



PORT OF THE DALLES
STRATEGIC BUSINESS PLAN
2009





MISSION STATEMENT

The Port of The Dalles is dedicated to supporting the creation, retention, expansion, and recruitment of businesses and jobs that will enhance the economy of the District.

VISION STATEMENT

The Port of The Dalles will be a critical contributor to economic development in the region by continuing its successful public partnerships and private sector facilitation. In addition to industrial land development, the Port will explore new, fiscally responsible, employment-generating strategies that increase the wealth and well-being of the District.





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EXECUTIVE SUMMARY

INTRODUCTION: THE PORT AND THE STRATEGIC PLAN

Ports in Oregon

Ports in Oregon are special districts that engage in economic development activities such as: developing industrial land, operating marinas and airports, improving waterways, building structures or shipping facilities, and recruiting jobs and businesses.

Port of The Dalles

Since 1933, the Port of The Dalles has promoted economic development in its District by supporting job retention and creation. The Port does this primarily by developing and selling its industrial lands. Recently, the Port has also begun facilitation activities such as recruiting businesses to privately-owned industrial land and supporting regional development projects. Additionally, the Port operates a 100 boat-capacity marina.

Strategic Planning

This strategic plan is both a long-term expression of the Port's mission and as a short-term guide for potential projects. It is intended to be flexible as circumstances change.

CURRENT CONDITIONS: THE ECONOMIC STATUS OF WASCO COUNTY AND THE REGION

Wasco County and the Mid-Columbia

The Dalles has a 10,000 year history as a trade center, and the Port has over 75 years of experience in economic development. However, the region's unemployment is high and its per capita manufacturing employment is below most areas of the state. The regional industrial land supply is essential to increasing the area's economic prosperity. The Port can support this economic growth with its land development and facilitation activities.

The Dalles and the Port District

The Port of The Dalles' historical success came from the purchase, improvement, and sale of industrial lands. During the past 20 years in particular, these efforts turned 200 acres of land into over 500 jobs and \$1 billion in capital improvements. Now, with less land and more financial assets, the Port is adapting to new economic development strategies. This includes engaging in economic development on a regional level. The economic fortunes of the District and region are interconnected, and these shared needs can be made into shared opportunities. In order to help plan for the future, this plan includes projections of the region's future population, employment, and land use needs.

PLANNING THE PORT'S FUTURE: CURRENT FINANCIAL AND LAND INVENTORY

Current Financial Status

In order to assist the Commission's decision making on future development projects, this plan provides a three year summary of the Port's financial status. Additionally, the financial section explains the following about the Port's financial operations:

- A tax levy supports the Port's daily operations
- The Port's primary assets are reserved in its Development Fund
- Development Fund assets are acquired by and used for land improvement and sales
- In Fiscal Year 2009-2010, the Port's Marina began operating on an enterprise fund, separating itself from other funds and preparing it for self-sufficiency in the future

Current Land Inventory

For many years, The Port was northern Wasco County's largest industrial land owner. By developing and selling most of this land, the Port depleted this land inventory but also gained significant financial assets. The industrial land inventory included in this plan demonstrates that the current potential for industrial land development within The Dalles' existing UGB is limited. However, growth opportunities may exist in other areas of the District and region. In order to contribute to future economic growth, the Port will continue its work with private landowners, acquire industrial site certifications, and seek regional development opportunities.

GOALS, OBJECTIVES, AND PROJECTS

In the next twenty years, the Port of The Dalles intends to continue its mission of supporting the creation, retention, expansion, and recruitment of jobs in the District. In order to do this, the Port has developed four goals:

Industrial Development: throughout the District and region

Regional Participation: in development projects advantageous to the region

Facilitation and Recruitment: of business development and employment

Fiscal Responsibility: that serves the public well and achieves the Port's long-term goals

The objectives and projects supporting each of these goals will assist the Port's decision-making process in the future. However, the projects and their outcomes are flexible, allowing the Port to adjust each project while remaining consistent in its mission.

FUTURE CONSIDERATIONS

As the Port's staff, Commissioners, and financial circumstances change over time, this plan will undergo amendment. However, the overall mission and goals will remain constant and the Port of The Dalles will continue to focus on its strength: supporting the creation, retention, expansion, and recruitment of businesses and jobs in the District.

ACKNOWLEDGEMENTS:

Several outside stakeholders and community partners made vital contributions to this planning process. In addition, this plan could not have been completed without the continuous input of the Port of The Dalles' Commissioners and Executive Director: Mike Courtney, Ken Farnar, Kristi McCavic, Bob McFadden, Rod Runyon, and Andrea Klaas.



INTRODUCTION

Ports in Oregon

Port Powers

In the state of Oregon, ports are designated as special districts by the Oregon Revised Statutes (ORS) Chapter 777. These statutes give ports many of the standard powers of a public entity, including the ability to levy taxes, borrow money, issue bonds, and charge for services. However, unlike most government entities, ports rarely use taxes as their primary revenue source. Instead, port districts operate much like for-profit businesses, using taxes only to fund operations while using investment returns to fund development projects. Such projects are enabled by the unique powers given to ports by ORS 777 to promote economic development in their districts.

Some of these powers include ports' authority to:

- Advertise and promote port districts
- Acquire, sell, and lease property
- Construct and operate facilities on port property
- Operate bridges, marinas, and airports
- Generate electric power for sale only to a utility or federal agency and for the sole purposes of operating docks, shipping facilities, and other activities designated as port powers
- Develop industrial or research parks as well as sports, recreation, convention, or trade show facilities
- Engage in other activities that promote the maritime, aviation, and commercial interests of their port districts

Chapter 777 of the Oregon Revised Statutes lists the full powers and limitations of ports in Oregon and can be found in **Appendix A** of this plan.

Port of The Dalles

About the Port

The Port of The Dalles District was formed in 1933 by a vote of 2,059 residents of Wasco County, Oregon. Currently, the Port District encompasses over 700 square miles and about 18,000 residents. The District's boundaries are the Columbia River to the north,

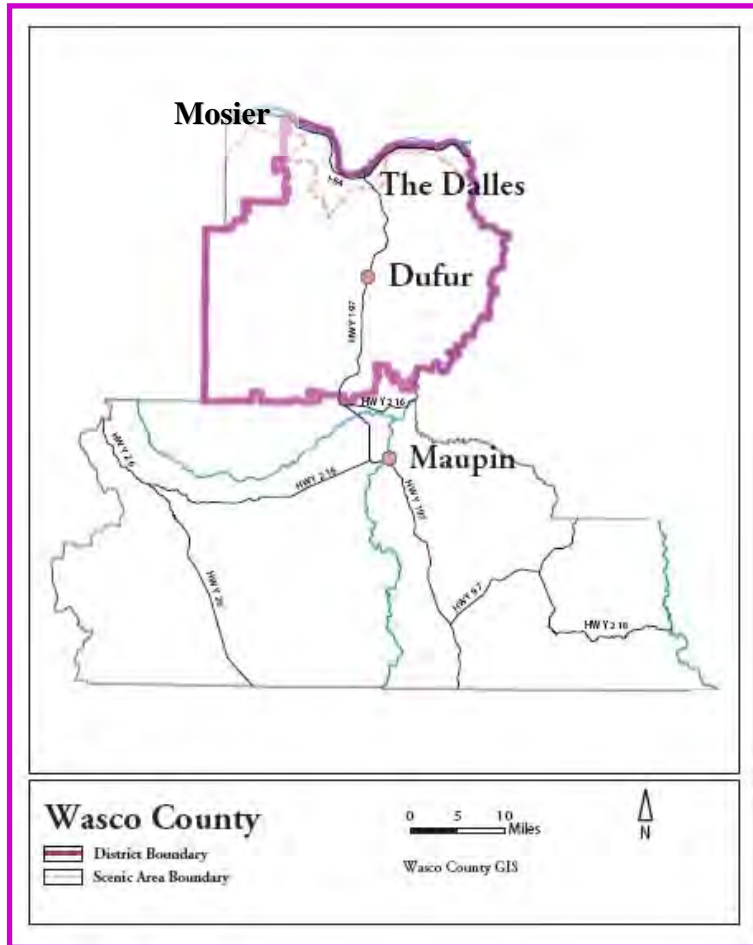
Tygh Ridge to the south, the eastern edge of Wasco County, Richard Rd. to the northwest and the Hood River-Wasco County line to the southwest.

The Port of The Dalles' key economic development strategy focuses on supporting job retention and creation in the District. The Port has done this by developing land and marketing the community and its industrial lands to attract business to the area. The Port also owns and operates marina facilities on the Columbia River.

The Port's administrative office is located in a riverfront historic house within one of several industrial park subdivisions. In the past thirty years, the Port has successfully invested in the creation, improvement, and sale of these subdivision lots to businesses that have provided jobs in the District.

Industrial Land Development Role

In 1985, residents of the Port District approved a bond for \$4.5 million that allowed the Port to pursue improvements on about 200 acres of land. By preparing land for development and adding site infrastructure, the Port was able to sell over 150 acres to the private sector. In 2005, the Port successfully repaid its bond. As a result of these efforts, over 500 jobs and over \$1 billion in capital improvements have come to the Port's industrial parks.



Facilitation Role

Thirty years of successful industrial land development projects have recently necessitated a change of direction for the Port of The Dalles. In less than 10 years, a projected 100 year land supply has been absorbed. This has given the Port fewer physical assets to develop, but also more financial means to invest in economic growth. As a result, the Port has shifted a portion of its operations toward a facilitation role in the job creation process.

Facilitation activities have included:

- Increasing marketing efforts for vacant industrial lands under private ownership
- Supporting the expansion and retention of existing businesses
- Recruiting businesses and assisting with their transition to the area

- Partnering with private and public sector groups in the region to achieve broader economic development goals

Facilitation activities have allowed the Port of The Dalles to fulfill its mission statement without the land resources it has had in the past. This adaptation has proven vital to the Port's short term success and continued flexibility will contribute to the Port's long term success.

Strategic Planning

Process and Outcome

The term "strategic planning" generally refers to the process undertaken by a private business, government agency, nonprofit corporation, or other organized group to assess its current conditions and formulate strategic goals for its future. The tangible outcome of this process is usually a strategic plan that states the group's intentions as it moves forward and encounters changing circumstances.

Though usually very broad and general in nature, strategic plans can be made to function as detailed business plans and/or project plans, as this plan does. This plan includes both broad goals and specific objectives. Each of these is supplemented by short-term projects with timelines, stakeholder roles, and approximate costs.

Plan Flexibility

Strategic planning does not attempt to predict future economic conditions, but rather creates a foundation for organizational decisions to be used as circumstances change. Since an organization's goals are fixed but its future is not, strategic plans must be adaptable documents. They must be designed for a certain time period while remaining open to adjustments during those years. Consequently, this plan is forward-looking yet flexible. It presents goals for the Port's next twenty years that can be divided into a range of short, mid, and long term objectives.



CURRENT CONDITIONS

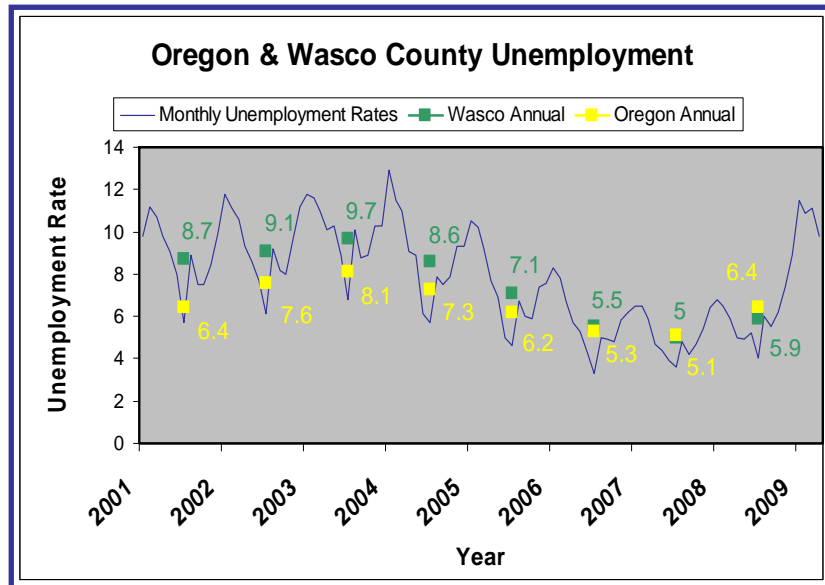
Wasco County and the Mid-Columbia Region

About the Region

For over 10,000 years, the Mid-Columbia Region served as a trading hub for Native American tribes throughout the Northwest. When Europeans arrived about 200 years ago, they used the area as a stop along the Oregon Trail. In 1854, Europeans settled permanently, creating a county and naming it after the Wascopam, a local tribe. Today, the county’s historic role as a gathering place persists, keeping Wasco County connected to the greater Mid-Columbia region. The Mid-Columbia region is usually defined as the three Oregon counties of Hood River, Wasco, and Sherman and the two Washington counties of Klickitat and Skamania.

Economic Conditions

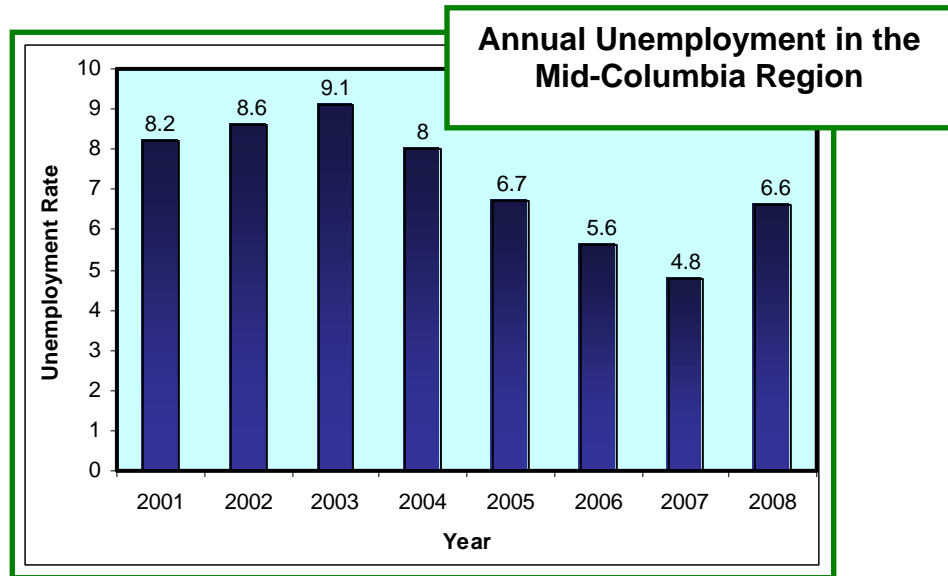
Wasco County is the most populated county in the Mid-Columbia region. Consequently, its economic conditions influence, and are influenced by, conditions in the larger area. Oregon’s Economic and Community Development Department (OECDD) classifies Wasco as one of several “distressed” counties based on its employment and income demographics. In



addition, Oregon Employment Department (OED) data show Wasco’s unemployment consistently above statewide levels with nearly twenty years of stagnant real wages in the county compared to a \$5,000 increase in statewide real wages.

As for the other areas of the Mid-Columbia region, Oregon’s Hood River and Sherman counties are designated as “distressed” and “severely distressed,” respectively. Similarly, Washington’s Employment Security Department classifies both Klickitat and Skamania as “distressed,” based on their unemployment rates.

A number of economic development groups at the local, county, and regional levels address these conditions of economic distress. The Port of The Dalles primarily operates in its District and other areas of Wasco County, but is recognized as a regional influence



as well. The Port’s specific economic development mission is to support the retention and creation of jobs and businesses that enhance the District’s economy.

The Port’s primary focus is on industrial sector jobs and businesses such as Mining, Construction, Manufacturing, Wholesale Trade, Utilities, Information, Transportation, and Warehousing. The following chart shows the number and percent of these industrial sector jobs in each of the region’s 5 counties.

County	Population (2008 Est.)	Civilian Labor Force	Industrial Sector Employment	Industrial Employment Percentage
Hood River, OR	21,625	12,318	2,260	18.3%
Wasco, OR	27,140	12,405	1,580	12.7%
Sherman, OR	1,845	973	95	9.8%
Skamania, WA	10,700	5,510	510	9.3%
Klickitat, WA	20,100	9,860	1,250	12.7%

Though the Mid-Columbia region currently faces economic challenges, the Oregon Employment Department projected that it would be the state’s second fastest employment growth area between 2006 and 2016. Updated forecasts reinforce these expectations of growth in spite of negative national economic trends. The Port of The Dalles, through its

strategic planning, can and should establish itself as an integral contributor to this expected economic growth.

The Dalles and the Port District

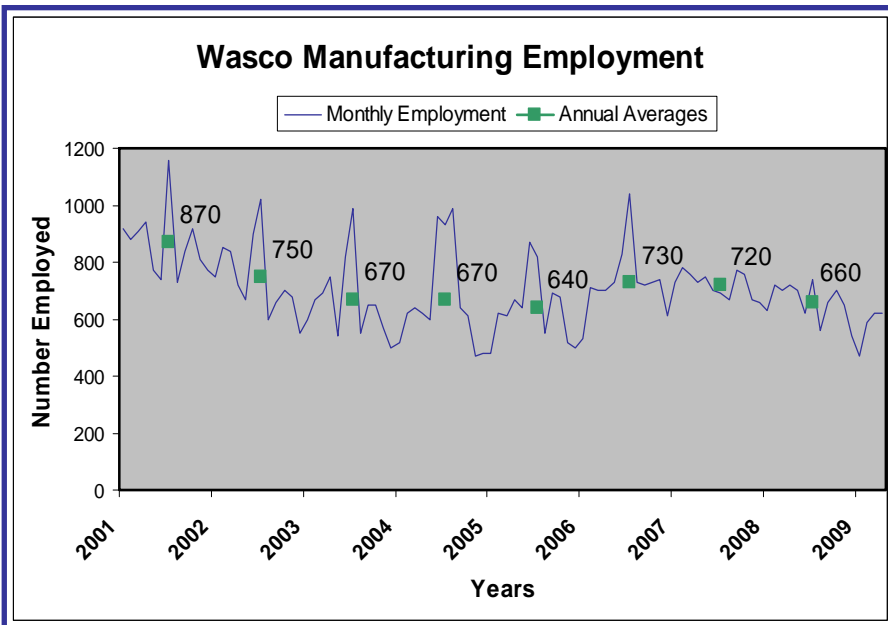
About the District

As the largest city in Wasco County and the location of the Port’s office and industrial parks, The Dalles has traditionally been the center of operations for Port activities. This city of 13,170 people has a long history of industrial employment. Some of this industrial employment, such as cherry processing and wheat transportation, originated from the region’s long-standing agricultural economy.

Also, for over 50 years, an aluminum smelter in The Dalles employed hundreds of residents. The plant’s ultimate closure in 2005 greatly affected the area’s job market and economic base. Since then, an advantageous diversification of industrial employment has occurred, aided in part by the Port’s efforts. These efforts are ongoing, particularly as traditional types of industrial employment decline and new employers like Google come to The Dalles.

This shift to different types of industrial development is a widespread trend and will continue to affect employees in The Dalles. Oregon’s Employment Department has emphasized the need for increased training for these new positions as well as training for manufacturing sector jobs that will become vacant as the baby boomer generation retires. These changes to the industrial employment market could positively affect Wasco County’s manufacturing sector.

Manufacturing workers in the area have experienced over ten years of decreasing



employment as well as wages that are consistently below state averages. Continued attention and responsiveness to new trends in the manufacturing sector will enable the Port to support the growth of future manufacturing employment in the region.

Other Communities

Some of Wasco County’s other incorporated cities include Dufur, Maupin, and Mosier. Dufur, with a population of 655, is within the Port District boundaries, while both

Maupin (490-1000 people, depending on the season) and Mosier (470 people) are near the borders of the Port District. Also, one unincorporated area with vacant industrial lands, Tygh Valley, is situated at the Port District's southern boundary.

An inventory of industrial land in these communities begins on page 17 of this plan. A land inventory of Dallesport, Washington (population 1,185) is also included in this plan. Dallesport is located on a peninsula directly across the Columbia River from The Dalles and can be accessed by the Highway 197 Bridge. The Dallesport area has both vacant industrial land and the Columbia Gorge Regional Airport, which is jointly owned by The City of The Dalles and Washington's Klickitat County. In the future, as Dallesport's infrastructure develops, these assets could make the area important to the region's industrial economy.

Each of these communities has a different economic base and varying levels of interest in industrial land development. However, each represents an opportunity for potential Port partnerships as described in more detail by the Regional Participation goal in the **Goals, Objectives, and Projects** section of this document (see page 36).

Projections

In the 1970s, Oregon's Department of Land Conservation and Development created a set of statewide goals that direct planning on the local level. These goals affect land use, economic development, and Urban Growth Boundary expansions, all of which are pertinent to the future of The Dalles. In particular, Goal 9 requires communities to analyze their economic development patterns and provide sufficient land to meet development needs. This also means that communities must secure an adequate supply of industrial land and surround it with a buffer of compatible land uses. Consequently, the statewide planning goals are an important consideration in the Port's strategic planning process.

In order to meet statewide goals, planning at both the City and Port of The Dalles must rely on estimates of future population and economic activity in the area. In 2005, the City of The Dalles began gathering information in order to expand its UGB. In 2006, this data was supplemented by research from private planning firms. The result of this process was the Land Use Needs and Location Analysis (LUNALA) as well as projections for the city's population growth, employment trends, and expected land use needs.

Below are some of the key findings of this research that pertain to strategic planning for the Port of The Dalles.

Population

The Mid-Columbia region as a whole has recently experienced population growth, much of which has been attributed to: an inventory of commercial and industrial lands that has been quickly absorbed; affordable homes and a moderate cost of living; a business-friendly attitude; access to transportation networks including interstate, highway, rail, and river; and the area's unique quality of life, particularly its recreational opportunities. Continued preservation and promotion of these assets, by the Port and other organizations, will contribute to the area's sustained population growth.

By the Numbers:

Population Projections

2015 Population
27,944 (Wasco County)
18,329 (The Dalles)

2025 Population
33,346 (Wasco County)
22,124 (The Dalles)

Average Annual
Growth Rate = **1.2%**

The Dalles population
as a percent of Wasco
County = **66%**

However, an increase in the number of people in the region will require increases in jobs and industrial land supply to meet the employment and economic development needs of the population.

An important note about this projected population increase is its expected concentration in the City of The Dalles.

Considering the high ratio of The Dalles' population to the population in Wasco County and the region, the Port's industrial land development efforts can be effective if pursued region-wide, but might have the most impact if focused on the City of The Dalles in particular.

Employment

Projections of Oregon's employment growth and changing industrial employment trends have already been mentioned. They are reiterated here because of their significance to the Port's

long-term strategic planning.

Oregon's statewide employment is expected to increase by 240,000 jobs by the year 2016. In 2026, industrial employment in The Dalles will reach 2,700, which exceeds current job levels by more than 1,000. In the midst of this rapid change, the Port of The Dalles can play an integral role in supporting successful long-term job creation and retention. This role would involve supporting workforce development in addition to readying available industrial land for development. Workforce development is now vital to employment growth since state projections show that many new jobs will require post-secondary qualifications such as higher level degrees, career-related work experience, and/or on-the-job training. The Dalles has numerous workforce training resources that have been utilized by existing and new businesses in the Port's industrial areas.

By the Numbers:

Employment Projections

Oregon Statewide
Employment Growth =
240,000 (2006-2016)

Percent of New Jobs
Requiring Post-Secondary
Training = **25%**

Percent of New Jobs
Recommending Post-
Secondary Training = **50%**
(includes 25% from above)

Projected Industrial
Employment Growth for
The Dalles by 2026 = **950**

Land Needs

Based on The Dalles' population in 2005, the LUNALA calculated that an industrial land supply of 392 acres was required to meet employment and economic development needs. While The Dalles currently meets this requirement, the city's population is expected to increase 50% by the year 2026. At this population level, industrial land needs will increase to 991 acres, which greatly exceeds the current industrial land inventory. This potential shortfall demonstrates the need for industrial land development that balances the expected expansion of The Dalles.

One way to meet land use needs within The Dalles' existing UGB would be to redevelop under-used industrial areas. The LUNALA included a measure of "underdeveloped" acreage within the UGB, which was broadly defined as "land that could be redeveloped or put to a better and/or higher use." Over 459 industrial acres were deemed "underdeveloped" by the LUNALA. While this estimate may overstate the current availability of land with development potential, it nonetheless emphasizes the potential of increasing or improving current land uses to help meet the city's future land needs.

By the Numbers:

**Land Need
Projections**

Currently buildable lands
zoned Industrial or
Commercial/Light
Industrial within The
Dalles UGB = **296.16**

Industrial Acreage
Needed in The Dalles by
the Year 2026 = **991**

Total acreage zoned
Industrial or Commercial/
Light Industrial in the
region = **5377.94**

The Port's strategic planning can significantly affect the future of The Dalles' land needs. By redeveloping existing "underdeveloped" industrial parcels and coordinating with private landowners to develop large vacant parcels, the Port can greatly contribute to economic development in the District. Also, considering the potential of another industrial land shortage in the future, the Port could adopt a regional perspective. Since economic conditions in Wasco County and the Mid-Columbia region are interrelated, industrial land needs are also interrelated. The Port could measure population throughout Wasco County and the Mid-Columbia region, and then provide industrial lands throughout the region based on this larger population. Not only would this strategy apply combined resources to a common goal, it would promote the development of currently vacant industrial property in smaller communities throughout the region. An industrial land inventory of The Dalles and other regional communities can be found in the next section of this plan.



PLANNING THE PORT'S FUTURE

Current Financial Status

As previously noted, the Port of The Dalles now has significantly more financial assets than land assets. While a tax is levied to support daily operations, the Port's primary assets are reserved in a Development Fund. Since these assets were acquired by improving and selling industrial land to create jobs, the Port of The Dalles intends to reinvest the funds for the same purpose. In 2009, the Port's Marina began operating on an enterprise fund, separating its funding from the Development Fund and allowing it to function as a self-supporting entity in the future.

When the 2008-2009 audited budget is complete, it will be added to **Appendix C** of this document and will give a full review of the Port's financial status. The following is a brief account of the Port's financial status drawn from the 2007-2008 audit:

Port of The Dalles Net Assets: June 2006 - June 2009

	June 2006	June 2007	June 2008	Change
Assets				
Current & Other	\$5,524,506	\$5,747,607	\$5,838,573	5.7%
Capital (less depreciation)	\$2,375,157	\$2,311,509	\$2,404,524	1.2%
Total	\$7,899,663	\$8,059,116	\$8,243,097	4.3%
Liabilities				
Current	\$132,931	\$176,938	\$141,485	6.4%
Long-term debt	\$346,105	\$268,019	\$268,019	-22.6%
Total	\$479,036	\$444,955	\$409,501	-14.5%
Net Assets				
Invested in capital assets, net of related debt	\$1,956,538	\$1,965,404	\$2,136,507	9.2%
Restricted for debt service and bond defeasance	\$0	\$0	\$0	0%
Unrestricted, including deferred revenue	\$5,464,088	\$5,648,758	\$5,697,089	4.3%
Total Net Assets	\$7,420,627	\$7,614,162	\$7,833,596	5.6%

Port of The Dalles Governmental Activities: FY 2006-2007 and 2007-2008

	2006-2007	2007-2008	Change
Revenue			
Charges for Services	\$96,371	\$101,995	5.8%
Capital Gains & Contributions	\$37,374	\$6,650	-82.2%
Property Taxes	\$211,963	\$225,184	6.2%
Interest & Investment Earnings	\$295,182	\$255,359	-13.5%
Other Revenues	\$732	\$42,494	5705.2%
Gain/(loss) on Land Sales	\$0	\$32,720	N/A
Total Revenue	\$641,622	\$664,403	3.6%
Expenses			
Administration	\$221,313	\$230,940	4.3%
Community Development	\$204,896	\$196,574	-4.1%
Interest Expenses	\$21,878	\$17,454	-20.2%
Total Expenses	\$448,087	\$444,968	-0.7%
Change in Net Assets	\$193,535	\$219,435	13.4%

Current Land Inventory

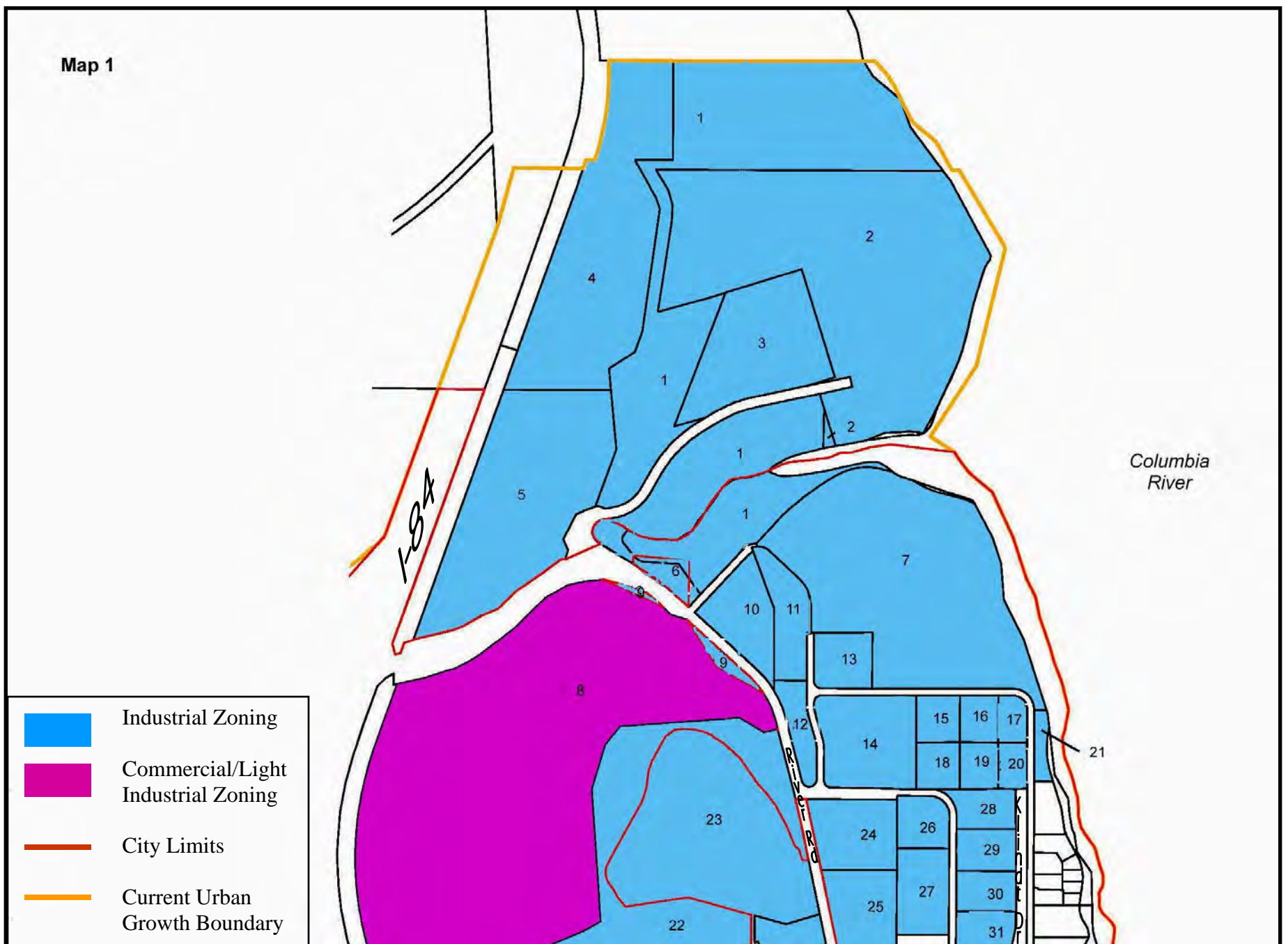
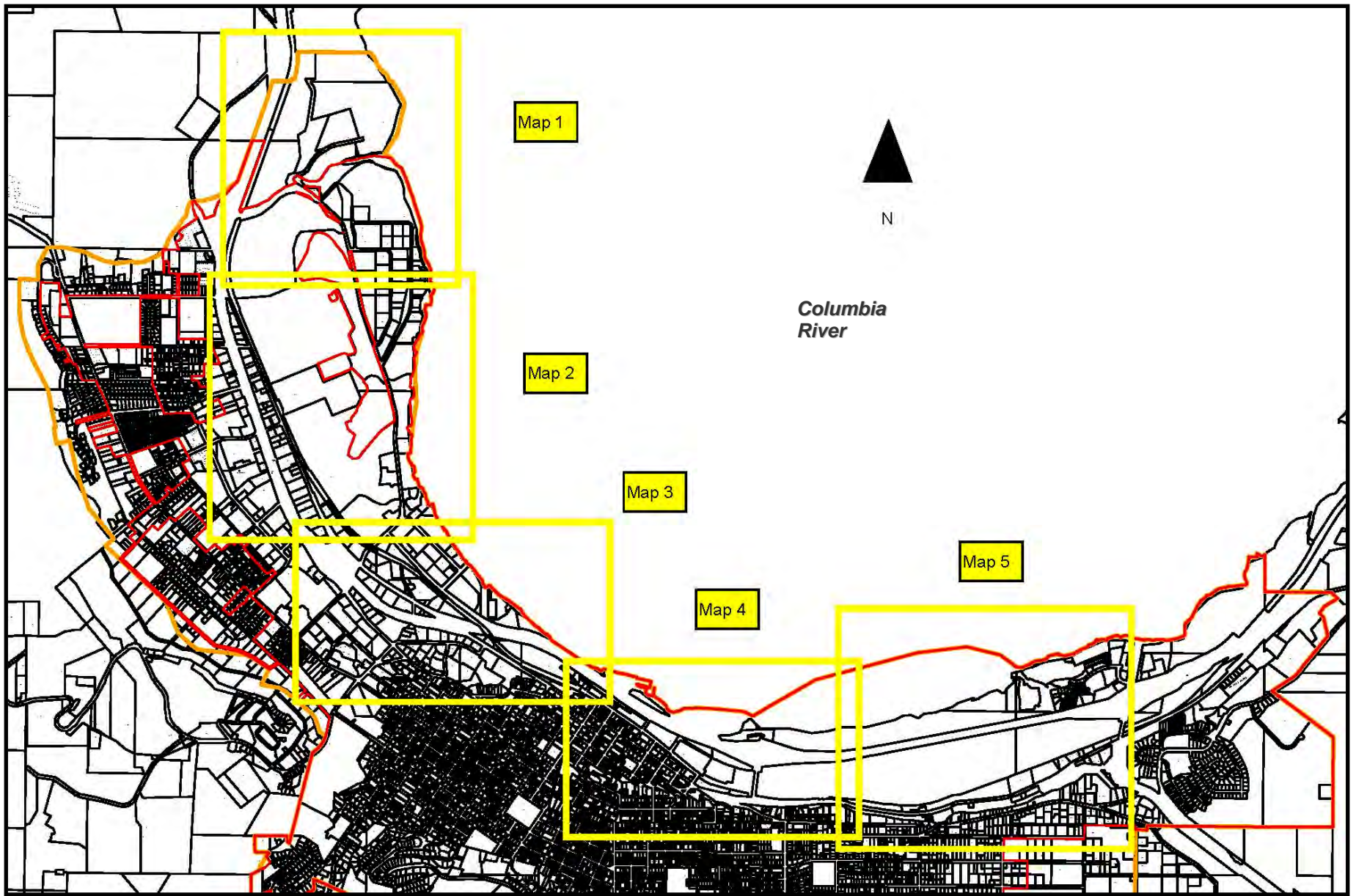
Currently, the Port leases two industrial-zoned, developed, waterfront parcels to Mid Columbia Producers and Cargill. The Port also owns several small industrial-zoned parcels with limited development potential as well as a large waterfront parcel (80 acres total) that is vacant and developable, but currently optioned. All other vacant industrial parcels in The Dalles are now under private ownership. In addition to its industrial lands, the Port owns 3 waterfront parcels zoned Commercial Recreational.

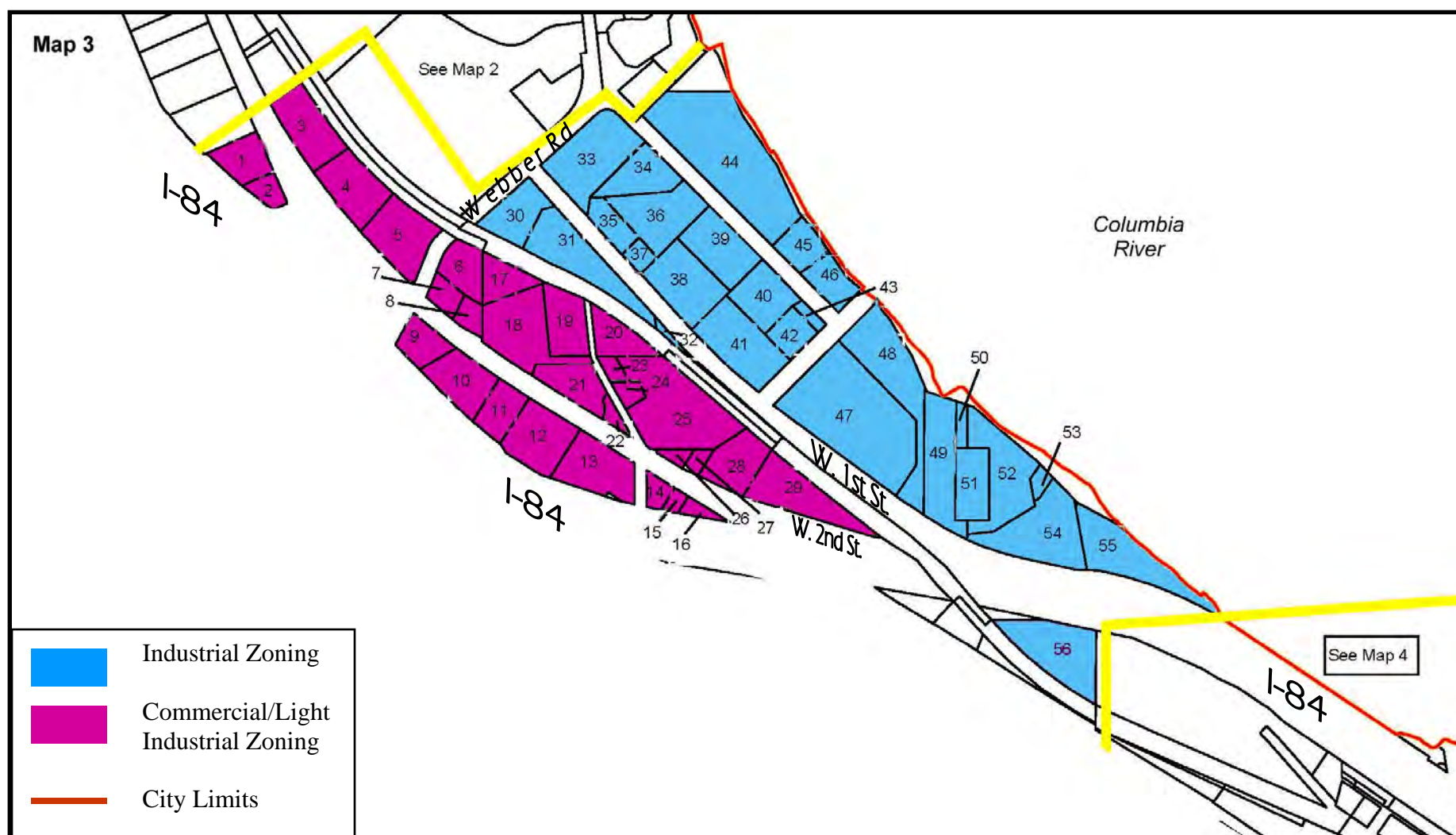
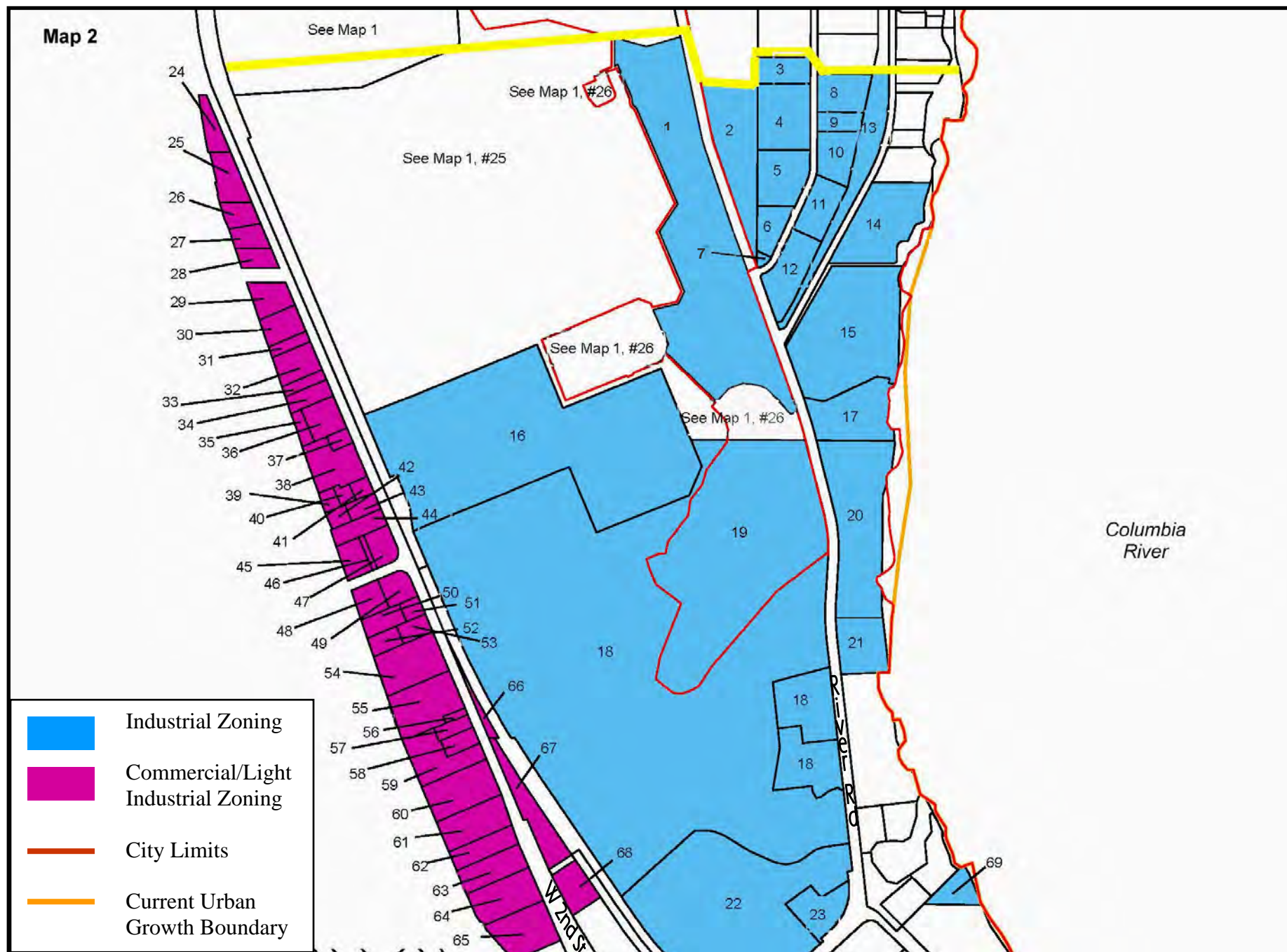
The following maps and charts present an overview of the industrial land within the Port District and surrounding areas. Within the Wasco County communities of The Dalles, Mosier, Dufur, Maupin, and Tygh Valley, about 1,280 acres of land (both developed and vacant) are currently zoned industrial or commercial/light industrial. As a percentage of the land area in all of these communities, the industrial land acreage is approximately 15% of the total. This land base is a critical economic development asset that can be expanded and developed to increase economic opportunity throughout the District and region.

Note: The City of The Dalles is currently working to extend its UGB but this process will take several years. The annexation of new industrial land into the UGB would be a beneficial opportunity for future Port development. However, in the meantime, and in the event of another industrial land shortage in the future, the Port can diversify its activities and/or reconsider its operations. Consequently, *the goals and objectives in this strategic plan do not rely upon the unknown potential of land acquisition from the UGB expansion.*

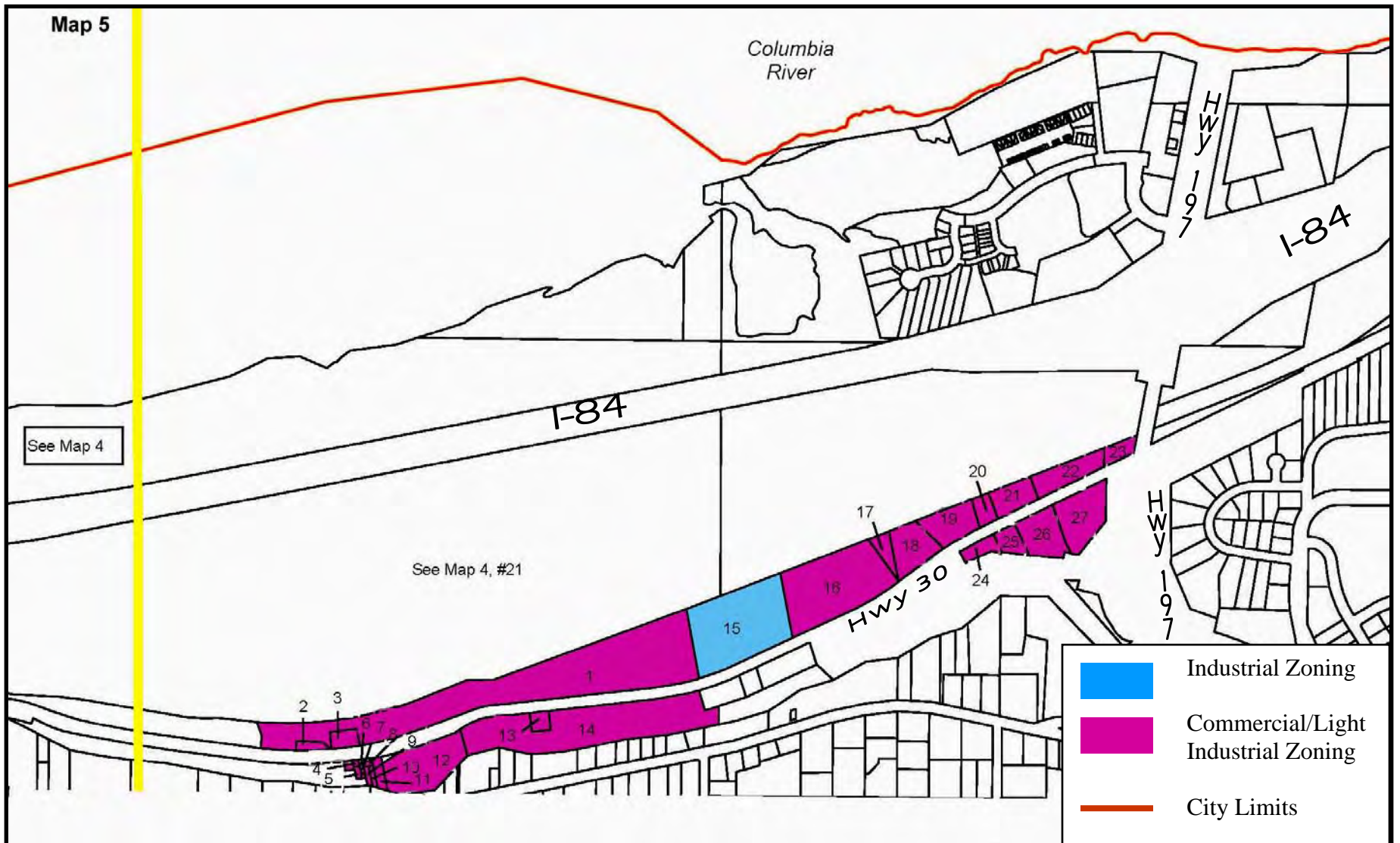
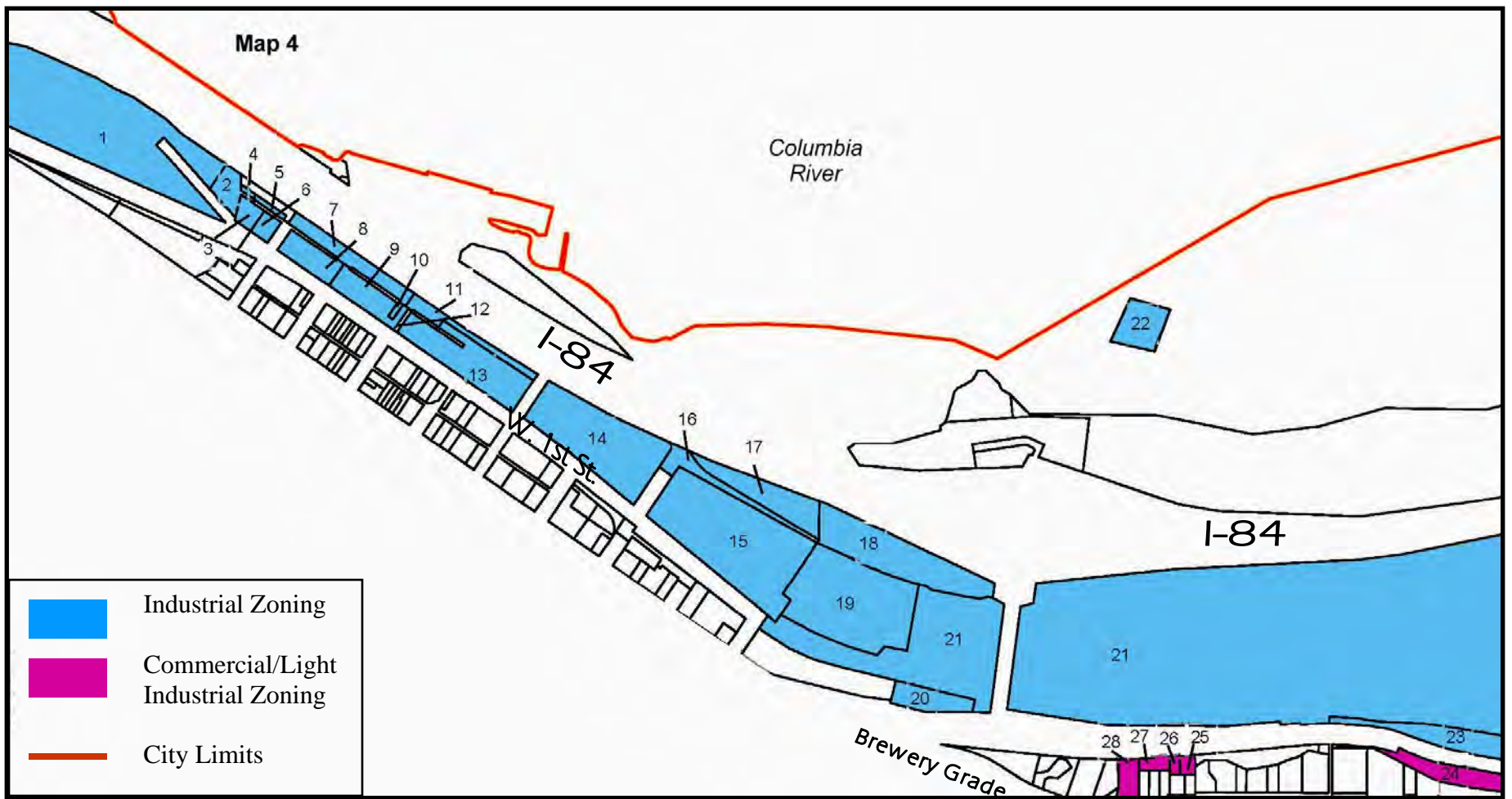
The Dalles Land Inventory

THE DALLES MAPS





MAP 4



MAP 1 CHART

All Industrial (I) and Commercial Light Industrial (CLI) parcels in The Dalles:

- are currently served or could soon be served with electricity from **Northern Wasco County PUD**
- are currently or could be **connected** to the city’s 17 mile **QLife fiber optic loop**

Parcels in **bold** are **vacant** and have medium to high **development potential** (total: **296.16** acres).

<p>Water Notes:</p> <ul style="list-style-type: none"> • Y = currently served by City of The Dalles Public Works • Y* = currently served by Chenowith PUD • N = currently unserved (service extension possible or planned in most areas) 	<p>Natural Gas Notes:</p> <ul style="list-style-type: none"> • Y = currently served by standard pressure line • Y* = currently served by high pressure line • N = currently unserved (service extension possible or planned in most areas)
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Map #	Acreage	Owner	Use	Development Potential: Physical Limits	Zoning	Rail Spur	Hwy 197	US I-84	Airport	River Frontage	Water	Sanitary Sewer	Storm Sewer	Natural Gas
1	38.62	PORT OF THE DALLES	Vacant	Medium: basalt & environmental constraints	I	N	6 mi.	1 mi.	9 mi.	N	N	N	N	N
2	42.99	PORT OF THE DALLES	Vacant	Medium: basalt & environmental constraints	I	N	6 mi.	1 mi.	9 mi.	Y	N	N	N	N
3	10.5	UNITED STATES OF AMERICA	BPA Substation	N/A	I	N	6 mi.	1 mi.	9 mi.	N	N	N	N	N
4	21.8	NORTHWEST ALUMINUM CO	Vacant	Medium-Low: sloped basalt	I	N	5 mi.	0 mi.	8 mi.	N	N	N	N	N
5	20.5	NORTHWEST ALUMINUM CO	Vacant	Medium-Low: sloped basalt	I	N	5 mi.	0 mi.	8 mi.	N	N	N	N	N
6	0.97	WASCO COUNTY	Humane Society	N/A	I	N	5.5 mi.	.5 mi.	8.5 mi.	N	Y	N	Y	N
7	31.04	DESIGN LLC	Google Campus	N/A	I	N	5.5 mi.	.5 mi.	8.5 mi.	Y	Y	Y	Y	Y
8	67.17	WM3 INC	Vacant	High: subdivided for development	CLI	N	5 mi.	0 mi.	8 mi.	N	Y	N	N	N
9	0.81	WM3 INC	Vacant	High	I	N	5 mi.	0 mi.	8 mi.	N	Y	N	N	N
10	4.09	ROCKLINE INC	The Dalles Concrete	N/A	I	N	5.5 mi.	.5 mi.	8.5 mi.	N	Y	Y	Y	Y
11	3.33	DESIGN LLC	Google Campus	N/A	I	N	5 mi.	0 mi.	8 mi.	N	Y	Y	Y	Y
12	1.87	PORT OF THE DALLES	Vacant	Medium-Low: sloped basalt	I	N	5 mi.	0 mi.	8 mi.	N	Y	Y	Y	Y
13	2.44	DESIGN LLC	Google Campus	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
14	6.68	FLAGSTONE DEVELOPMENT LLC	Homesield Door/Window	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
15	1.54	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
16	1.35	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
17	1.00	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
18	1.54	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
19	1.34	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
20	1.02	MUNSEN PAVING LLC	Asphalt Products	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	Y	Y	Y
21	0.81	EVERSUMMER LLC	Basil Greenhouse	N/A	I	N	6 mi.	1 mi.	9 mi.	Y	Y	Y	Y	Y
22	94.27	NORTHWEST ALUMINUM CO	Vacant	High	I	Y	5 mi.	1 mi.	8 mi.	N	Y	Y	N	Y*
23	29.17	MARTIN MARIETTA ALUMINUM CORP	Vacant	Low: Superfund site	I	Y	5.5 mi.	.5 mi.	8.5 mi.	N	Y	Y	N	Y
24	4.45	CHENOWITH CREEK DEVELOPERS LLC	Vacant	High	I	N	6 mi.	1 mi.	9 mi.	N	Y	N	Y	Y
25	4.52	WEBB WAYNE L & JANA L	Precision Lumber	N/A	I	N	6 mi.	1 mi.	9 mi.	N	Y	N	Y	Y
26	2.01	BOOZE JUDITH A RT	Fed Ex Ground Services	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
27	3.41	PAUL HARVEY PROPERTIES	Warehousing	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
28	1.90	DML 3875 CRATES WAY LLC	Ferguson Plumbing Supply	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
29	1.89	DML 3875 CRATES WAY LLC	Ferguson Plumbing Supply	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
30	1.83	CRESTLINE ENTERPRISES LLC	Crestline Construction	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
31	1.78	TUM A LUM LUMBER CO	Lumber Distribution/Millwork	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y

MAP 2 CHART

Map #	Acreage	Owner	Use	Development Potential: Physical Limits	Zoning	Rail Spur	Hwy 197	US I-84	Airport	River Frontage	Water	Sanitary Sewer	Storm Sewer	Natural Gas
1	18.68	NORTHWEST ALUMINUM CO	Vacant	Medium	I	Y	5.5 mi.	.5 mi.	8.5 mi.	N	Y	Y	Y	Y
2	4.27	NORTHWEST ALUMINUM CO	Vacant	Medium	I	N	6 mi.	1 mi.	9 mi.	N	Y	N	N	Y
3	1.03	PAUL HARVEY PROPERTIES	Warehousing	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
4	2.60	THE DALLES BUSINESS GROUP LLC	Warehousing	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
5	2.03	CGT ENTERPRISES INC	Warehousing	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
6	0.96	MID COL COMMUNITY ACTION COUNCIL	Warehousing	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
7	0.11	PORT OF THE DALLES	Port Industrial Area Sign	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	N	Y
8	1.43	TUM A LUM LUMBER CO	Lumber Distribution/Millwork	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
9	0.65	ALCO HOLDINGS LLC	Vacant	Medium-Low: size constraints	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
10	1.38	ROSETTE ENTERPRISES LLC	Mt. Hood Beverage	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
11	1.44	THE DALLES LEASING CO	Concrete Special Ties	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
12	1.99	WASCO INVESTMENT CO INC	AAA Metal Fabrication	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
13	4.24	PORT OF THE DALLES	Port Administrative Office	N/A	I	N	5 mi.	1.5 mi.	8 mi.	N	Y	Y	Y	Y
14	3.89	STATE OF OREGON	State Fish and Wildlife	N/A	I	N	5 mi.	1.5 mi.	8 mi.	Y	Y	Y	Y	Y
15	9.07	NORTHWEST ALUMINUM CO	Vacant	Low: environmental constraints	I	N	5 mi.	1.5 mi.	8 mi.	Y	Y	Y	N	Y
16	27.95	NORTHWEST ALUMINUM SPECIALTIES	Aluminum Billet Manufacturing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	Y	Y	N	Y*
17	3.13	WEBB WAYNE L & JANA L	Vacant	Medium	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	Y	Y	N	Y
18	76.91	NORTHWEST ALUMINUM CO	The Dalles Rodeo Grounds	N/A	I	N	4 mi.	1 mi.	7 mi.	N	Y	Y	N	Y*
19	19.70	MARTIN MARIETTA ALUMINUM CORP	Vacant	Medium-Low: no excavation possible	I	N	4 mi.	.5 mi.	7 mi.	N	Y	N	N	Y*
20	7.64	FORT DALLES RIVERFRONT PROP LLC	Vacant	Medium	I	N	4 mi.	.5 mi.	7 mi.	Y	Y	Y	N	Y
21	2.16	BERNERT BARGE LINE INC	Barge Maintenance/Fabrication	N/A	I	N	4 mi.	.5 mi.	7 mi.	Y	Y	Y	N	Y
22	17.49	NORTHERN OREGON CORRECTIONS	Regional Jail	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
23	1.52	BPOE ELKS LODGE #303	Vacant	High	I	N	4 mi.	.5 mi.	7 mi.	N	Y	N	N	Y
24	0.64	VELADOR AMADO & CHARLOTTE	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	N
25	0.97	KOOPS DUANE C & JEAN M	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	N
26	0.59	STEELE CLARA S ET AL	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	N
27	0.57	SPEE DEE HAULERS INC	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
28	0.54	SPEE DEE HAULERS INC	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
29	0.89	HOVDA SHIRLEY A	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
30	0.83	HUNT STEVEN R & MARSHA M	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
31	0.35	TESCH KENNETH E	Sauters' Moving/Storage	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
32	0.97	TBN PROPERTIES LLC	Brown Roofing	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
33	0.34	LEE ERNEST W & MARY L	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
34	0.59	LEE ERNEST W & MARY L	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
35	0.31	LEE ERNEST W & MARY L	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
36	0.92	DECKA ENTERPRISES INC	Vacant	High	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
37	0.26	SMITH DORIS J RLT AGREE	Residence	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
38	1.64	TENOLD RICHARD & KAY K	Pacer Propane	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
39	0.26	FRIEL MARLENE	Pacer Propane	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
40	0.26	RATTS JOHN R	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
41	0.23	RICHMAN LORNE H & ELIZABETH R	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
42	0.28	PIONEER POTLATCH ASSOCIATION	Social Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
43	0.41	LUNA RAUL	Residence	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
44	0.72	MULLER FAMILY INVEST GROUP INC	Pioneer Rock & Monument	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
45	0.68	TINGUE JOHN P	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
46	0.68	SPEE DEE HAULERS INC	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
47	0.14	MULLER FAMILY INVEST GROUP INC	Vacant	Medium-Low: size constraints	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
48	0.68	MC HALE RONALD E	Hire Electric	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
49	0.69	DEVINS WEST SECOND PROPERTIES LLC	Auto Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
50	0.60	HARMONY INVESTMENTS LTD PTNSHP	Vacant	Medium	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
51	0.29	HARMONY INVESTMENTS LTD PTNSHP	Vacant	Medium	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
52	0.46	MATHIE MONTY L	Vacant	Medium	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
53	0.45	BPOE ELKS LODGE #303	Elks Lodge	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
54	2.06	STOVALL ERIC R & MARGARET L	Red's Trading Post	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
55	2.29	SPEE DEE HAULERS INC	Hunt's Trailer Court	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
56	0.13	SPEE DEE HAULERS INC	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y

57	0.37	RENARD JEFF A	Automobile Services	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
58	0.47	MUNSEN PAVING LLC	School Bus Yard	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
59	1.74	MUNSEN PAVING LLC	School Bus Yard	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
60	2.00	UNITED STATES OF AMERICA	BPA Substation	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
61	1.67	COLUMBIA GORGE BEVERAGE INC	Beverage Distribution	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
62	1.01	COLUMBIA GORGE BEVERAGE INC	Beverage Distribution	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
63	1.28	COCA COLA BOTTLING CO OF OR	Beverage Distribution	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
64	1.89	NORTHERN WASCO CO PUD	Utility ROW	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
65	1.81	NORTHERN WASCO CO PUD	Utility ROW	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
66	0.29	J R ZUKIN CORP	Airgas Sales & Distribution	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
67	1.69	ELLETT VICKIE L	Frontage Tractor	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
68	1.03	NEEL JUDIE D RLT	Lupin Construction	N/A	CLI	N	4 mi.	.5 mi.	7 mi.	N	Y*	Y	Y	Y
69	1.00	PORT OF THE DALLES	Vacant	Low: size constraints	I	N	4 mi.	.5 mi.	7 mi.	Y	Y	N	N	Y

MAP 3 CHART

Map #	Acreage	Owner	Use	Development Potential: Physical Limits	Zoning	Rail Spur	Hwy 197	US I-84	Airport	River Frontage	Water	Sanitary Sewer	Storm Sewer	Natural Gas
1	1.13	HONALD GARY B	Platt Electric Supply	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y*	Y	Y	Y
2	0.51	HONALD GARY B	Automobile Services	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y*	Y	Y	Y
3	1.89	TWO SPRINGS RANCH LLC	Uhaul	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y*	Y	Y	Y
4	1.86	TWO SPRINGS RANCH LLC	Columbia Stowaway Storage	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y*	Y	Y	Y
5	2.13	SPRINT CORP	Embarq Telecom Services	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
6	1.12	LEPINSKI PAUL N & GARNET L	Recycling Services	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
7	0.56	AUTO ELECTRIC SUPPLY CO	Automobile Services	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
8	0.46	WESTSTAR MORTGAGE CORP	Columbia Home Display	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
9	1.00	BARRAGAN JORGE & LUPE	Casa El Mirador Restaurant	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
10	1.66	PULLEN HOLDINGS LLC	Columbia Home Sales	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
11	1.08	HASEL GEORGE E	Power Sports Sales	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
12	2.05	HALTON COMPANY THE	Equipment Rental	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
13	2.10	DOBBIN MANAGEMENT LLC	Trucking/Hauling Services	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
14	0.40	GILL WILLIS H & ELIZABETH A	Nelson Tire Factory	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
15	0.21	GILL WILLIS H & ELIZABETH A	Nelson Tire Factory	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
16	0.28	COX MARIE	Machinist/Fabrication	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
17	1.00	WESTERN STATIONS CO	Petroleum Products Distribution	NA	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	N	N	N	Y
18	2.70	JPL LLC	Columbia Home Sales	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
19	1.54	FARGHER JR WALTER M RLT	Vacant	High	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
20	1.12	TEMPLE FAMILY CREDIT SHELTER TRUST	Petroleum Products Distribution	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
21	1.34	MID COL COMMUNITY ACTION	Affordable Housing Motel	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	Y	Y	Y
22	0.27	HARTFORD ERIN	Coffee Shop (closed)	Medium Low: existing development	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	Y	Y
23	0.29	WOLFORD STEPHEN E	Gorge Glass	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	Y	Y
24	0.33	MAUSER MARK	Vacant	Medium	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	Y	Y
25	4.17	MAUSER IDA LIFE ESTATE	Building Supply Store	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	Y	Y
26	0.23	PATCHETT JOHN	Residence	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
27	0.26	DEUTSCHE BANK NATIONAL TRUST CO	Residence	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
28	1.59	BRACE MELROY & JOANNE	Equipment Rental	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
29	2.27	BRACE MELROY & JOANNE	Equipment Rental	N/A	CLI	N	3.5 mi.	0 mi.	6.5 mi.	N	Y	N	N	Y
30	1.52	CMS 210 WEBBER LLC	Fastenal Distribution	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
31	2.56	PEPSI COLA BOTTLING THE DALLES	Beverage Distribution	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
32	0.22	WASCO COUNTY	Vacant	Low: size constraints	I	N	4 mi.	.5 mi.	7 mi.	N	N	N	N	Y
33	3.00	BT PROPERTY LLC	UPS Distribution	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
34	1.51	SCHWANS SALES ENTERPRISES INC	Schwans Distribution	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
35	0.82	H & N BUILDING LLC	Oregon Equipment	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	N	Y
36	2.26	HERITAGE OPERATING LP	Cascade Propane	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	Y	Y
37	0.38	BRACE HANK	Disposal Station	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	N	Y	N	Y
38	2.31	BRAUN ARTHUR V	Disposal Station	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	N	Y	N	Y
39	2.00	RIS-RENTS LLC	USF Reddaway Delivery Services	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	N	Y
40	1.62	THE DALLES CITY OF	City Public Works	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	Y	Y	N	Y
41	2.55	THE DALLES CITY OF	City Public Works	N/A	I	N	4 mi.	.5 mi.	7 mi.	N	Y	Y	N	Y
42	0.84	THE DALLES CITY OF	City Public Works	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	Y	N	Y	Y
43	0.23	THE DALLES CITY OF	City Public Works	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	Y	Y	Y	Y
44	7.06	CARGILL INC	Grain Silos	N/A	I	N	4 mi.	.5 mi.	7 mi.	Y	Y	Y	N	N
45	0.98	J R ZUKIN CORP	Meadow Outdoor Advertising	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	Y	Y	Y	Y
46	0.99	CROSS CREEK GROUP INC	Qnect Telecom Services	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	Y	Y	Y	Y
47	6.49	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	Y	Y	Y	Y
48	3.66	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	Y	N	Y	Y
49	2.68	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	Y	Y	Y	Y
50	0.39	PORT OF THE DALLES	Vacant	Medium-Low: size constraints	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	N	N	N	N
51	1.44	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	N	N	N	N
52	3.06	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	N	N	Y	N
53	0.41	UNITED STATES OF AMERICA	Historical Site	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	N	N	Y	N
54	3.23	UNITED STATES OF AMERICA	Historical Site	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	Y	N	Y	Y	N
55	0.22	UNITED STATES OF AMERICA	Pump Station	N/A	I	N	4.5 mi.	1 mi.	7.5 mi.	N	N	Y	Y	N
56	2.74	THE DALLES CITY	Union Street Underpass	N/A	CLI	N	3 mi.	1.5 mi.	6 mi.	N	N	N	N	N

MAP 4 CHART

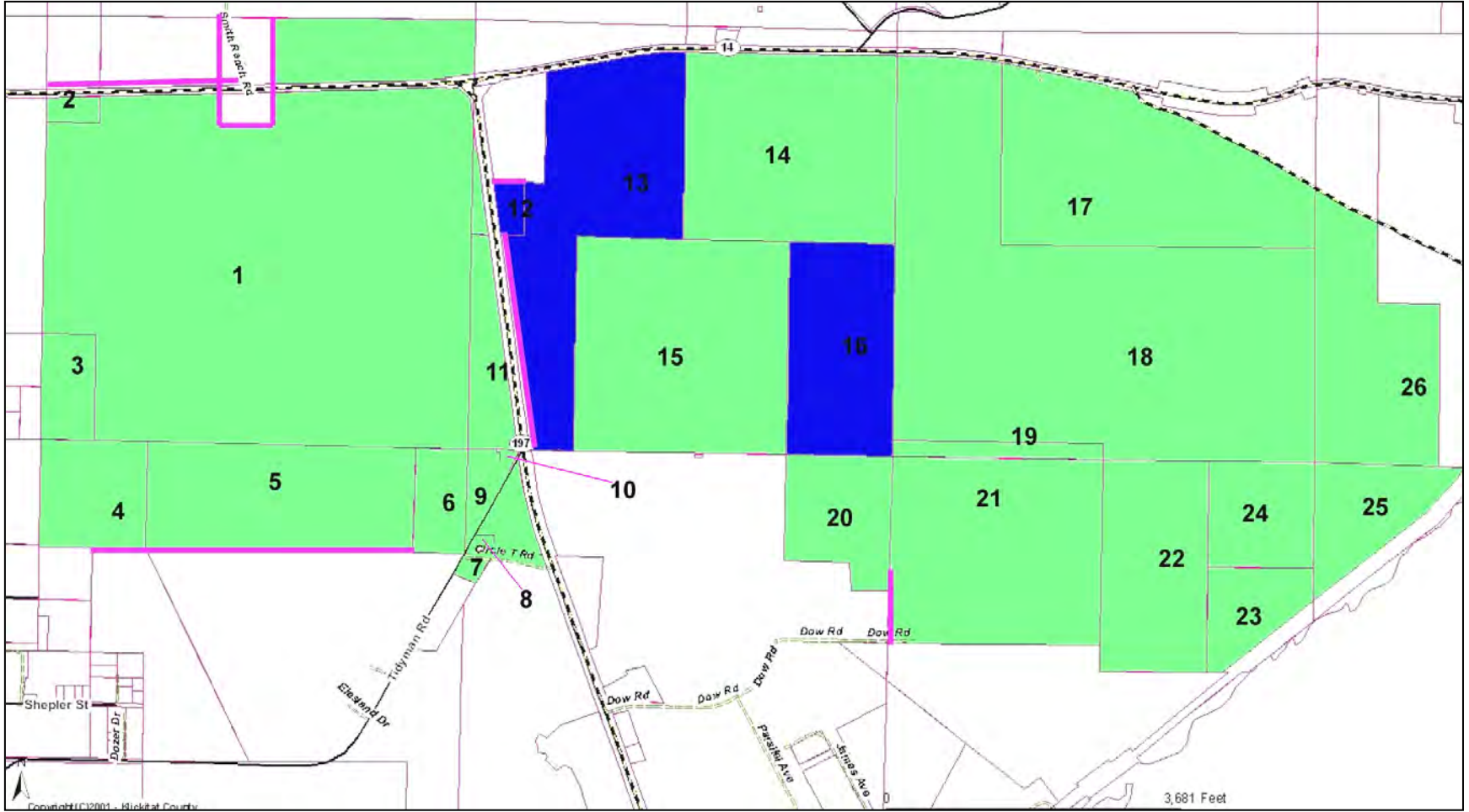
Map #	Acreage	Owner	Use	Development Potential: Physical Limits	Zoning	Rail Spur	Hwy 197	US I-84	Airport	River Frontage	Water	Sanitary Sewer	Storm Sewer	Natural Gas
1	9.66	HATTENHAUER J D & MARY L	Petroleum Products Distribution	N/A	I	N	2.5 mi.	1 mi.	6 mi.	N	Y	Y	Y	N
2	0.55	J R ZUKIN CORP	Vacant	High	I	N	2.5 mi.	1 mi.	6 mi.	N	N	Y	N	N
3	0.37	KUZMA JOHN T & LINDA R	Automobile Services	N/A	I	N	2.5 mi.	1 mi.	6 mi.	N	N	N	N	N
4	0.31	THE DALLES CITY OF	City Public Works	N/A	I	N	2.5 mi.	1 mi.	6 mi.	N	N	Y	N	N
5	0.10	KUZMA JOHN T & LINDA R	Vacant	High	I	N	2.5 mi.	1 mi.	6 mi.	N	N	N	Y	N
6	0.27	KUZMA JOHN T & LINDA R	Vacant	High	I	N	2.5 mi.	1 mi.	6 mi.	N	Y	N	Y	N
7	1.12	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	Y	N
8	0.85	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	6 mi.	N	Y	Y	Y	N
9	1.01	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	N	N
10	0.06	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	N	N
11	0.66	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	N	N
12	0.06	THE DALLES CITY OF	Vacant	High	I	N	2.5 mi.	1 mi.	5.5 mi.	N	N	N	N	N
13	2.54	THE DALLES CITY OF	City Sewer Treatment	N/A	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	N	N
14	4.31	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	Y	Y*
15	6.39	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	Y	Y	Y*
16	0.84	PORT OF THE DALLES	Union Street Underpass	N/A	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	N	N	Y
17	1.66	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	2.5 mi.	1 mi.	5.5 mi.	N	Y	N	N	Y*
18	3.42	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	2 mi.	.5 mi.	5 mi.	N	N	N	Y	Y*
19	5.32	OREGON CHERRY GROWERS INC	Cherry Processing	N/A	I	N	2 mi.	.5 mi.	5 mi.	N	Y	Y	N	Y*
20	0.90	UNION PACIFIC LAND	Vacant	Low:	I	N	2 mi.	.5 mi.	5 mi.	N	Y	N	N	N
21	123.26	UNION PACIFIC RAILROAD CO	Railroad Tie Plant	N/A	I	Y	2 mi.	.5 mi.	5 mi.	N	Y	Y	Y	N
22	0.06	PORT OF THE DALLES	Vacant (Island in Columbia)	Low: island	I	N	N/A	N/A	N/A	Y	N	N	N	N
23	3.33	J ROSE DEVELOPMENT LLC	Vacant	High	I	N	1 mi.	1 mi.	4.5 mi.	N	Y	Y	N	Y
24	3.63	J R ZUKIN CORP	Vacant	Medium-Low: sloped basalt	CLI	N	2 mi.	.5 mi.	5 mi.	N	N	N	N	Y
25	0.58	TRAPP MILFORD J RLT	Vacant	Medium-Low: sloped basalt	CLI	N	2 mi.	.5 mi.	5 mi.	N	N	N	N	Y
26	0.28	HARDING HAZEL V	Vacant	Medium-Low: sloped basalt	CLI	N	2 mi.	.5 mi.	5 mi.	N	N	N	N	Y
27	0.85	HARDING HAZEL V	Vacant	Medium-Low: sloped basalt	CLI	N	2 mi.	.5 mi.	5 mi.	N	N	N	N	Y
28	1.39	J R ZUKIN CORP	Vacant	Medium-Low: sloped basalt	CLI	N	2 mi.	.5 mi.	5 mi.	N	Y	Y	Y	Y

MAP 5 CHART

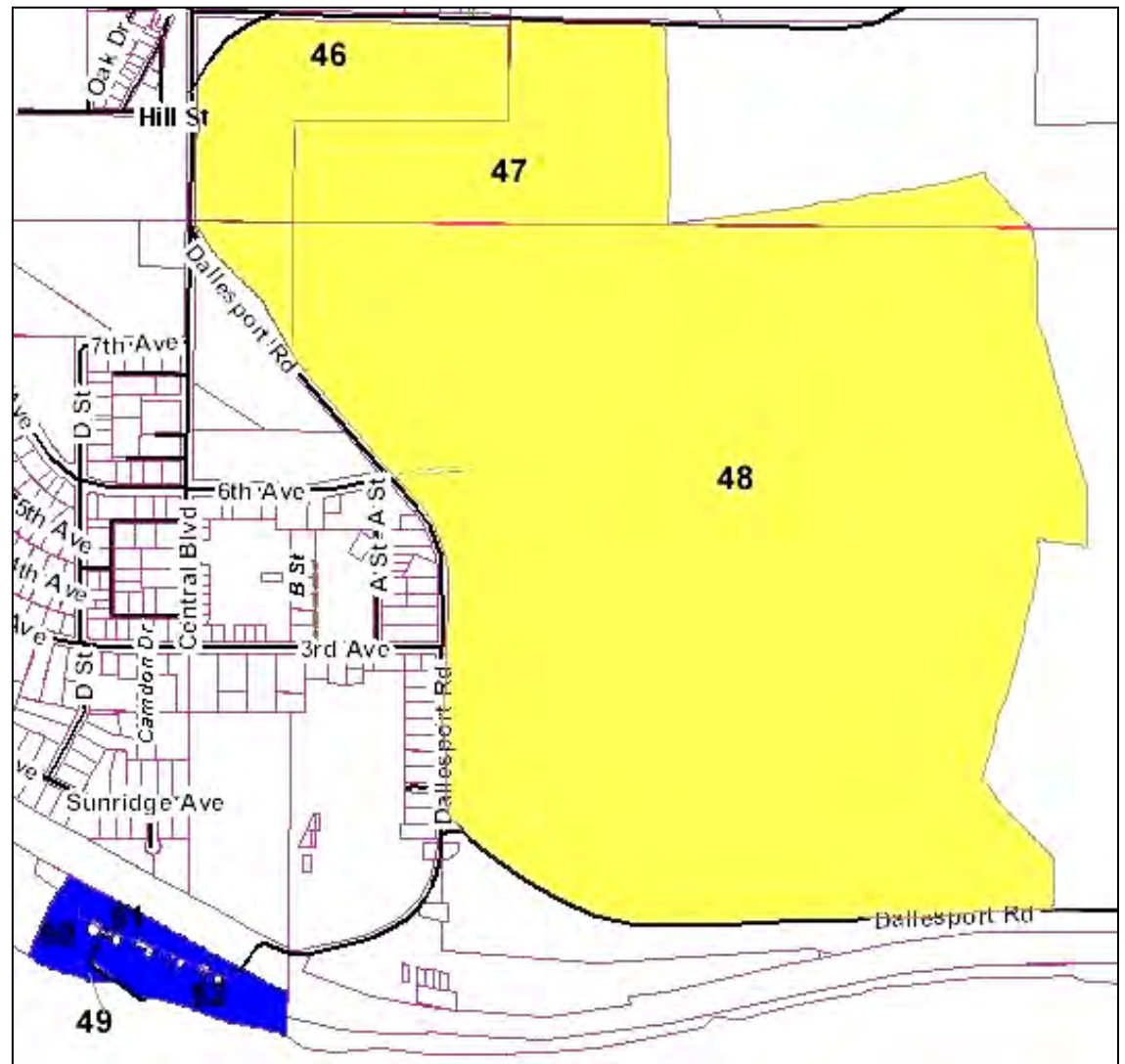
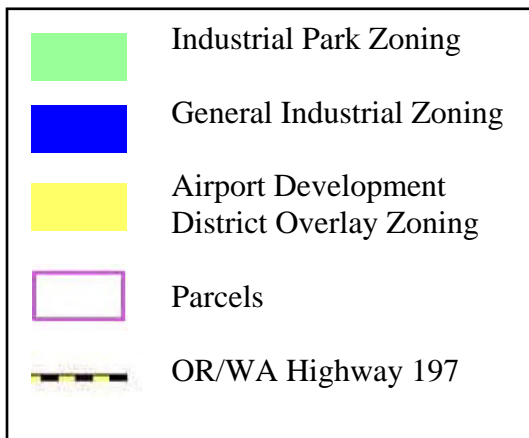
Map #	Acreage	Owner	Use	Development Potential: Physical Limits	Zoning	Rail Spur	Hwy 197	US I-84	Airport	River Frontage	Water	Sanitary Sewer	Storm Sewer	Natural Gas
1	10.27	DENTON DENNIS E	Les Schwab Tire Store	N/A	CLI	N	1 mi.	1 mi.	4 mi.	N	Y	Y	N	Y
2	0.17	DENTON DENNIS E	Agricultural Feed Store	N/A	CLI	N	1 mi.	1 mi.	4 mi.	N	Y	N	N	N
3	0.30	MORRISON OIL CO	Automobile Services	N/A	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
4	0.02	WASCO COUNTY	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
5	0.04	DYBALL JOAN K	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
6	0.02	WASCO COUNTY	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
7	0.01	ELLETT JAMES M TESTAMENTARY TRUST	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
8	0.03	ELLETT JAMES M TESTAMENTARY TRUST	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
9	0.06	ELLETT JAMES M TESTAMENTARY TRUST	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
10	0.07	ELLETT JAMES M TESTAMENTARY TRUST	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
11	0.19	EVANS JR FORREST D	Roadside Fruit Stand	N/A	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	N
12	2.14	HI-WAY HOUSE INC	Hi-Way House Restaurant	N/A	CLI	N	1 mi.	1 mi.	4 mi.	N	Y	Y	N	Y
13	0.23	MULLER ARTHUR N TCS TRUST	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	Y
14	5.67	J R ZUKIN CORP	Vacant	Medium-Low: sloped basalt	CLI	N	1 mi.	1 mi.	4 mi.	N	N	N	N	Y
15	4.35	WASCO COUNTY	County Offices	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
16	4.07	WASCO COUNTY	County Offices	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
17	0.35	CARTER RONALD R & VERONA K	Discount Store	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
18	1.14	CARTER RONALD R & VERONA K	Antiques/Collectibles Store	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
19	1.05	ZARINS EDVARDS J	Metal Fabrication	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
20	0.35	ROSETTE ROLLIN S & ROSELLA	Ice Sales	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
21	0.74	ROSETTE ROLLIN S & ROSELLA	Ice Sales	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
22	1.00	ARAMARK UNIFORM SERVICE INC	Aramark Uniform Services	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
23	0.35	WASCO COUNTY	Vacant	Medium	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
24	0.35	BECKLEY THEODORE & LYNDA C	Big Jim's Drive-In Restaurant	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
25	0.41	WEIR PROPERTIES LLC	Fort Dalles Electric	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	Y	Y
26	1.15	LYNCH JAMES L & MARY LOU	Agricultural Supply Store	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	Y	Y
27	1.55	LYNCH JAMES L	Agricultural Supply Store	N/A	CLI	N	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	Y
28	35.92	O W R & N CO	Railroad Tie Plant	N/A	I	Y	.5 mi.	.5 mi.	3.5 mi.	N	Y	Y	N	N

Dallesport Land Inventory

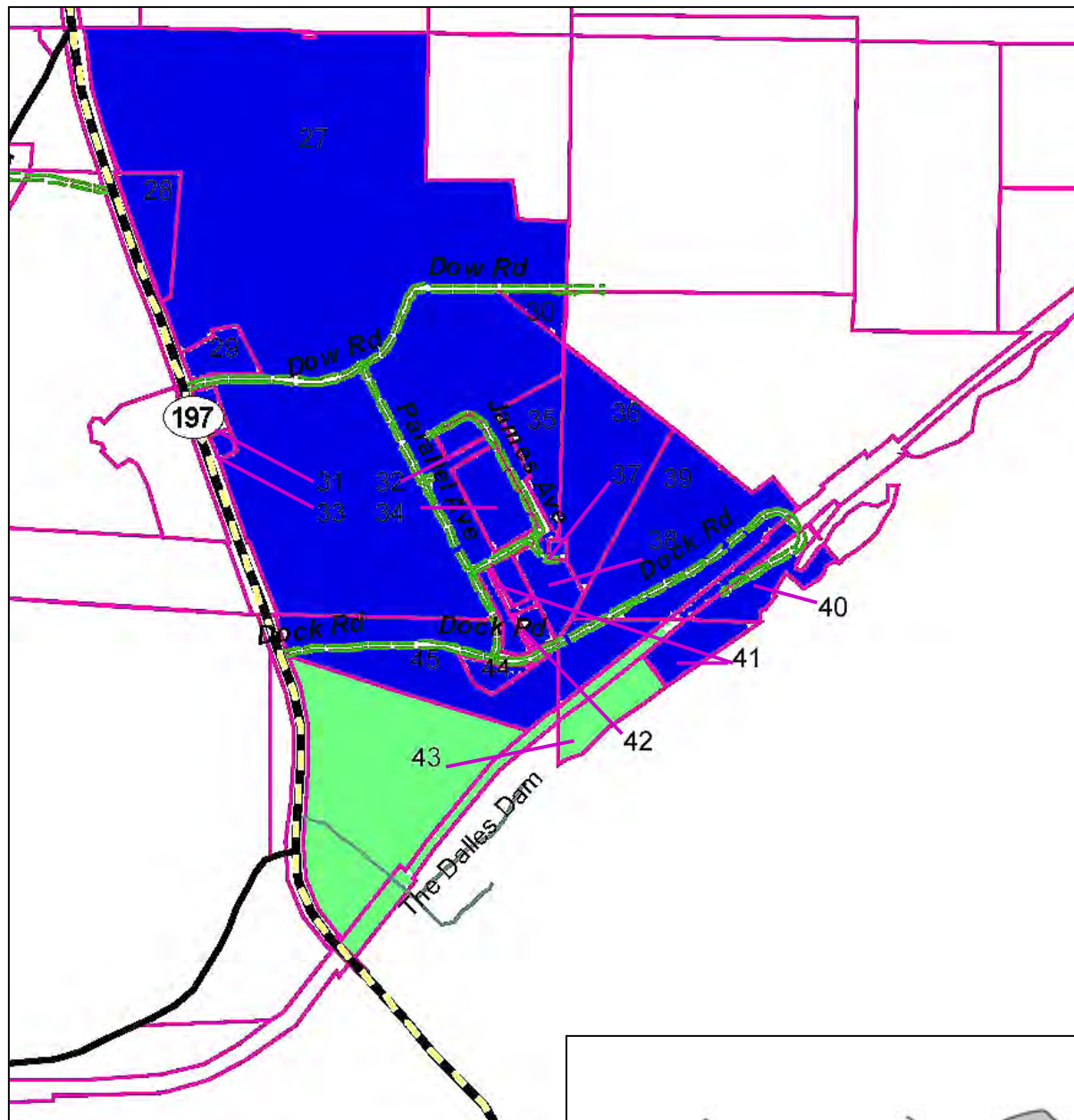
DALLESFORT NORTH MAP



DALLESFORT AIRPORT MAP

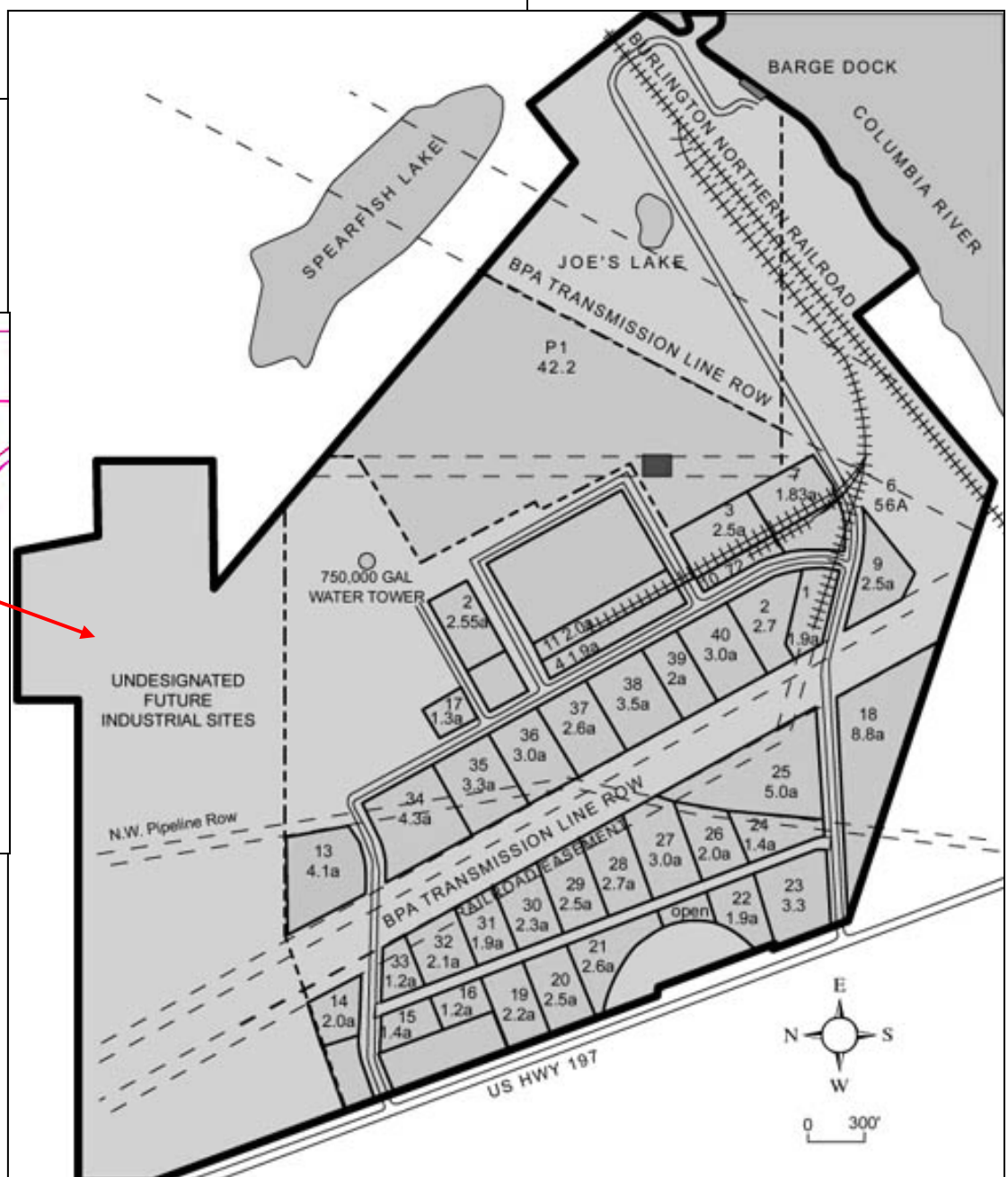
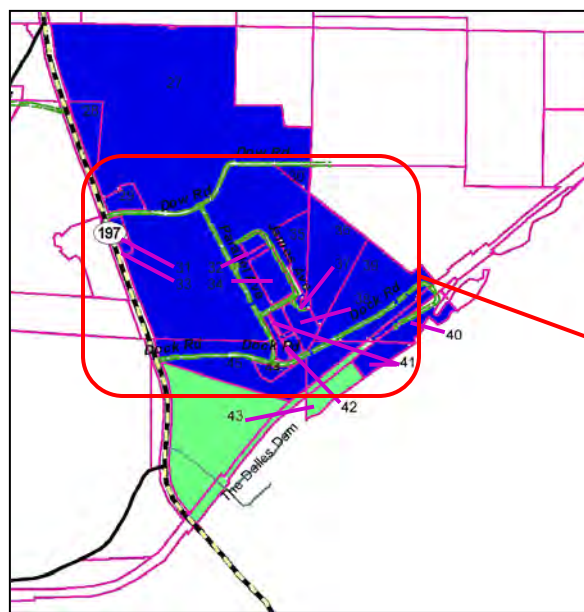


DALLESPORT SOUTH MAP



- Industrial Park Zoning
- General Industrial Zoning
- Airport Development District Overlay Zoning
- Parcels
- OR/WA Highway 197

DALLESPORT INDUSTRIAL PARK SITE MAP



DALLESPORT CHART

Parcels in **bold** are part of the Dallesport Industrial Park and are serviced by:

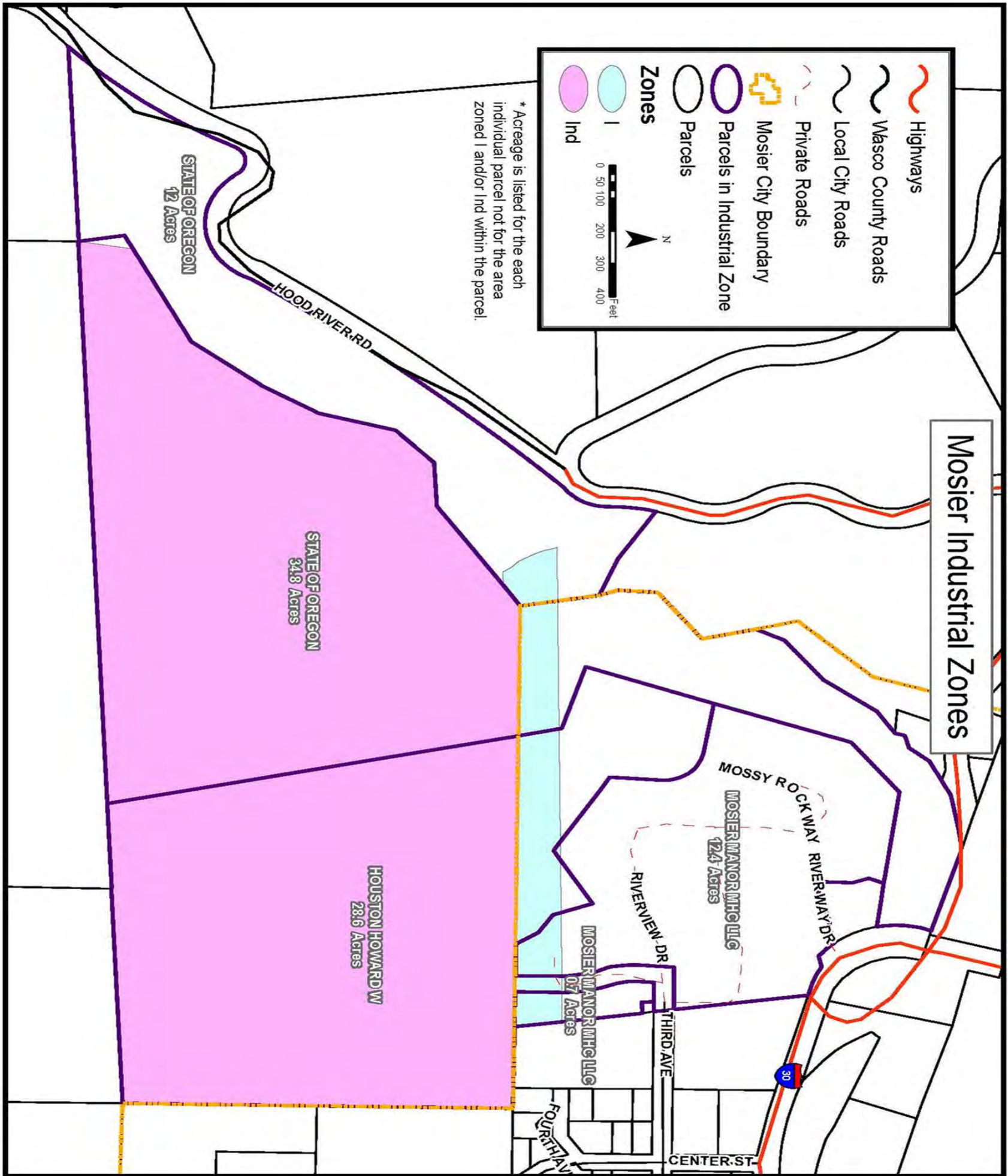
- a 10 inch water line from the Port of Klickitat
- a 12 inch sanitary sewer line from Klickitat County
- a 4 inch gas line from NW Natural
- electricity from Klickitat PUD
- telecommunications from Sprint

Zoning Abbreviations:
IP = Industrial Park
GI = General Industrial
ADDOZ = Airport Development District Overlay Zone

Map #	Acreage	Ownership	Current Zoning	Topography	Rail Spur	WA Hwy 14	US Hwy 197	US I-84	Airport	Waterfront
1	18.49	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling	N	0 mi.	0 mi.	4 mi.	3 mi.	N
2	20	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling	N	0 mi.	1 mi.	4 mi.	3 mi.	N
3	588.6	SMITH, MYRON	IP: Current Use Ag	Flat to rolling	N	1 mi.	1 mi.	3 mi.	3 mi.	N
4	100	LAKESIDE INDUSTRIES	IP: Current Use Ag	Flat	N	2 mi.	1 mi.	3 mi.	3 mi.	N
5	301.25	CIRCLE T ENTERPRISES PTN	IP: Current Use Ag	Flat	N	2 mi.	1 mi.	3 mi.	3 mi.	N
6	20	GRANITE NORTHWEST INC	IP: Retail (Other)	Flat	N	1 mi.	.5 mi.	3 mi.	3 mi.	N
7	2.5	THOMAS, CAM	IP: Single Unit Res	Flat	N	1 mi.	.5 mi.	3 mi.	3 mi.	N
8	1.96	RABANCO REGIONAL LANDFILL	IP: Service (Misc)	Flat to rolling, excavation needed	Y	1 mi.	0 mi.	3 mi.	3 mi.	N
9	7.58	OLHEISER, JAMES	IP: Single Unit Res	Flat to rolling, excavation needed	Y	1 mi.	0 mi.	3 mi.	3 mi.	N
10	0.93	OLHEISER, LEE	IP: Single Unit Res	Flat to rolling, excavation needed	Y	1 mi.	0 mi.	3 mi.	3 mi.	N
11	22.5	SMITH, MYRON	IP: Current Use Ag	Flat to rolling, excavation needed	Y	.5 mi.	0 mi.	3 mi.	3 mi.	N
12	52.6	SMITH, MYRON	IP: Current Use Ag	Flat to rolling, excavation needed	Y	.5 mi.	0 mi.	3 mi.	3 mi.	N
13	164.89	KLICKITAT COUNTY PORT DIST #1	GI: Service (Govt)	Flat to rolling, excavation needed	Y	0 mi.	0 mi.	3 mi.	3 mi.	N
14	140.97	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling, excavation needed	Y	0 mi.	1 mi.	4 mi.	3 mi.	N
15	160	H L EDDINS ESTATE	IP: Current Use Ag	Flat to rolling, excavation needed	Y	1 mi.	.5 mi.	4 mi.	3 mi.	N
16	80	SCHREINER FARMS	GI: Current Use Ag	Flat to rolling, excavation needed	Y	2 mi.	1 mi.	4 mi.	3 mi.	N
17	240	INDIAN LANDS	IP: Service (Govt)	Flat to rolling, excavation needed	N	0 mi.	2 mi.	5 mi.	4 mi.	N
18	377.76	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling, excavation needed	N	0 mi.	2 mi.	5 mi.	4 mi.	N
19	12.12	H L EDDINS ESTATE	IP: Current Use Ag	Flat to rolling, excavation needed	N	2 mi.	2 mi.	4 mi.	4 mi.	N
20	43.79	H L EDDINS ESTATE	IP: Current Use Ag	Flat to rolling, excavation needed	Y	2 mi.	1 mi.	4 mi.	3 mi.	N
21	140	H L EDDINS ESTATE	IP: Current Use Ag	Flat to rolling, excavation needed	Y	2 mi.	2 mi.	4 mi.	4 mi.	N
22	80	DENNIS, DALE	IP: Res Undivided	Flat to rolling, excavation needed	Y	2 mi.	2 mi.	5 mi.	4 mi.	N
23	12.74	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling, excavation needed	Y	2 mi.	3 mi.	5 mi.	4 mi.	Y
24	40	INDIAN LANDS	IP: Service (Govt)	Flat to rolling, excavation needed	Y	2 mi.	3 mi.	5 mi.	4 mi.	N
25	29.18	SCHREINER FARMS	IP: Current Use Ag	Flat to rolling, excavation needed	N	2 mi.	3 mi.	5 mi.	4 mi.	Y
26	N/A	INDIAN LANDS	N/A	Flat to rolling	N	2 mi.	3 mi.	5 mi.	4 mi.	N
27	381.68	KLICKITAT COUNTY PORT DIST #1	GI: Service (Govt)	17 acres site ready	Y	2 mi.	0 mi.	2 mi.	4 mi.	N
28	N/A	US GOVT CEMETERY	N/A	Flat to rolling	N	2 mi.	0 mi.	2 mi.	3 mi.	N
29	6.05	PELLISSIER, MARK	GI: Single Unit Res	Flat to rolling, excavation needed	Y	2 mi.	0 mi.	2 mi.	3 mi.	N
30	N/A	US GOVT	N/A	Flat to rolling	N	2.5 mi.	1 mi.	2.5 mi.	3 mi.	N
31	1.86	THOMAS, CAM	GI: Mfg (Other)	Flat to rolling, excavation needed	Y	2 mi.	0 mi.	2 mi.	3 mi.	N
32	2.55	RILEY, JAMES	GI: Res Undivided	Flat to rolling, excavation needed	Y	2 mi.	1 mi.	2.5 mi.	3 mi.	N
33	1	HOVINGHOFF, ROYAL	GI: Res Undivided	Flat to rolling, excavation needed	Y	2 mi.	0 mi.	2 mi.	3 mi.	N
34	9.02	RILEY TRUSTEE, JAMES	GI: Res Undivided	Flat to rolling, excavation needed	Y	2 mi.	1 mi.	2.5 mi.	3 mi.	N
35	9.67	RILEY TRUSTEE, JAMES	GI: Res Undivided	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2.5 mi.	3 mi.	N
36	31	RILEY TRUSTEE, JAMES	GI: Res Undivided	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2.5 mi.	3 mi.	N
37	0.53	PUD #1 OF KLICKITAT COUNTY	GI: Service (Govt)	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2.5 mi.	3 mi.	N
38	7.11	CLARK, DAVID	GI: Res Undivided	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2.5 mi.	3 mi.	N
39	43.53	KLICKITAT COUNTY PORT DIST #1	GI: Service (Govt)	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2.5 mi.	3 mi.	Y
40	19.1	KLICKITAT COUNTY PORT DIST #1	GI: Service (Govt)	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2 mi.	3 mi.	Y
41	2.3	DALLESPORT LUMBER CO LLC	GI: Res Undivided	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2 mi.	3 mi.	N
42	2.97	DALLESPORT PROPERTIES LLC	IP: Mfg (Fabricated Material)	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2 mi.	3 mi.	N
43	179.44	USA DEPARTMENT OF ARMY	IP: Service (Govt)	Flat to rolling, excavation needed	Y	2 mi.	0 mi.	2 mi.	3 mi.	Y
44	2.44	KLICKITAT COUNTY	GI: Service (Govt)	Flat to rolling, excavation needed	Y	2.5 mi.	1 mi.	2 mi.	3 mi.	N
45	46.66	KLICKITAT COUNTY PORT DIST #1	GI: Service (Govt)	Flat to rolling, excavation needed	Y	2 mi.	0 mi.	2 mi.	3 mi.	N
46	41.6	CITY OF THE DALLES	ADDOZ: Recreational	Flat	N	2 mi.	1.5 mi.	4 mi.	1 mi.	N
47	139	CITY OF THE DALLES	ADDOZ: Recreational	Flat	N	2 mi.	1.5 mi.	4 mi.	1 mi.	N
48	485.8	CITY OF THE DALLES	ADDOZ: Trans (Aircraft)	Flat	N	3 mi.	2 mi.	3 mi.	0 mi.	N
49	4.18	PETERSON, SCOTT	GI: Single Unit Res	Flat to rolling, excavation needed	N	4 mi.	2 mi.	3 mi.	1 mi.	Y
50	11.73	ROSS, TY	GI: Mfg (Other)	Flat to rolling, excavation needed	N	4 mi.	2 mi.	3 mi.	1 mi.	Y
51	6.58	ROSS, TY	GI: Res Undivided	Flat to rolling, excavation needed	N	4 mi.	2 mi.	3 mi.	1 mi.	N
52	2.18	WASCO COUNTY	GI: Res Undivided	Flat to rolling, excavation needed	N	4 mi.	2 mi.	3 mi.	1 mi.	Y

Mosier Land Inventory

MOSIER MAP



NOTES ON MOSIER’S INDUSTRIAL ZONING

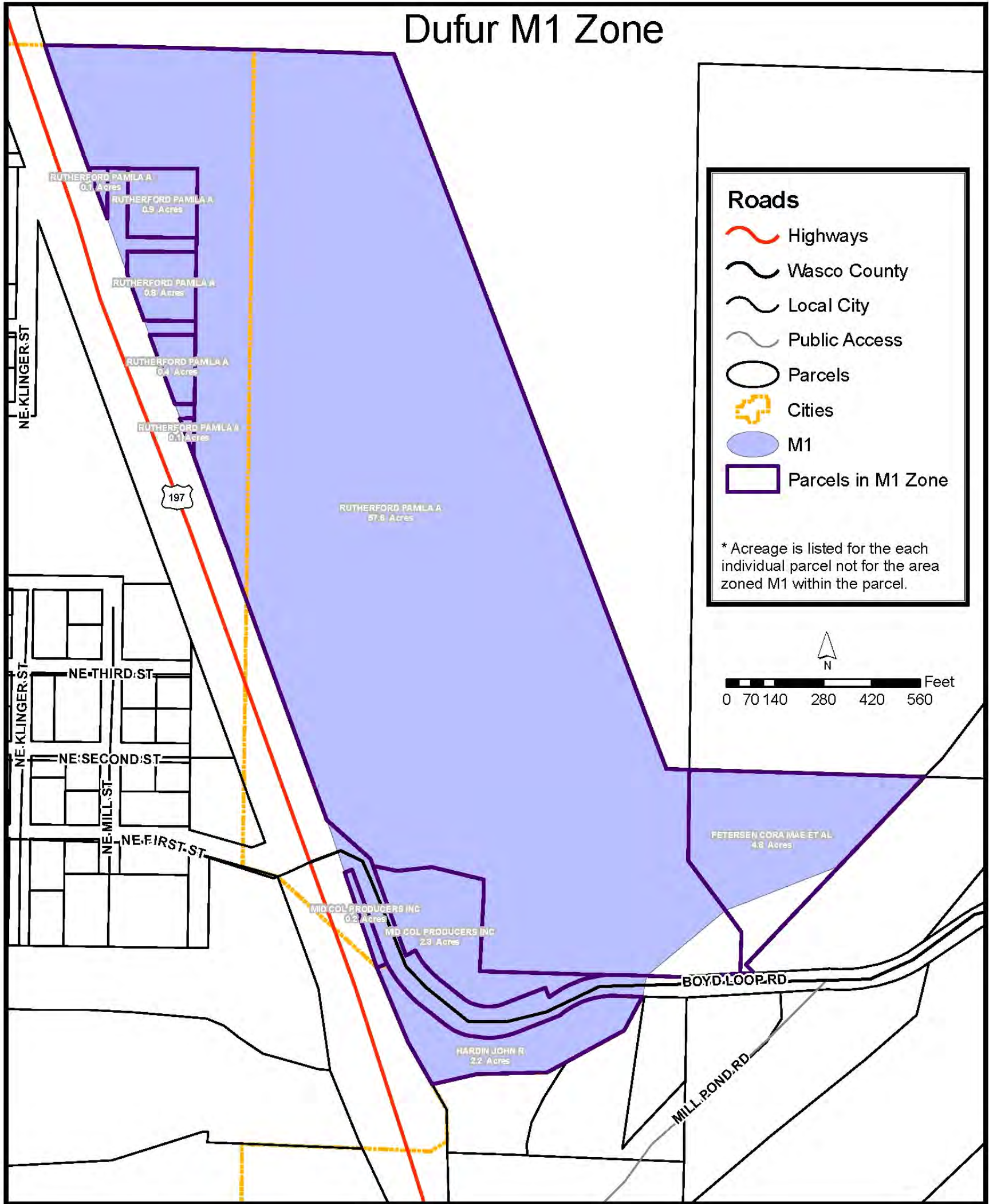
Mosier’s Industrial (I) zoning has no outright permitted uses. Conditional uses allowed in the Industrial zone include: light industrial activities that take place in an enclosed building; and, accessory uses such as transportation, loading, unloading, and temporary staging.

Outright prohibited uses include: aggregate resource extraction and processing; and, accessory uses such as crushing, hauling, and batching.

There are no minimum lot sizes, street frontages or yard setbacks, but buildings may be no more than 35 feet in height and lighting is regulated with consideration for surrounding residences and the area’s viewshed. All site developments must comply with local sign and landscaping standards. Before any building is occupied, it must be connected to the City of Mosier’s water and sewer systems at the property owner’s expense.

Dufur Land Inventory

DUFUR MAP

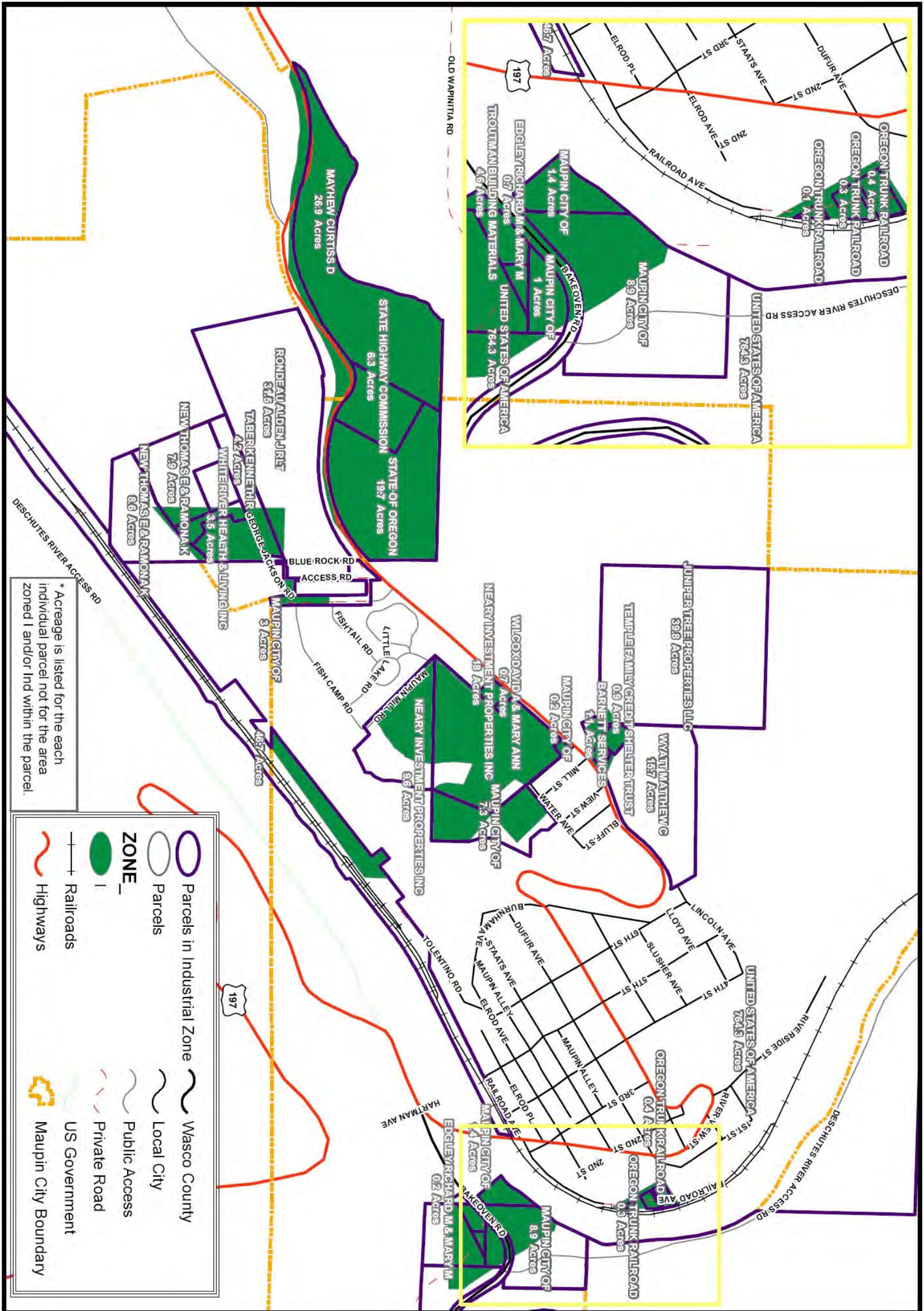


NOTES ON DUFUR'S INDUSTRIAL ZONING

Dufur's Comprehensive Plan states that its Industrial Zoning (M-1) provides an area for the manufacturing of commodities within the City. No specific uses or design standards are stated in the Plan. Instead, permitted uses in this area are determined on an individual basis by the City of Dufur's Planning Commission. Proposals are then subject to review in a public hearing process.

Maupin Land Inventory

MAUPIN MAP

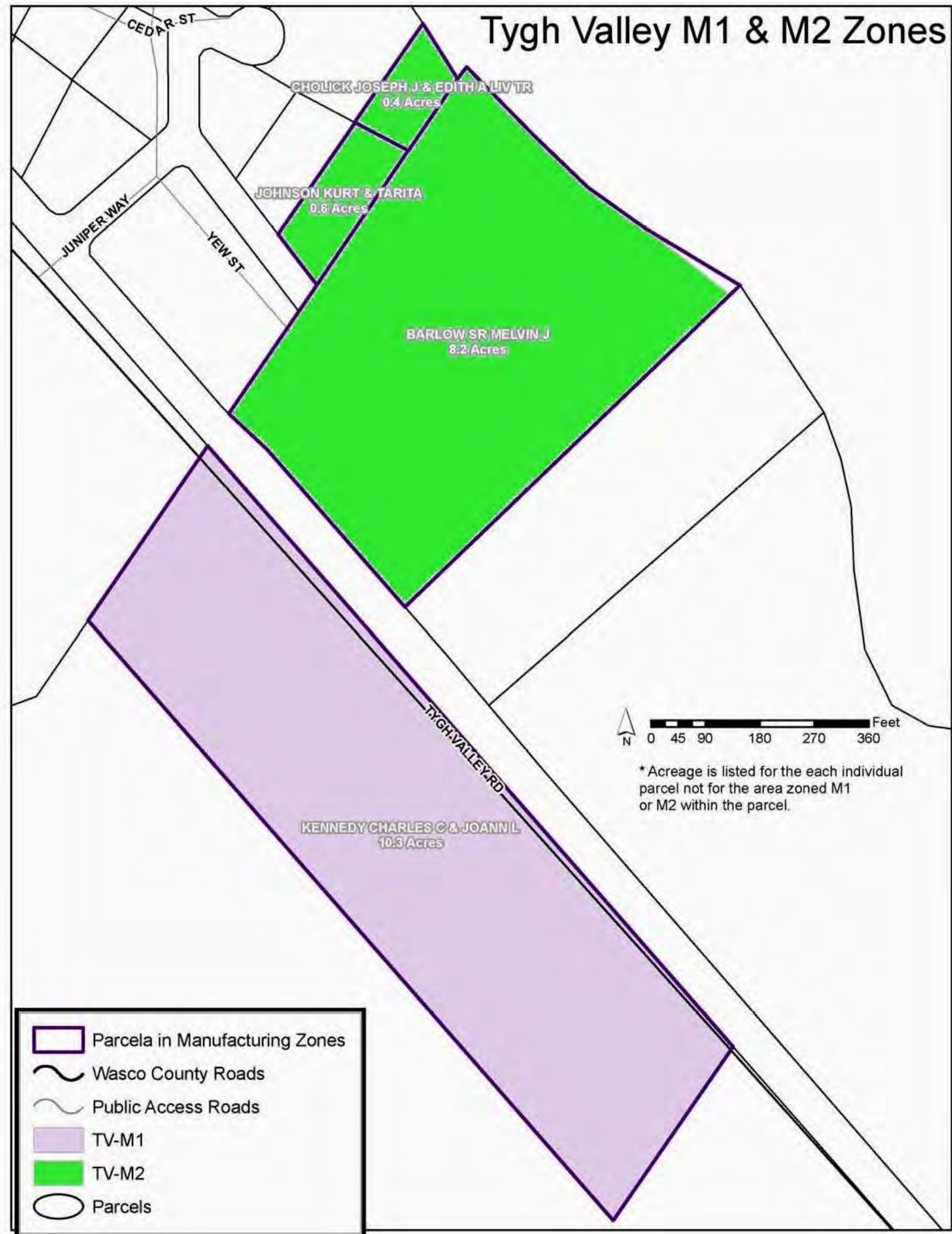


NOTES ON MAUPIN'S INDUSTRIAL ZONING

Maupin's Industrial (I) zoning is intended to provide areas for light and heavy industrial uses that create employment and a balanced economic base without conflicting with other uses. Such uses must prevent hazard and nuisance to the community. All permitted uses are subject to site plan review, and include: manufacturing, processing, warehousing, and outside storage; public utilities and service facilities; temporary vehicle storage. Conditional uses include: other developments considered on an individual basis by the Planning Commission. Prohibited uses include: residential use (caretakers' facilities excepted); and, automobile wrecking yards. Height restrictions, yard size standards, parking regulations, and lighting covenants apply and no structure may be occupied until connected to the City's sewer service if available.

Tygh Valley Land Inventory

TYGH VALLEY MAP



NOTES ON TYGH VALLEY'S INDUSTRIAL ZONING

Tygh Valley's Light Industrial/Commercial Zoning (TV-M1) allows for small scale, low impact industrial activities that take place entirely inside buildings no larger than 10,000 sq. ft. Permitted uses, subject to site plan review, include: light manufacturing, automobile assembly/rebuilding/repair, storage, welding, goods transfer, energy facilities, etc. There are also numerous conditionally permitted uses including: retail/service/eating/drinking establishments, offices, motel, wind energy conversion system, commercial amusement establishment, recreation areas and facilities, etc. All uses are subject to setback, height, signage, parking, lighting, and design standards as outlined in Wasco County's Ordinance for zoning in Tygh Valley.

Tygh Valley's Medium Industrial Zoning (TV-M2) authorizes industrial uses that do not rely on urban services and that do preserve the area's rural character and air, water, and land resources. Permitted uses, subject to site plan review, include: all uses specified in the TV-M1 zoning; and, any manufacturing/processing/repair/research/assembly/wholesale/storage use except the manufacture of explosives, the slaughter of animals, or the rendering of fats. Conditional uses include: concrete batching plants, junk yards or automotive wrecking yards, recreation areas or facilities, operations conducted for the exploration/mining/processing of aggregate and other minerals, and campgrounds. With the exception of design standards, all regulations enforced in TV-M1 zoning also apply to TV-M2 zoning.

Powering Industrial Lands

The large electricity demands that are typical of most industrial activity make power availability and pricing important considerations in any siting decision. Electric service in Wasco County is provided by two publicly owned utilities and one investor owned utility. Across the river in Dallesport, WA, power service comes from the Klickitat Public Utility District. The following is a summary of published rates as of June 2009 charged by each of these utilities for large commercial and industrial customers.

Northern Wasco County People’s Utility District

Northern Wasco PUD provides service within the city limits of The Dalles and Dufur.

THREE PHASE SERVICE: \$0.05483/kWh, first 300 kWh (SCHEDULE 200)

- For customers with total demand of >50kW
- Monthly facilities charge: \$15.00
- Overage: \$0.04754/kWh

PRIMARY SERVICE: \$0.0320/kWh, first 50,000 kWh (SCHEDULE 300)

- For customers taking delivery at primary voltage
- Monthly facilities charge: \$50.00 /metering point
- Overage: \$0.03139 /kWh
- Demand charge: \$ 3.84 /kW (all kWh)

Wasco Electric Cooperative

The Co-op provides service to most of the geographic area of Wasco County. This includes part of the City of Mosier, all towns other than The Dalles and Dufur, and all rural areas of the county.

LARGE COMMERCIAL AND INDUSTRIAL: \$0.0400 (all kWh)

- Demand charge: \$6.50 /kWh (all kWh)

Pacific Power

Pacific Power services part of the City of Mosier. As an investor owned utility, Pacific Power’s rate schedule is regulated by Oregon’s Public Utility Commission.

GENERAL SERVICE, LARGE NONRESIDENTIAL, 201-999Kw (SCHEDULE 30):

- For customers whose loads register above 200kW more than six times in the preceding 12 month period but not above 1,000 kW more than once in the preceding 18 month period

Distribution Charge	Delivery Voltage	
	Secondary	Primary
Basic Charge		
load: <200 kW /month	\$319	\$310
load: 201-300 kW/month	\$99	\$100
load: >300 kW /month	\$258	\$260
Load Size Charge		

<200 kW, /kW of load size	\$0	\$0
201-300 kW, /kW of load size	\$1.10	\$1.05
>300 kW, /kW of load size	\$0.55	\$0.55
Demand Charge /kWh	\$2.49	\$2.46
Reactive Power Charge /kvar	\$0.65	\$0.60
Transmission/Ancillary Services Charge		
/kWh	\$1.38	\$1.32

LARGE GENERAL SERVICE (SCHEDULE 48):

- For customers whose loads register above 1,000kW more than once in a preceding 18 and will continue until the load falls below 1,000kW for 36 consecutive months

Distribution Charge	Delivery Voltage		
	Secondary	Primary	Transmission
Basic Charge			
facility capacity: <4,000 kW /month	\$310.00	\$270.00	\$260.00
facility capacity: >4,000 kW/month	\$580.00	\$480.00	\$480.00
Facilities Charge			
<4,000 kW, /kW of facility capacity	\$1.75	\$0.85	\$0.45
>4,000 kW, /kW of facility capacity	\$1.60	\$0.80	\$0.45
On-Peak Demand Charge /kWh	\$1.31	\$1.43	\$0.78
Reactive Power Charge /kvar	\$0.65	\$0.60	\$0.55
Transmission/Ancillary Services Charge			
/kWh of on-peak demand	\$1.51	\$1.59	\$1.94

Klickitat County Public Utility District

KPUD provides power to the city of Dallesport, WA and its industrial park.

LARGE GENERAL SERVICE (SCHEDULE 3A7):

- For customers supplied through a single meter and one point of delivery whose energy consumption is greater than 180,000 kWh during the preceding calendar year
- Monthly basic fee: \$38.00
- Rates: **\$0.0232 /kWh** (period 1, March-June); **\$0.0418 /kWh** (period 2, all other)
- Capacity charges: \$4.06 /kW (period 1); \$5.51 /kW (period 2)

INDUSTRIAL SERVICE (SCHEDULE 3A8):

- For customers receiving power at the primary voltage with 1000 average kW or 2500 peak kW
- Monthly basic fee: \$110.00 plus \$0.50 /kW (kW load size determined by averaging the two greatest non-zero monthly demands during the 12 month period)

Month	Heavy Load Hrs.	Light Load Hrs.	Demand
January	\$0.0351	\$0.0264	\$5.67
February	\$0.0340	\$0.0248	\$5.45
March	\$.0311	\$0.0219	\$5.10

April	\$0.0248	\$0.0175	\$4.48
May	\$0.0248	\$0.0148	\$4.44
June	\$0.0304	\$0.0175	\$5.05
July	\$0.0392	\$0.0275	\$5.93
August	\$0.0568	\$0.0329	\$5.93
September	\$0.0414	\$0.0343	\$5.93
October	\$0.0302	\$0.0225	\$5.00
November	\$0.0398	\$0.0326	\$5.93
December	\$0.0409	\$0.0320	\$5.93

Changing Role and New Strategies

The Port’s record of job creation and return on investments demonstrates the economic benefit of industrial land development. While this successful strategy will continue, the Port recognizes the fact that fluctuations in industrial land availability and absorption rates greatly affect its development opportunities. Now that the Port has significantly fewer land assets than in the past, it has adjusted its activities by increasing facilitation efforts with private landowners. This new strategy has proven successful, demonstrating that direct industrial land development, while valuable, is not the Port’s only option for successful long term operations.

The purpose of this plan is to reaffirm the importance of industrial land development while also outlining new economic development strategies. This will help the Port not only to assess, but in fact to benefit from, its new capital-to-land asset ratio. In addition, the projects in this plan will direct the Port toward new and more diverse revenue streams wherever possible.

This plan approaches economic development as a regional-scale process with job creation as the desired final outcome of a comprehensive economic development strategy. Some elements of this strategy are:

- Forming regional partnerships that maximize limited resources and reduce overlapping economic development efforts
- Marketing to and engaging with existing and prospective private sector employers
- Continuing successful business retention and expansion efforts
- Supporting workforce initiatives that allow the regional labor pool to meet prospective business needs
- Increasing diversification of revenue sources for economic development projects, including support for renewable energy industry investments and workforce training capacity in the region
- Accounting for long term projections of land needs and availability
- Promoting recreation industry projects that create jobs, support economic development, and attract businesses to the area.

Each of these economic development strategies conform with ORS 777 and fulfill the Port’s existing mission statement to support the creation and retention of businesses and jobs that enhance the District’s economy.



GOALS, OBJECTIVES, AND PROJECTS

Management Principles

A strategic planning process done by the Port in 2001 established a set of management principles to increase the efficiency and efficacy of Port operations. Port projects between 2001 and 2009 either met or exceeded all of these standards. These principles remain both relevant and useful to Port strategic planning:

- All Port business activities should be self-supporting. Specifically, revenues generated from a service or use of an asset must at least cover all costs associated with the use, operation and preservation of the service or asset.
- The sale or lease terms and conditions of industrial sites shall be guided by criteria that include price or lease rate, number of jobs, quality of jobs, and the overall benefit to the community.
- A return of 8-10% per annum is expected on the lease of Port assets.
- At least 90% of Port land sale proceeds will be held in reserve to provide for future land acquisitions, industrial land related capital improvements, and to ensure the financial health and stability of the Port. Administrative expenses related to a sale shall be recorded, monitored, and considered in the sale price.
- Allocate a percentage of land lease and sales proceeds to market and promote Port industrial sales and leases, and to retain and recruit other businesses to locate on Port industrial sites. The allocation of these funds for marketing purposes shall be reviewed annually.
- Staff resources shall be committed to those activities that best support the Port's mission.
- A "life cycle cost" evaluation framework will be incorporated into decisions regarding investment in new assets.
- The Port shall provide staff with the equipment, training and support to ensure they can accomplish their respective responsibilities in the most efficient and effective manner possible.

One important addition to these management principles involves the Port's investment strategy for industrial lands. The Port has a long and successful history of developing and selling industrial land at a profit for the purpose of continually reinvesting those profits in the community. For this reason, the Port's policy on land purchases is to seek only those responsible investments which will yield returns that can be used for future economic development.

The following goals establish the Port’s priorities for economic development over the next five, ten, and twenty years. Under each goal is a list of objectives and specific projects that work toward the Port’s overall mission. Several of the projects have detailed explanations, while others serve more as guidelines for future projects. Since each of the goals is interrelated, some objectives and projects appear under more than one goal. The ultimate aim of these goals is not to bind the Port to a course of action, but rather to provide direction and flexibility as the Port continues to pursue its mission of job retention and creation in the District.

Goal: Industrial Development

The Port will leverage its financial and physical assets to further the mission statement and continue industrial sector growth.

Objective 1: Land Development (in The Dalles and Port District)

Instigate and/or facilitate development of industrial lands in the District

PROJECTS:

1] Consider extension of the area of the Port District

Steps

- Work with City Councils/Land Owners to determine expansion areas
- Coordinate with City Council and Port Commission to pass resolutions OR with land owner and County to submit petitions
- Hold election in City and District OR public hearing with landowner and County
- Annex land to Port District

Timeline (next 5-10 years)

- 6-24 months per community for outreach
- 6-12 months for public process (dependant on election scheduling)

Costs

- Port staff time
- Ballot fee: \$1,500-11,000

Enactors

- Port staff and Commissioners
- Prospective communities OR land owners
- Wasco County

2] Develop an industrial site in The Dalles or the Port District using the state’s Certified Industrial Site Program (CISP)

Steps

- Identify potential sites for purchase
- Purchase site and begin infrastructure development
- Apply for CISP site designation (have clear ownership, get utilities set, ensure site’s topography can be developable in 180 days, gather zoning/wetland/ environmental assessment information, & clear transportation impediments)
- Market site for sale

Timeline (next 5-10 years)

- 6-12 months for site identification

- 1-2 years for site purchase and development
- 6-12 months for CISP application and marketing

Costs

- Port staff time
- Land cost
- Development costs
- CISP application cost: \$500, currently waived

Enactors

- Port staff and Commissioners
- Land owners
- Oregon Economic and Community Development Department (OECDD)

3 Acquire and develop industrial land in the Port District to meet demand as the region and its population grow

Objective 2: Land Redevelopment (in The Dalles and Port District)

Instigate and/or facilitate redevelopment of currently underdeveloped industrial lands in the District

PROJECTS:

1 Encourage development of Mt. Fir property

Steps

- Obtain land if option expires or is released
- Seek public and private investments to develop land
- Develop land
- Apply for CISP site designation (have clear ownership, get utilities set, ensure site's topography can be developable in 180 days, gather zoning/wetland/ environmental assessment information, & clear transportation impediments)
- Market site for sale

Timeline (next 5 years)

- 1-2 years for land acquisition
- 6-12 months for site development
- 6-12 months for CISP application and marketing

Costs

- Port staff time
- Development costs: \$3,500,000 (preliminary estimates, 2009)
- CISP application cost: \$500, currently waived

Enactors

- Port staff and Commissioners
- OECDD

2 Encourage redevelopment and marketing of NWA land

Objective 3: Land Supply (in the region)

Ensure a buildable industrial land supply of 250-300 acres over the next 20 years

PROJECTS:

1 Support UGB expansion

2 Acquire and develop industrial land in the Port District to meet demand as the region and its population grow

Goal: Regional Participation

The Port will engage in regional economic development through strategic partnerships with public and private groups in the District and surrounding areas.

Objective 1: Partnerships

Engage in strategic partnerships with public entities in the District and region to aid completion of economic development projects

PROJECTS:

- 1 Encourage development of Dallesport industrial areas
- 2 Support workforce development and education initiatives that benefit the District and create employment

Objective 2: Renewable Energy Industry

Encourage development of the renewable energy industry (generation projects, supply chain manufacturing, supporting services, etc.) in the District and region

PROJECT:

- 1 Conduct and update an asset map of the region’s renewable energy resources (both generation and supporting) and market assets to attract investment

Steps

- Conduct regional resource inventory (power resources and supporting resources)
- Develop marketing plan for regional renewable energy investment
- Implement marketing plan

Timeline (next 5 years)

- 6-12 months for resource inventory
- 6-12 months for marketing plan development

Costs

- Port staff time

Enactors

- Port staff and Commission

Objective 3: Land Development (in the region)

Work with regional communities to promote economic development and support job creation on industrial lands

PROJECTS:

- 1 Consider extension of the area of the Port District
See details above
- 2 Develop regional industrial sites using the state’s Certified Industrial Site Program
Steps

- Identify potential site for purchase
- Purchase site
- Apply for CISP site designation (have clear ownership, get utilities set, ensure site's topography can be developable in 180 days, gather zoning/wetland/ environmental assessment information, & clear transportation impediments)
- Market site for sale

Timeline (next 5-10 years)

- 1-2 years for land acquisition
- 6-12 months for site development
- 6-12 months for CISP application and marketing

Costs

- Port staff time
- Land cost
- Development costs
- CISP application cost: \$500, currently waived

Enactors

- Port staff and Commissioners
- Land owners
- OECDD

Goal: Facilitation and Recruitment

The Port will continue its successful partnerships with the public and private sectors to facilitate economic development and recruit business to the District and region.

Objective 1: Recruitment

Work with landowners and prospective businesses to increase industrial economic development and employment in the District and region

PROJECT:

- 1] Continue regional marketing, responses to state leads, and other business recruitment strategies

Objective 2: Renewable Energy Industry

Encourage development of the renewable energy industry (generation projects, supply chain manufacturing, supporting services, etc.) in the District and region

PROJECT:

- 1] Conduct and update an asset map of the region's renewable energy resources (both generation and supporting) and market assets to attract investment

See details above

Objective 3: Recreation Industry

Encourage development of recreation industry projects that provide economic development and create jobs in the District and region

PROJECTS:

- 1 Work with the community of Dufur to write and implement a Master Park Plan to enhance the town’s recreation economic development
- 3 Support the City of The Dalles’ Marine Terminal Rehabilitation project
- 4 Encourage the development and use of The Dalles’ Taylor Lakes
- 2 Seek regional recreation economic development opportunities and support regional communities whose recreation industry projects create jobs and investment in the District and the region
- 5 Encourage the creation of a regional resort overlay zone that promotes recreation development

Goal: Fiscal Strength

The Port will ensure its fiscal accountability and long-term strength by exploring new revenue sources and investing responsibly in projects.

Objective 1: Land Development

Instigate and/or facilitate development or redevelopment of industrial lands in The Dalles, the Port District, and communities throughout the region

PROJECTS:

- 1 Consider extension of the area of the Port District
See details above
- 2 Develop industrial sites using the state’s Certified Industrial Site Program
See details above
- 3 Acquire and develop industrial land in The Dalles as the city’s population and geographic area increase
- 4 Encourage development of Mt. Fir property
See details above
- 5 Encourage development and marketing of NWA land

Objective 2: Recreation Industry

Encourage development of recreation industry projects that provide economic development and create jobs in the District and region

PROJECTS:

- 1 Work with the community of Dufur to write and implement a Master Park Plan to enhance the town’s recreation economic development
- 3 Support the City of The Dalles’ Marine Terminal Rehabilitation project
- 4 Encourage the development and use of The Dalles’ Taylor Lakes
- 2 Seek regional recreation economic development opportunities and support regional communities whose recreation industry projects create jobs and investment in the District and the region
- 5 Encourage the creation of a regional resort overlay zone that promotes recreation development



FUTURE CONSIDERATIONS

Implementation and Amendment

This plan was developed primarily to express the short and long term goals of the Port's current Commissioners and Executive Director. While these goals are a continuation of successful past Port policies, they also encourage the Port to seek new economic development strategies and a more regional approach.

The members of the Port's commission and staff will change over time, but the Port's economic development mission will remain focused and this plan can serve to guide progress toward that mission. With periodic evaluation and amendment, this plan and its enactors can continue the Port of The Dalles' successful history of creation, retention, expansion, and recruitment of businesses and jobs for the District.