rd Tuesday of each month in the Expo Center Conference Room. The Port welcomes your questions, comments and suggestions.