



Blast from the Past

Hood River Distillers waterfront plant groundbreaking, July 1, 1968.

Pictured left to right are: George Wertgen, Port Commissioner; John Jensen, Architect; Norman Krause, Associate Architect; James Mallon, President, Hood River Co. Chamber of Commerce; John Bentley, R.A. Gray Company, Contractor; Ned Marshall, Vice President, Hood River Distillers; M.S. Walton, Port Commissioner; Dr. Stanley Wells, Port Commission President; Robert Neilson, Mayor, City of Hood River; George Heisley, President, Hood River Distillers.

PORT OF HOOD RIVER

PO Box 239
Hood River, OR 97031

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Portland, OR



Spring 2009

The Business of Recreation

by Michael McElwee,
Port Executive Director



Michael McElwee

Recreation is a well-recognized pillar of the local economy. Hood River County's unmatched scenery and varied

recreational choices

attract visitors from around the world. These visitors add vitality and business for our hotels, restaurants and retail shops. They support local jobs and add tremendously to our local economy throughout the seasons.

Since the 1980s the Port has recognized the role recreation plays in economic development and supported its growth. The Port found grant funds and committed its own public resources toward development of the Marina Park, Swim Beach, Event Site, The Hook and The Spit. We manage these recreation sites year-round primarily with user fees. They continue to grow in popularity and are subject to increasing demands—even more pronounced in the last three years from the growth of kiteboarding and the new recreational asset called the Sandbar.

These key waterfront recreation sites support the local recreation industry. They must be maintained and managed to keep them safe and functional for users. And, like any retail business, annual improvements must be considered to keep them fresh and attractive. To do this, the Port invites the interest and support of recreational users and

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Waterfront projects stimulate local economy

The economy and stimulus packages are popular topics these days, so it's fitting the Port of Hood River executes a quasi-economic stimulus package of its own as it prepares for a number of projects at the waterfront. Construction projects planned this year include:

- **development of Anchor Way, a new industrial road on the waterfront**
- **sidewalk and streetscape improvements to Portway Avenue from No. 2nd Street to 8th Street**
- **possible construction of a new 20,000 s.f. light industrial (flex) building that would be the first new building on the waterfront in 25 years**
- **construction of two new waterfront trail segments**
- **launch ramp improvements at The Hook**
- **Expansion of "C" Dock in the Marina depending on market demand**

If all projects proceed, the total spending on design, permitting and construction would exceed \$4 million. The Port will seek local contractors and suppliers to the maximum extent possible.

Anchor Way construction imminent

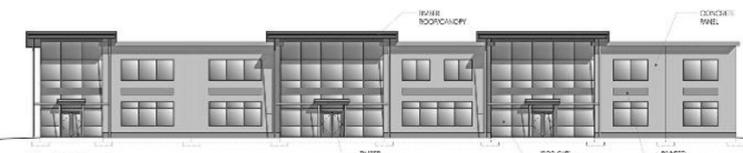
Portland design firm Group Mackenzie has completed engineering plans for the new waterfront industrial street, Anchor Way. Construction is imminent thanks to grants from the federal Economic Development Administration and Oregon Department of Transportation.

This project addresses needs for improved access by industrial tenants while preserving the coexistence of industrial and recreational uses on the waterfront. The schedule is to go out for bid in late March, with construction beginning as early as May.

In addition, the Port authorized surveying and civil engineering services for Riverside Drive improvements in the event "readiness-to-proceed" may advance the Port's request for funding if federal or state stimulus funds become available.

Flex-Space Building moves forward

The Port of Hood River worked with Group Mackenzie on a concept plan and cost estimates for a new industrial



A concept plan for a light industrial (flex) building on the waterfront created guidelines for a more detailed architectural design to follow.

flex-space building on the waterfront. The preliminary design work provided concept-level architectural plans, elevations and specifications for the upcoming design development phase.

Not only was the concept to provide a building design that could be constructed within budget/market conditions, it could also be a basis for possible design guidelines within the industrial subdivision. The new flex-space building is planned for Lot #1 of the new waterfront light industrial subdivision, and would be approximately 20,000 square feet in size. It will be configured as flexible space for office and light manufacturing. The building's front will be aesthetically pleasing to pedestrians and passersby, while the rear of the building would address light industrial needs including shipping and receiving.

The Port's next steps include hiring an architect/engineer team for the detailed design, completing a market assessment, evaluating financing options, seeking tenant commitments, and ideally selecting a contractor to proceed with development later this year. A request for proposals for architect services was issued in mid-February and selection is planned for the March 17 Port Commission meeting.

Waterfront Trail segments to be developed

The Port of Hood River will soon consider construction bids for new Waterfront Trail segments that will connect the Event Site and The Hook to the City's new Waterfront Park. The total budget for the project is \$135,000. Funding will be provided by a State of Oregon Parks grant of approximately \$110,000, with the Port contributing \$26,000 to fund the project. Once an acceptable bid is approved, construction will begin this spring with plans for a summer season completion. The new Waterfront Trail segments were designed by Thiel Landscape Architecture of Hood River.

Anchor Way will be completed in 2009.

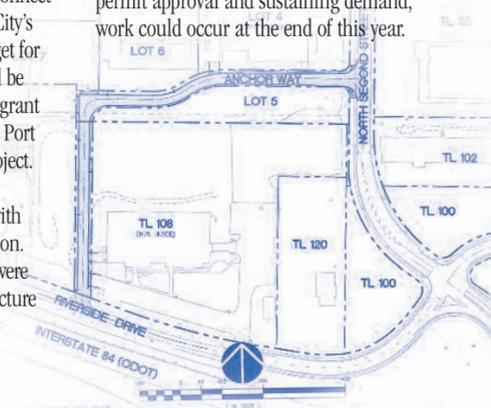
Improvements planned at The Hook

The Columbia Gorge Windsurfing Association (CGWA) and the Port of Hood River are partnering to improve ten launch ramps at The Hook. Launch ramps will be widened to a minimum of six feet, and some inclines will be reduced. "Erosion has occurred on some of the ramps, so we hope to do some erosion control plantings as well," explains CGWA executive director Katie Crafts.

CGWA contributed \$2,500 toward the project, and worked with the Port's Waterfront Recreation Committee, the City of Hood River, and Riverkeepers to plan and recommend specific improvements needed. The Port has authorized a contribution of \$5,500, and will hire a contractor, and manage the project. Improvements should be completed in May 2009.

Marina Dock expansion possible

The Port continues to assess market demand for Marina moorage. Two years ago, demand for boat slips reached 150, causing the Port to commission the Marina Basin Study to examine long-term needs. Last year, the wait list was reduced to about 35 names after the Port assessed a fee to be on the list. The first phase of Marina expansion would add 20 slips to existing piers at "C" Dock South, east of the boathouses. Pending permit approval and sustaining demand, work could occur at the end of this year.



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other stakeholders who are often more knowledgeable about changes in various water sports and ways to improve recreational sites. Currently we are working with the Columbia Gorge Windsurfing Association (CGWA), the City of Hood River and other stakeholders to improve The Hook to make it more usable and attractive for visitors and long time users. The Port Commission has approved a \$5,500 financial contribution, matched by \$2,500 in CGWA funds, to improve the various launch sites there. In the coming years the Port will consider

other improvements including a more stable and smoother access road. Likewise, the Columbia Gorge Kiteboarding Association (CGKA) is coordinating an effort to evaluate possible improvements that would make The Spit more functional and user-friendly. We are also working with an economics consultant through a Corps of Engineers grant to more specifically identify the local financial benefit derived from the waterfront recreation sites. That analysis will be completed this spring.

Although there is a myriad of issues to be addressed with even modest improvements in a waterfront

environment—including permits, habitat impacts, technical challenges and cost—the Port welcomes the leadership of CGWA and CGKA, and partnership with other waterfront stakeholders to identify and facilitate positive changes on the waterfront.

The Port's mission is to promote economic development and a positive quality of life throughout the Columbia Gorge region. Although we often focus on business retention and recruitment efforts, recreation is also a critically important part of the local economy. Along with key stakeholders, we will continue to manage, maintain, and improve the various waterfront recreation sites in a way that recognizes their economic impact. We welcome ideas and suggestions to improve our efforts. Despite the current recession, we look ahead to summer 2009 with optimism and the belief that the recreation season will be as strong and vibrant as ever.

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

Commissioners

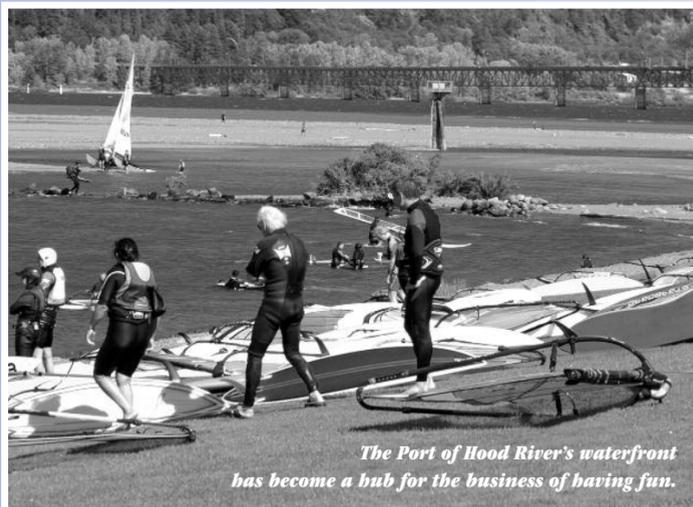
Fred Duckwall Don Hosford Kathy Watson
Sherry Bohn Hoby Streich

Executive Director - Michael McElwee

Contact

Telephone (541) 386-1645
Fax (541) 386-1395
Email porthr@gorge.net

www.portofhoodriver.com
Newsletter Production - Pageworks Design, Inc.



The Port of Hood River's waterfront has become a hub for the business of having fun.



Waucoma Building

A real estate sales contract for the purchase of the **Waucoma Building** by the Port of Hood River from owner United Telephone Company of the Northwest has been terminated. The contract allowed the Port to carry out a number of discovery and due diligence tasks, completed in mid-February, and was contingent upon the Port's acceptance of findings. Among the tasks performed were a building appraisal, building inspection, environmental inspection, financial analysis including cash flow modeling, and examination of building records and asset performance history.

"Given the information we've assembled, discrepancies in values, improvements needed, and the current market conditions made the Port Commission wary of moving forward," conveyed Port Commissioner Fred Duckwall. The Port's main concerns were that appraised value was less than the contract price, and building upgrades could not be amortized through lease income. Market and financing conditions also played into the Port's decision. ●



Laurie Borton

Laurie Borton has been promoted to Operations Manager at the Port of Hood River following the retirement of Linda Hull in December. Hull worked at the Port office since June of 2000. Borton has been employed by the Port for over eight years, serving as Office Specialist/Marina Manager. Her new position includes managing administrative and commission services, documentation, and operations of the Port's waterfront recreation facilities, including concessions, vendors, signage. ●

The Port has entered into an agreement with **Give Them Wings, Inc.**, also known as WINGS, for various maintenance projects on Port property in return for modest payment. Port Executive Director Michael McElwee outlined a number of landscape and maintenance projects that can be carried out by WINGS personnel. Give Them Wings provides housing, education and meaningful work for at risk young men ages 18-23. ●

The **May 19 election** will include candidates for three Port of Hood River positions. Interested candidates should file a declaration of candidacy with Hood River County Elections Office by March 19, 2009. ●



Randy Miller of Tip Top Tree Care

The Port of Hood River recently commissioned **Tip Top Tree Care** for various services to trees and shrubs at Port Marina Park. The Marina has a variety of native trees and shrubs, such as spruce, cedars, pines and firs, along with flowering ornamental trees and maples that provide accent color. Tip Top Tree Care owner Randy Miller worked on over 200 trees and shrubs, mostly pruning, thinning, reducing over-crowded branches, and minimizing potential storm/wind damage. "When taking care of mature trees I am looking for signs of disease, dry rot or broken branches, storm damage, insect damage, and a balanced and sound tree structure," Miller reports. "The Marina's landscape is in good health for all to enjoy."

Tip Top Tree Care is a relatively new business, but Miller has had a long relationship with the Port of Hood River. He worked at Pacific Moulding in the Big 7 building for over a dozen years. "I've always found the Port of Hood River to be accommodating and it's been great to continue a relationship with them." ●

The Port of Hood River Interstate Bridge utilizes an electronic toll collection system called **BreezeBy**, with nearly 3,000 accounts to date. Beginning in March, BreezeBy users will be able to access their accounts online at www.portofhoodriver.com. Account holders will be able to see account balance and detail, as well as print statements. "We aren't yet able to offer online deposits, because that requires a higher level of security than our server now offers," explains Port finance manager Linda Shames. "But that is something we may be able to offer in the future." The Port contracted with TollTex and WebRock Design to complete the web site addition. Shames added that in January, 37% of bridge tolls were paid by BreezeBy patrons using the bypass lanes. ●



Slingshot kites are popular on the river. The 10-year-old company now holds offices in Hood River.

Slingshot Sports, a 10-year-old Gorge company, is locating its administrative offices at the Port of Hood River's Big 7 building on Industrial Way. The company started out in White Salmon and has held headquarters in Stevenson since 2006. It will continue to maintain its warehouse in Stevenson, which it's expanding this year.

The company designs and wholesales kiteboarding and wakeboarding equipment, oversees manufacturing in the U.S and overseas, and ships internationally.

Beginning as a kiteboarding company, Slingshot took a natural leap into wakeboarding two years ago. "We are already making a huge impact, we seem to resonate with the wakeboarding industry," says Jim Kimball, Chief Financial Officer at Slingshot. "Our boards have flex, which wakeboarders have discovered they really like. We're gaining traction."

The company was founded by brothers Tony and Jeff Logosz, and includes several other owner members. It employs 19 currently, plus a number of sales representatives. Slingshot is leasing close to 3,000 square feet in the Big 7 Building, in addition to its 10,000 square feet located in Washington. ●



Beginning in March, BreezeBy users will be able to access their accounts online.



Ken Jernstedt Airfield Airport Master Plan

Hood River County Planning Commission's review of the Port's Ken Jernstedt Airfield master plan resumes later this month, with a second work session slated Wednesday, March 25, at the county administration building. The meeting begins at 7 p.m. at the County Commission's chambers.

Substantial work has been completed since the initial planning commission review held last fall. At the direction of the commission and its planning staff, the Port has updated the document's Airport Layout Plan, or ALP, which outlines major airport improvements eligible for Federal Aviation Administration funding.

Also completed are updates to the master plan that reflect the ALP's new status, Comprehensive Plan amendments that include an Airport Noise Contour Zone and an Airport Height Combining Zone, a review of possible vacation of a segment of Orchard Road immediately east of the runway, and a traffic study.

Scott Keillor of Columbia Planning and Design Inc. coordinated these efforts, working with county planning staff, Century West Engineering and DKS Associates Transportation Solutions.

If adopted by the county, the airport master plan would become part of its Transportation System Plan. Ken Jernstedt Airfield's master plan chief goals are enhancing safety, planning for facilities and ensuring the airport's longevity.

Port contracts with new FBO: Classic Wings Aero Service

Classic Wings Aero Service assumed responsibilities as the Port's new Fixed-Base Operator (FBO) at Ken Jernstedt Airfield's new Fixed-Base Operator (FBO) on January 1.

Classic Wings replaces Flightline Services as FBO following a Port-issued request for proposals for the position last year. Flightline Services, the airport's FBO since 1995, opted not to submit for renewal in order to focus on other interests.

The Port accepted Scott Gifford's proposal, enabling him to establish Classic Wings Aero Service in Hood River. The FBO supplies fuel, rents aircraft, offers flight instruction and scenic flights, and sells pilot supplies.

Gifford became acquainted with the Port in 2007, a couple of years after his initial visit to the area. Last year he began working with Flightline Services, helping owners Denny Kindig and Anne Yannotti with airplane maintenance.

During that period, he traveled back and forth between his home in Prescott, Arizona and Hood River, trying to figure out a way to move his enterprise up here. For the past 12 years, he's operated NostalgiAire, an aircraft maintenance company, in Arizona.

"I have been involved in general aviation in some form almost all my life," Gifford explains. "I come from an aviation family and have always enjoyed working at small airports."

Gifford also enjoys working on older airplanes, so it is no surprise that he's known Jeremy Young, of the Western Antique Aeroplane and Automobile Museum (WAAAM), who also came to Hood River from Prescott. Gifford has worked with the Young family since 2000, which explains how he

learned about the Hood River area and what was happening at the local airport.

No major growth is anticipated at Ken Jernstedt Airfield, but changes are identified in the airport's planning document. A significant master plan goal is shifting the existing 3,040-foot runway 550 feet to the east. This would move the runway farther away from Tucker Road/State Highway 281, one of the area's busiest roads that is located west of the airport, but would require abandoning the section of Orchard Road east of the landing strip. Plans call for Orchard Road to dead-end to the north and south of the airport's runway, preventing ground traffic from using the county road as a thoroughfare.

There are no plans to extend the runway's length; the master plan simply calls for it to be shifted eastward.

The runway's taxiway would be moved 35 feet to the north to meet FAA standards for 240 feet of separation between landing strip and taxiway, under the master plan.

Airport services, including fueling and flight training, would move from the airport's south side to the north side, alleviating the current pattern of aircraft taxiing across the runway for these services.

Work in recent months has focused on limiting the airport's land use impacts on properties that are a more than a mile away from the runway. The master plan's earlier version included a potential future instrument approach. However, this would have affected building heights on properties located as far as 10,000 feet, or nearly two miles, away from the runway.

All instrument approach references have been deleted from the updated master plan, which maintains its focus on the existing visual approach pilots rely on when using the local airfield. The visual approach limits any height restrictions to properties within 5,000 feet of Ken Jernstedt Airfield, reflecting what is in place today.

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.

If the review process graduates from the planning commission level, public hearings would follow with the Hood River County Commission. If adoption does occur, the Port could begin the formal process of seeking approval to shift the runway. ●

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In 2005 Gifford and his wife, Dawn, who grew up in the Dallas/Salem area, came to Oregon on vacation. When he visited Jeremy and Terry Brandt of WAAAM, he realized there were opportunities to move his aircraft mechanic business to Hood River, and began seriously looking at what it would take.

"One of the stumbling blocks from moving to Hood River full time has been the economy. It's terrible down in Arizona—one of the two worst states for foreclosures," Gifford relays. "I have my facility in Prescott for sale, and have been in talks with multiple companies, but no buyer quite yet."

When Gifford sells his hangar in Prescott, the family will move NostalgiAire to Hood River to be a sister company to Classic Wings Aero Service. Gifford will continue maintaining and restoring aircraft. "We can't wait to settle up here," Gifford says.

In the meantime Gifford has three employees running the Classic Wings Aero Service at the

local airport. Johnny Young, with a degree in airport management, is supervising operations, and Gifford feels "quite fortunate" that Dave Koebel and Darla Gjino stayed on from Flightline Services.

Classic Wings Aero Service is open 8 a.m. to 5 p.m., seven days a week, and will be open till 6 p.m. in summer months. ●



Scott Gifford (left), owner of Classic Wings Aero Service, with staff Johnny Young, Dave Koebel, and Darla Gjino.