

2016 Comprehensive Plan



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2016 Comprehensive Plan

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Introduction

Proposed Action

This Comprehensive Plan contains future Port of Benton development projects. Capital spending has been allocated and completion of these projects is expected in the near future. Project proposals analyzed in this plan may require additional public review under the State Environmental Policy Act (SEPA), as well as permitting approvals from city, county, state and federal agencies. A public meeting is held prior to adoption by the Port of Benton Commission.

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PURPOSE

Washington State port districts are required by Chapter 53.20 of the Revised Code of Washington to prepare a comprehensive scheme of harbor improvements. The code indicates the plan should be a general plan of improvements and provide enough information so an average citizen can understand where future capital spending will be dedicated. The making and filing of this plan, as required by law, provides to the public the nature and extent of projects under consideration and assists and encourages members of the public to participate in the Port of Benton's development of waterfront, railroad, airport, park, commercial and industrial sites.

HISTORY OF THE PORT OF BENTON

Washington State has 75 operating public port districts, one of which is the Port of Benton (see maps on page 5 & 6). The Port was created by a referendum vote of the people in 1958 and coincided with the formation of the City of Richland and release of lands by the U.S. Army Corps of Engineers as it vacated the area consolidated for the operations at the Hanford Nuclear Reservation.

The Port of Benton was chartered to **“promote industrial development and transportation, including general aviation, in Benton County.”** The Port is governed by three elected Commissioners, who serve as the policy makers and final authority in major Port decisions. Each commissioner represents a separate district within the Port boundaries. The day-to-day operations of the Port are managed by an executive director selected by the Commission.

The Tri-Cities area includes the Ports of Benton, Kennewick and Pasco, which are shown on the first two maps at the end of this section. The Ports of Benton and Kennewick include all of Benton County. The Port of Pasco is in Franklin County.

The Port of Benton's district is bordered on the west by Yakima and Klickitat Counties, on the north by the Columbia River, on the east by the Port of Kennewick and on the south again by the Columbia River. The district extends northeastward from Yakima County along the Columbia River to the City of Richland and southward down to the confluence of the Yakima River, then westward along the north side of the Yakima River to North-South Line separating Range 25 & 26 just west of Benton City, then directly south to East-West Line separating Township 8 & 9, then east to North-South Line separating Range 27 and 28 and then directly south to the Columbia River. From there, it extends westward along the Columbia River back to Klickitat County. Contained within the Port district is the entire Hanford Nuclear Reservation, three quarters of Richland, all of Benton City, all of Prosser and other smaller communities.

A map section highlighting the major cities of the district is shown on page 5. The Port of Kennewick's district, created in 1915, is the remaining east section of the county and includes the remaining quarter of Richland.

The Port of Benton district is served by electric utilities consisting of the Benton Public Utility District, the Benton Rural Electric Association and the City of Richland. The state's only operating nuclear reactor, owned and operated by Energy Northwest, is located within the Port of Benton boundaries. U.S. Interstate I-82 and I-182 serve as the district's major highway connections to the U.S. Interstate system.

The Port of Benton owns and operates eleven sites. A short line railroad is leased to Tri-City Railroad Company with links to Union Pacific and Burlington Northern Railroad. The Port of Benton is unique among Washington Public Ports by owning and operating two airports located in Richland and Prosser.



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The Port of Benton has a marine terminal on the Columbia River in the Technology & Business Campus. A low dock barge facility is primarily used for off-loading United States Navy depleted nuclear submarine and surface ship reactor cores from the Port of Bremerton Naval Shipyards. The reactor cores are transported by barge through Puget Sound and then up the Columbia River to the Port's barge slip. After off-loading, they are transported by land to the Hanford Nuclear Reservation for processing and burial. Lampson International currently provides the off-loading and transportation services at this site. A high dock is located 100 yards north of the low dock.

The Port of Benton built the first publicly funded and operated incubator facility in Richland in 1970. The State of Washington designated a portion of land in North Richland as an Innovation Partnership Zone. In response, the Richland Industrial Center has been re-named the "Richland Innovation Center." The Port's mission within this park is to stimulate business in high-tech and power sectors.

In 2007, the Port signed a lease with the Corps of Engineers for the management of Crow Butte Park in the very southwest corner of Benton County. The Port has added several capital improvements to the park including remodeling of the rest rooms, caretaker's house and infrastructure projects such as the irrigation systems, electrical systems, boat launches and docks.

The Port of Benton's primary activities are to develop locally grown businesses, recruit industrial and commercial companies and maintain multi-modal transportation operations; including a barge facility, two airports and a short line railroad.

The Port of Benton follows its Heritage Resource Management Plan when working and developing projects in order to ensure that it meets section 106 cultural resource requirements. This plan covers all the Port's properties and is reviewed and amended as needed.

Mission: Our mission is to promote economic development within the Port of Benton, Benton County, Richland, Prosser, Benton City and this region.

Vision: We aspire to be one of the premier inland port districts in the northwest. We strive to form partnerships with other entities to complete projects that will bring business and development to this region. We would like to be recognized as an aggressive and progressive port district that other economic development entities strive to emulate.

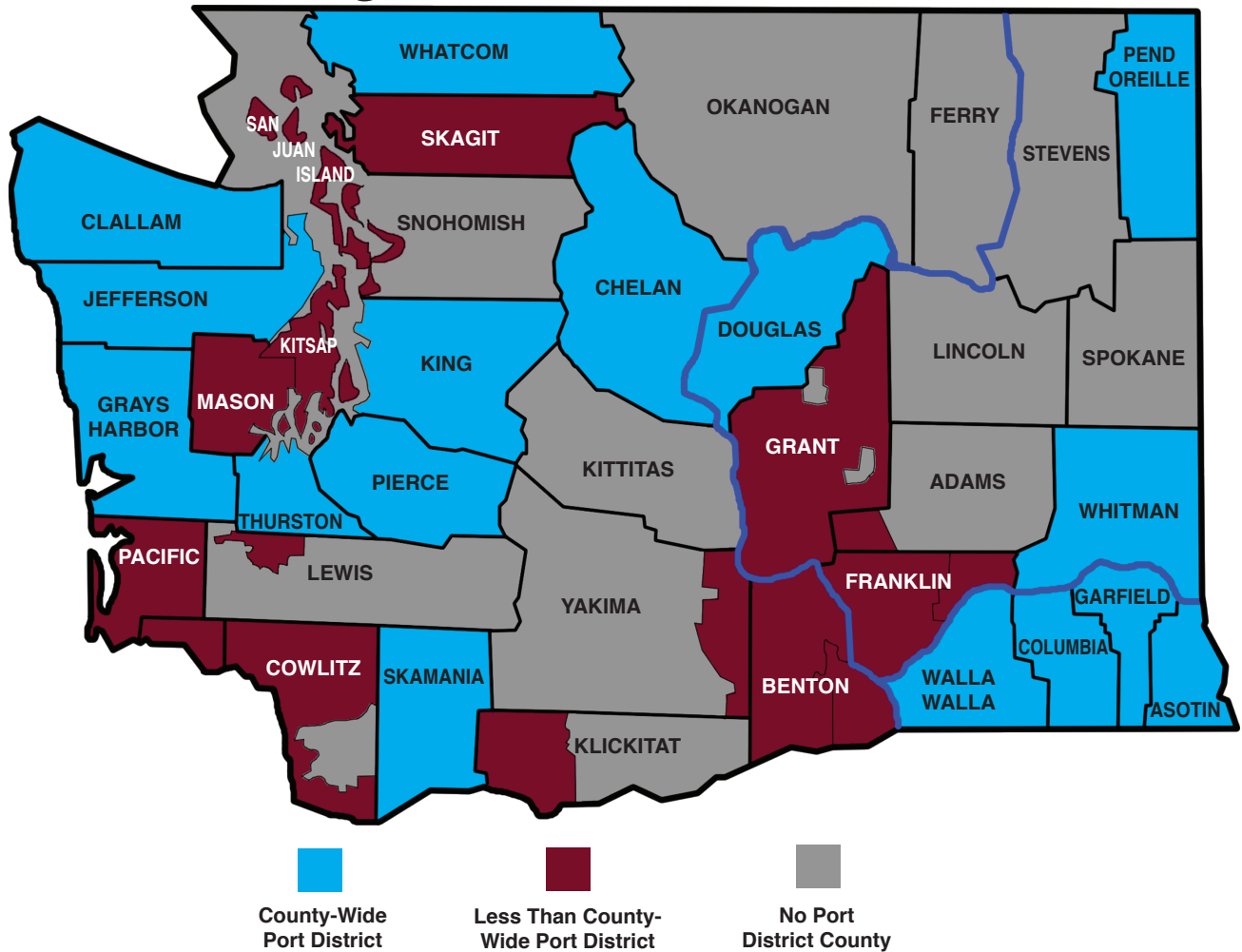
Goals:

- Continued growth and infrastructure development to create jobs and fully maximize assets.
- Create future land expansion opportunities.
- Collaborate with community efforts to support the Manhattan Project National Historical Park.

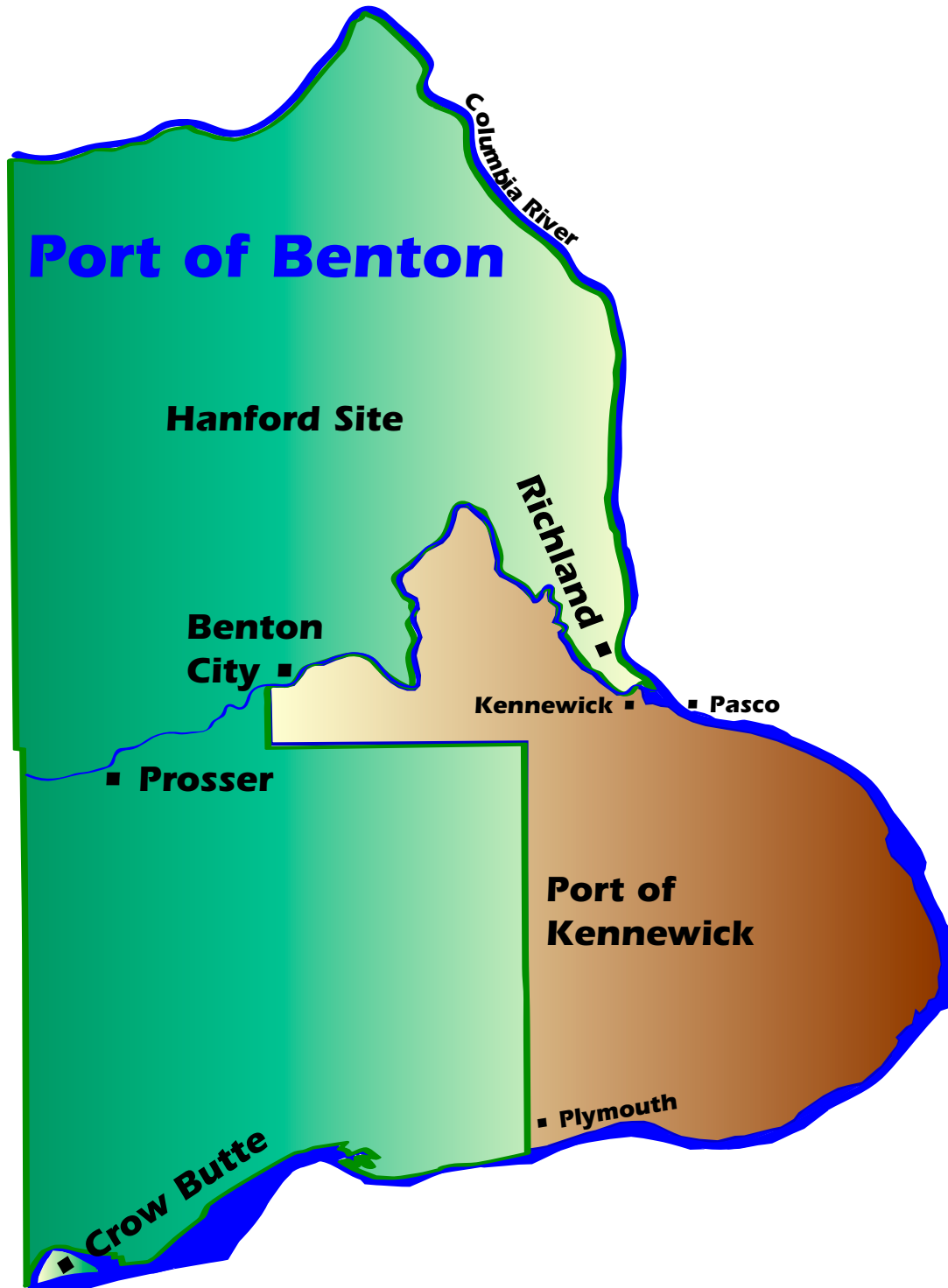


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Washington Public Port Districts



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Technology & Business Campus

The Technology & Business Campus was one of the first properties purchased in 1962 from the United States Government. The current site contains approximately 250 acres located within the City of Richland. Boundaries include George Washington Way on the west, Horn Rapids Road on the north, the Columbia River on the east and Washington State University Tri-Cities to the south. The land is relatively flat, lies at an elevation above flood level and has direct access to the river. Direct vehicular access to the site is via George Washington Way and Stevens Drive.

The Technology & Business Campus is within the boundaries of the Tri-Cities Research District (TCRD) State of Washington's Innovation Partnership Zone. The TCRD has 1600 acres of designated land primarily owned by the Port of Benton, Pacific Northwest National Laboratory, Department of Ecology, Washington State University Tri-Cities and private sector investors. The goal of forming the TCRD is to recruit high tech companies to the Tri-Cities and, in particular, north Richland.

The purpose of the site is to provide land and facilities for:

- Technical firms, laboratories, small business and office space tenants.
- Marine barge terminal.
- Facilities to support WSU Tri-Cities.

Continued improvement of the land for such purposes includes: clearing and filling of land, providing access roads, utilities, irrigation water and landscaping to make it functional for riverside use. Twenty-three acres along the waterfront are zoned mixed use and are being developed to contain residential, office and commercial uses.

This Comprehensive Plan of Improvements contemplates and authorizes Port expenditures for a variety of services including: engineering design services, construction of general purpose office development and industrial buildings, site preparation, paving, landscaping and utility construction to serve Port owned and tenant owned improvements. Additional services include the payment of charges and fees for the connection of utility services.

The Port of Benton owns three buildings in the Technology & Business Campus. The Port uses a portion of one of the buildings for its administrative offices and leases the remainder to start-up tenants. The Port's former development building is leased to Surgical Implant Generation Network (SIGN), who uses a portion of space for their corporate headquarters and sub-leases the rest to other tenants. The fourth building is located at the north end of Port of Benton Boulevard and is the Port's new administration building in 2014.

Specific improvements accomplished by the Port of Benton have been:

- Construction of business development buildings for commercial activities and/or similar uses.
- General waterfront and site landscaping improvements.
- Worked with the Department of Energy-Richland Operations through use of 3161 Funds, Energy Northwest, Washington State University Tri-Cities and the City of Richland for development of the Applied Process Engineering Laboratory (APEL) building.
- Updated Master Plan in 1997.
- Sold twenty-three acres for mixed use development.
- Constructed sidewalks adjacent to the major roadways throughout the site for aesthetic enhancement and safety of the tenants.
- Provided irrigation water to the site from the Columbia River.
- Connected pathways along the Columbia River.
- Dedicated portions of land along the Columbia River as undeveloped open space for general public enjoyment.



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- Extended Battelle Boulevard to the east.
- High dock expansion and landscaping.
- Improved Sacagawea Heritage Trail by installing kiosk, following trail's master plan.
- Filled in former storm ponds to create sites for future development.
- Berm and planted arborvitae trees around Penford Food Ingredients building.
- The corner of First Street (renamed University) and George Washington Way was torn out and upgraded.
- Upgraded roof on the Port's administration building.
- Remodeled north bay of Port's headquarters/development building.
- Improved Port of Benton Boulevard irrigation.
- Completed USS Triton Sail Park project.
- Added to the existing fiber optics system in the park.
- Constructed signage for the USS TRITON Sail Park.
- Repurchased Willow Point property.
- Donated 3 acres for WSU's Wine Science Center.
- Renovation of the 3250 Port of Benton Boulevard facility for Port's administration building.
- Purchase of SIGMA I.
- Extension of broad band connections.

Future activities being considered for the Technology & Business Campus:

- Continue maintenance; such as slurry sealing of Port owned roadways within the site and vegetation remediation.
- Continue landscaping and sidewalk improvements including pavement maintenance.
- Purchase additional land and buildings as needed.
- Revamp and upgrade HVAC, building lighting and doors.
- Remove and surplus from Industrial Development District any properties identified for future sale.
- Stormwater upgrades.
- 3190 Fire system improvements.



The Port's newly renovated administration building, shown above and to the right.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
12/3/14	MOU	Sigma I	Purchase from Hoch
11/5/14	14-18	3.12, 3.21, 4.17	Suplus from IDD for sale
6/10/15	15-14	.87 ac	Sale to Sotiris Xantheas (Venezia)
9/9/15	15-17	4.21 acres	Sale to IsoRay

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Richland Innovation Center

The Richland Innovation Center (RIC) became a Port site in 1996 when it was transferred from the United States Government through the Maritime Administration (MARAD). The 71 acre site had been part of Camp Hanford during World War II and was used by the Department of Energy–Richland Operations until a few years prior to its transfer to the Port. The center consists of large warehouse buildings, several office buildings and smaller buildings, which could be used for light manufacturing. This site is within the much larger boundaries of the 1,600 acre Tri-Cities Research District and the State of Washington Innovation Partnership Zone. The Tri-Cities Research District Master Plan designates this site as a light industrial, research, development and business commercial.

The purpose of the site is to provide facilities for:

- Technical firms, laboratories, small business and generic office space.
- Manufacturing and light industrial facilities.
- Limited commercial
- Use as incubator start up space for new companies.

Continued improvement of the land for such purposes includes: under grounding of utilities, providing access roads, utilities, irrigation water and landscaping.

Specific improvements accomplished by the Port of Benton are:

- Existing roads widened, upgraded and resurfaced.
- Sewer, water lines and other utilities replaced.
- Asbestos abatement.
- Removed perimeter fencing.
- Installed new signage on 1st Street.
- Partner with Western Sintering and the City of Richland for the construction of Fermi Avenue from north to south on the west side of the site.
- Landscaped Stevens Drive entrance and Fermi Avenue.
- Research District architectural engineering plans.
- Master Plan for the site was updated in 2008.
- Coordinated with adjacent property owners to create a park separating RIC from Stevens Center.
- Installed signage off Stevens Drive.
- Demolished and removed concrete slabs.
- Partnered with the City of Richland to widen and straighten 1st Street (renamed University Drive) and remove overhead power lines.
- Obtained IPZ grant for \$275,000.
- Replaced HVAC units on 2750 Salk building.
- Upgraded lighting on 2750 Salk building.
- Upgraded lighting on 2765 Einstein building.
- Sold 9 acres, purchased from Western Sintering, for commercial development.
- Land lease to WSU-TC for engineering laboratory.
- Obtained IPZ grant for \$250,000 for broadband partner project with the City of Richland.
- Partnered with City of Richland on Local Revitalization Financing funding to redevelop Currie Street and extend Fermi Avenue within the RIC.
- Upgrade lighting and bathrooms in 2750 Salk building.
- Roof coating of 2770 Salk building.

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Future activities being considered for the Richland Innovation Center:

- Follow Tri-Cities Research District master plan for property development.
- Replace HVAC units as needed.
- Local revitalization financing for underground utilities
- Purchase additional land and buildings as needed.
- Continue efforts to remove MARAD deed restrictions.
- Provide future Port of Benton maintenance facility 2650 Salk ave. and improvements
- Door upgrades 2780, 2750 Salk ave.



Several new buildings in the Research District have been recently constructed. Gesa Credit Union, Ethos Trattoria and That Place Pub and Eatery.



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Manufacturing Mall

The Manufacturing Mall became a Port site in 1998 when it was transferred from the United States Government through the Department of Energy. The land had been part of Camp Hanford during World War II and continued to be a part of the Hanford Nuclear Reservation until it was declared excess and transferred to the Port. The mall consists of 768 acres. It is located at the extreme north end of the City of Richland and borders the southernmost edge of the Hanford Nuclear Reservation. The mall is within the much larger boundaries of the Tri-Cities Research District and the City of Richland. The railroad operation also became a part of the Port of Benton in 1998 through the transfer. The 16 miles of railroad continues south to the Richland Junction, where it connects to the Union Pacific Railroad and is accessed by Tri-City Railroad Company, Union Pacific and Burlington Northern Santa Fe Railway. The Port has a contract with Tri-City Railroad Company (TCRR) to maintain the railroad. TCRR has two switch engines used to transfer cargo for several large companies in north Richland.

The purpose of the site is to provide facilities for:

- Facilities and land for start-up tenants.
- Manufacturing.
- Rail and motor vehicle transfer and terminal facilities.
- Rail traffic, including cargo and related rail services.
- Transload, warehouse and other office facilities.
- Storage and improvements relating to industrial and manufacturing activities.
- Technical firms, laboratories and generic office space.
- Fueling facilities for vehicle usage.
- Commercial service-oriented facilities.
- Mining operation.

Continued improvement of the land for such purposes includes: clearing and filling of land, providing access roads, utilities, irrigation water and landscaping.

Specific improvements accomplished by the Port of Benton are:

- Landscaped along Stevens Drive.
- Partner with the City of Richland to improve access points to Stevens Drive.
- Partner with the City of Richland to extend Battelle Boulevard westward from Stevens Drive.
- Executed a maintenance agreement with Tri-City Railroad Company.
- Improved utility infrastructure in 2345 & 2355 Stevens Drive buildings.
- Modified building at 2355 Stevens Drive to accommodate needs of large manufacturing tenant.
- Upgraded and replaced structural portions of existing buildings.
- Developed north-south Larson Road frontage.
- Partnered with City of Richland for the construction of a railroad spur into the Horn Rapids Industrial Park.
- Updated Master Plan in 2006.
- Provided a laydown yard for Bechtel.
- Completed remodel of the 2521 building.
- A large warehouse and office complex was developed for Bechtel Hanford in the north campus in support of the vitrification plant.
- Roofing repairs on 2521 and 2579 Stevens Drive buildings.
- HVAC upgrade to warehouse building.
- Painted buildings and replaced windows and roll up doors.
- Added propane heat for transload building bay.
- Added gravel for transload facility ground stabilization.
- Lighting system upgrades, paint and carpet to 2345 Stevens building.

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- Elevator improvements.
- Crack seal and road repair.
- Upgrade lighting.
- Replace or repair loading dock levelers.
- Replace windows in 2345/2355 Stevens Buildings.
- Paint Kaiser buildings.
- Extend University Drive west to open Manufacturing Mall land for development.
- Painted MO404 building and removed trailers, replace fence.
- Replace gas fired heating unit in 2345 building.
- Remodel breakrooms in 2345-55 buildings.
- Structural improvements to Columbia Park Trail Bridge.

Future activities being considered for the Manufacturing Mall:

- Site development, including pavement maintenance.
- Purchase additional land and buildings as needed.
- Remove and surplus from Industrial Development District any properties identified for future sale.
- Begin planning south property 20 acre road expansion.
- Doors, paint, roof, plumbing and window replacement.
- HVAC and lighting replacement.
- Duct Cleaning.
- Ballast rock for Railroad.
- Identify key areas for land sale.
- Transload signage upgrades.
- M040 upgrades.
- New tenant entry sign.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
5/6/15	15-05	128 acres	Sale to American Rock
8/12/15	15-14	5 acres	Initial property south of Horn Rapids Rd. Buyer changed to north of Battelle
9/9/15	15-18	1,641 acres	Interlocal with COR initial 809 ac to POB w/future 204 identified (N. HRRd.)



American Rock has finished mining the section of land in the foreground and is leveling it for future industrial development.



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Richland Airport

The Richland Airport became Port of Benton property in 1960 when it was acquired from the U.S. Atomic Energy Commission. Until that time, private air traffic was not allowed at the airport. This site contains 650 acres within the City of Richland approximately two and one-half miles northwest of downtown Richland. Motor vehicle access is available through the main entrance on the Bypass Highway or alternate entry points from Van Giesen at the south end of the property and Highway 240 on the north end. There are two 4,000 foot paved and lighted runways; both capable of serving commuter aircraft, as well as single and light twin engine general aviation users. Aviation fuel 100LL is available from a fuel pump on the ramp area and Jet A fuel is available via truck. The Richland Airport continues to grow and presently has approximately 180 private aircraft based at the airport.

Many improvements have been made at the airport including; the addition of a new taxiway, visual navigation aids, automated weather observation system (AWOS), internal access roads, upgrading of the aircraft tie-down area and the installation of taxiway reflectors. Other improvements, such as the construction of new private aircraft hangers and new buildings for industrial use, continue to enhance the airport facility.

The purpose of the airport is:

- Provide facilities for general aviation, charter, cargo, medical and related air services.
- Improve air traffic safety.
- Provide facilities or sites suitable for construction of aircraft service and maintenance buildings, aircraft storage, warehouse and other general storage facilities.
- Make improvements relating to development of industrial and manufacturing facilities.

Continued improvement of the land for such purposes includes purchase of land surrounding the runways for a runway protection zone (RPZ), primarily for safety considerations; clearing and filling of land as needed and providing access roads, utilities, irrigation water, taxiways, runways, lights, navigation equipment, hangars, noise abatement and maintenance facilities.

The commercial and private uses of the airport include, but are not limited to: business travel of private airplanes, medical airlifts, high performance aircraft kit assembly, air taxi and charter services, flight training, aerial photography, sale of fuel and lubricants, aircraft maintenance, hangar and outdoor aircraft storage, recreational flying by both powered and sail planes, air shows, fly-ins and related activities.

In addition to the above uses and subject to the approval of the Federal Aviation Administration, adjacent acreage is available for continued commercial and light industrial development. Such development provides or will add auxiliary services for air travelers and shippers and will serve the community by encouraging revenue-producing businesses to locate at the airport.

Specific improvements accomplished by the Port of Benton are:

- Acquisition of land and/or easements for all clear zones, transition areas and navigation aids at the ends of Runway 8-26 and 1-19.
- Preparation of sites for private or public construction of hangar facilities.
- Landscaping improvements.
- Aviation runway improvements for safety purposes.
- Expansion of tie-down areas.
- Taxiway paving and lighting.



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- Relocated maintenance shop and leased vacated property.
- Installed Automated Weather Observation System (AWOS).
- Constructed a street location sign.
- Installed precision instrument approach/localizer.
- Updated RAP master plan.
- Reconstructed runway 1-19 and 8-20.
- New FBO is Sundance Aviation.
- Runway 19 environmental assessment/precision approach.
- Runway signage.
- Replaced building roofs.
- Upgraded insulation, remodeled and added large roll-up door to 1865 Bronco Lane building.
- Added additional fencing.
- Replaced hangar doors on FBO building.
- Acquired RPZ land from Gartin.
- Expanded Almost Gourmet seating space.
- Sealed parking lot from 1901 to 1905 Terminal Drive.
- Taxiway B relocation, circle area hangar construction.
- Facade/remodel 1903 FBO building.
- General maintenance improvements, including HVAC systems and flooring.
- Rehabilitation of the apron.
- Paint, renovate, lighting, tile and roof of 1903 Terminal Drive building.
- Siding and paint 1903 Terminal Drive building.

Future activities being considered for the Richland Airport:

- Paving & street maintenance.
- Landscape Terminal Drive and entry.
- Additional hanger construction sites, circle area.
- Purchase additional land and buildings as needed.
- Drywells and gravel improvements.
- Security fencing.
- Improve taxi ways and aprons.
- Update airport master plan as necessary.
- 1901 paint and repairs.
- RAP electric room doors, Quonset inspection.
- Port wide storm drain cleaning.
- AWOS upgrades.
- 1903 terminal removal.



The former circle at RAP is shown to the left with new taxiways, aprons and asphalt. The more recent photo above is of a new hangar being constructed.

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Tri-Cities Enterprise Center

The Tri-Cities Enterprise Center building (TEC) was built by the City of Richland in 1987 and was sold to Washington State University in 2009. It became available for purchase in the fall of 2011 and, after surveying the facilities, the Port of Benton Commission authorized purchase of the 4.79 acre property and building.

Tenants include: Advanced Technologies & Laboratories International, Archer Analytical, Ethos Bakery, Mission Support Alliance's B-Reactor Tours, Shrub Steppe Smokehouse Brewing and White Bluffs Brewing.

The purpose of the TEC site is to provide facilities for:

- Technical firms, laboratories and small business.
- Light manufacturing.
- Tourist destination.
- Generic office space and commercial use.

The Port has been successful planning tourist destination facilities like Vintner's Village and the Wine & Food Park in Prosser. Current tenants; White Bluffs Brewing, Ethos Bakery and Shrub Steppe Brewing, are in close proximity to Thomas O'Neil Cellars. The Port has strengthened the tourist destination appeal to this site by providing a meandering path between the TEC and Thomas O'Neil Cellars.

Many improvements have been made at the TEC including refurbishing some of the vacant bays and extensive landscaping improvements.

Specific improvements accomplished by the Port of Benton are:

- Remodeled White Bluffs Brewing, Ethos Bakery and Shrub Steppe Brewing suites.
- Removed old landscaping from entrance.
- Placed lighting and flags on flag divider.
- Widen parking lot for B-Reactor tours.
- Construct new driveway.
- Crack seal roads and driveways.
- Tree trimming and removal as needed.
- Upgrade existing HVAC systems as needed.
- Erect monument sign on Highway 240.
- Coat roof, paint, landscape as needed.
- Lighting upgrades.

Future activities being considered for the TEC:

- Replace HVAC units and lighting as needed.
- Site development and landscaping.
- Lighting upgrade.
- Replace vacancies with food and/or beverage related tenants.



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Benton City Development Building

The Port purchased an existing building in downtown Benton City in 2007. The building has been divided into two sections and is currently leased to Sew Me Pretty, a consignment/sewing business, and to Logar Pharmacy.

The purpose of this site is:

- Provide facilities and land for start-up tenants.

Continued improvement of the land for such purposes include: the clearing and filling of land, providing access roads, parking lots, utilities, irrigation water and landscaping.

Specific improvements accomplished at the site by the Port of Benton and private investors are:

- Hired architect to design space and store front.
- Site development and remodeling.
- Remodeled bays to suit specific tenants.
- Sealed roof with seamless roof coating.

Future activities being considered for the Benton City Development Building:

- Building improvements and landscaping.
- HVAC upgrades.
- Purchase additional land and building as needed.



Two customers peruse priceless antiques in the newest retail venture, Quail Crossing, in the Port's development building.

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Benton City Fire Station Building

The Port purchased the old fire station in downtown Benton City in 2009. The building will be sold or leased to businesses seeking retail space or tourism activities in Benton City.

The purposes of this site are:

- Provide facilities and land for start-up tenants.
- Increase tourism.
- Exterior and interior renovation including painting.

Specific improvements accomplished by the Port of Benton are:

- Parking lot paving.
- HVAC duct modification.
- Roof Coating.

Future activities being considered for the Benton City Fire Station Building:

- Site development.
- Purchase additional land and building as needed.
- Sale



The Benton City Fire Station has been remodeled and is leased to Branches & Vines, a mercantile company. The photo above was taken at their Grand Opening ceremony which the Port hosted.

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Prosser Wine and Food Park

This 90 acre site was purchased and developed in 1962 and is located two miles northeast of the City of Prosser along the south bank of the Yakima River. Access to the site is via U.S. Interstate I-82 and Wine Country Road. Rail service is provided by Burlington Northern Santa Fe Railway. The Port has sold a majority of the site to private industry. A 32 acre orchard property adjacent to the west side of the park has been purchased for future development. This orchard currently grows cherries and apples and will continue to be operated as an orchard until development occurs.

The purposes of this site are:

- Provide facilities and land for start-up tenants.
- Manufacturing, freezing or processing of food products.
- Rail and motor vehicle transfer and terminal facilities.
- Warehouse and other storage facilities.
- Wine production and sale.
- Distilled alcohol production and sale.
- Agricultural storage and improvements relating to industrial and manufacturing activities.
- Provide facilities for tourism events.

Continued improvement of the land for such purposes include: clearing and filling of land, irrigation water and landscaping, railroad spurs, utilities, providing access roads, improving present roads and landscaping.

Specific improvements accomplished at the site by the Port of Benton and private investors are:

- Construction of a fruit processing plant.
- Construction and improvements to the industrial waste treatment facility lines to connect with municipal system.
- Construction of access roads, rail spurs and loading docks.
- Construction of Port-owned business development and incubator buildings.
- Utility improvements.
- Construction of a cold storage facility.
- Construction of a gazebo and park for community events.
- Construction of public rest rooms for community events.
- Landscape improvements to the site.
- Facade upgrade to the development building.
- Sold 9 acres to Mercer Estates for upscale wine tasting and production facility.
- Improved railroad crossing.
- Purchased 32 acre Bryson Orchard property for future development. Maintain and lease orchard until the economy improves and then develop property into commercial lots.
- Connected 2880 development building to Prosser City sewer.
- Installed new sand filter in irrigation system.
- Install 4 foot fence around perimeter of park.
- Improve Lee Road.
- Bryson house roof replacement and HVAC upgrades.

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Future activities being considered for the Prosser Wine & Food Park:

- Finish planning and construction of stage.
- Continue to plan and develop 32 acre Bryson orchard site, prepare property for sale.
- Purchase additional land and buildings as needed.
- Replace HVAC and lighting as needed.
- Pavement maintenance and 2880 Lee rd. roof coating.



The Port also hosts a tenant appreciation day at the park (above). The Prosser Scottish Fest is held each year at the Wine & Food Park. Caber being thrown during the highland games. The 32 acre Bryson orchard (below).



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Prosser Vintner's Village I & II:

Prosser Vintner's Village (VV) was purchased in 2000. This 32 acre site is located in north Prosser next to I-82 and within the city limits. The last parcel of land was sold in 2009. To continue growth in this region, the Port negotiated and purchased an 18.5 acre parcel to the south and adjacent to Vintner's Village. The new property contains a historic residence that was sold and converted into a private sector bed & breakfast in support of agritourism in this region.

The purposes of this site are:

- Provide infrastructure and land for tenants.
- Wine production, distribution and sales.
- Commercial uses.
- Improvements relating to existing tenant activities.

Continued improvement of the land for such purposes include: clearing and filling of land, irrigation water, utilities, providing access roads, landscaping, meandering trails and signage.

Specific improvements accomplished by the Port of Benton are:

- Master Plan completed in 2001 for the site.
- Environmental Site Assessment completed.
- Site preparation, including removal of trees.
- New access road in partnership with the City of Prosser and Benton County.
- Sold 10 acres to Yellow Rose Nursery.
- Mitigation of wetlands.
- Completed water, sewer and electrical upgrades.
- Sold 22 acres for wine production, distribution and sales.
- Purchased additional 18.5 acres adjacent to the south side of the site.
- Installed signage.
- Sold the 7 Gables house in VV Phase II as a bed & breakfast.
- Completed infrastructure construction for Vintner's Village Phase II.
- Demolish house and outbuildings on Thomas property and constructed a fence around the property.
- Landscape irrigation pond.
- Construct pathway from RV park to Vintner's Village.
- Landscaped park area.
- Purchased 19 acres to west of Vintner's Village off of Wamba road.
- Sold on contract 22.16 acres located off of Gap road.

Future activities being considered for Prosser Vintner's Village:

- Landscaping.
- Market completed sites in VV Phase II.
- Maintain roads and infrastructure.
- Prepare to turn over to association.
- Remove and surplus from Industrial Development District any properties identified for future sale.
- Merlot landscaping.



The Winemaker's Loft is in the foreground with Wine o'Clock and Milbrandt Vineyards in the background.

Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
7/8/15	13-15	Gap Road	22.16 ac Gap Rd.

2016 Comprehensive Plan

Prosser Airport

The Prosser Airport, formerly Beardsley Field, was built in 1935 for the City of Prosser. In 1961, the City transferred ownership and management of the airport to the Port of Benton. It features a single 3,450 foot runway with retro-reflective taxiway markers and a taxiway crossover for visiting pilots. There are approximately 30 private aircraft located at the Prosser Airport. Commercial activity is located on the south side of the airport along Nunn Road and intersecting with Wine Country Road. The Port's Prosser Airport Development Building presently houses the Chukar Cherry Company. This site originally contained approximately 90 acres, which increased to 120 acres as the result of acquisition of adjacent properties, and is located about one-half mile north of Prosser.

The purpose of the airport is:

- Provide facilities for scheduled and non-scheduled air traffic.
- Provide sites and facilities for flight services, pilot training, fuel and aircraft maintenance.
- Provide sites for the construction of service and maintenance buildings, aircraft storage, warehouse and other general purpose storage facilities.
- Make improvements relating to the development of industrial and commercial activities.

Improvement of the airport for such purposes includes: clearing and filling of land, providing access roads, utilities, irrigation water, a sanitary septic system, construction of a well for domestic water, additional water and sewer lines to the airport, taxiways and runways, aviation lighting and safety.

Specific improvements accomplished by the Port of Benton are:

- Obtained Federal Aviation Administration approval to install Precision Approach Pathway Indicators and Runway End Identifier lights on Runway 8-26.
- Installed water and sewer lines along Nunn Road and North 6th Street.
- Completed perimeter fencing of the airport.
- Seal coated runway, taxiway and apron area.
- Provided additional facilities and infrastructure improvements for hangars and tie-down spaces.
- Built development buildings.
- Expanded service apron in front of Fixed Base Operator (FBO) offices to the east.
- Provided power improvements, primarily for apron lighting.
- Acquired additional free zone land at the end of the main runway.
- Updated Master Plan in 2006.
- Remediated Marv Bonney site to clear petroleum and pesticide contamination.
- Constructed facility to house FruitSmart.
- Relocated runway 8-26 approximately 1,000' to the west.
- Obtained additional land to the west for the runway protection zone (RPZ).
- Aviation easement land acquisition.
- Made improvements to Nunn Road including: curb, gutter and sidewalks.
- Airport Layout Plan updated.
- Purchased FruitSmart warehouse building. Leased warehouse and production facilities to Milne Fruit.
- Constructed FAA funded AWOS system.
- Chukar Cherry facade remodel.
- Improve culverts.
- Completed apron rehab design.
- Installed additional tie downs.
- Installed heat pump in 1101 Steele Road building.
- Completed apron rehab design.
- Landscaped Chukar Cherry building.
- Pavement maintenance completed 2015

2016 Comprehensive Plan

Future activities being considered include:

- Runway taxi lane and apron maintenance.
- Relocate McGrew Irrigation pasture.
- Ecology monitoring.
- Develop site and purchase additional land and buildings as needed.
- Development and building site improvements.
- Master Plan update FAA funded.
- Electrical upgrades and former rental house removal/cleanup.

Photo to the right is of Bill Mussleman, Fixed Base Operator at the Prosser Airport. Below photo is from the Great Prosser Balloon Rally and the bottom photo shows planes lined up at the Prosser Airport Fly-In.



2016 Comprehensive Plan

Walter Clore Wine & Culinary Center

This 16 acre site was purchased by the Port in 2003 and is located on the east end of the City of Prosser. The intended use for this property was to lease the land to the Walter Clore Wine & Culinary Center. This center will provide a facility to highlight the birthplace of wine production in the State of Washington and will be a focal point for marketing local wineries and their products.

The purposes of this site are:

- Provide facilities and land for viticultural center.
- Promote education and tourism activities.
- Agricultural use as vineyard.

Continued improvement of the land for such purposes includes: clearing and filling of land, irrigation water, railroad crossing traffic control, utilities, providing access roads, parking lots and landscaping.

Specific improvements accomplished by the Port of Benton are:

- Completion of Phase 1 Environmental Site Assessment study.
- Demolished existing dwelling and cleaned up property.
- Built water and sewer lines to the property.
- Constructed parking lot, lighting and landscaping.
- Constructed a railroad crossing at the entrance to the site.
- Completed construction of Vintner's Pavilion.
- Completed design of main building.
- Improved entryway landscaping.
- Added entry way signage.
- Completed construction of main building.
- Completed signage and parking lot.
- Purchased leased land from Burlington Northern Santa Fe Railway.

Future activities being considered for the Walter Clore Wine & Culinary Center:

- Landscaping, signage, sun shading and HVAC improvements.
- Continue work with Walter Clore Wine & Culinary Center, Prosser Economic Development Association, Benton County and the City of Prosser to develop the viticultural center.
- Irrigation pond relocation.



The Walter Clore Wine & Culinary Center is finished. Photo above shows the exterior, photos above left show the wine bar and demonstration kitchen. Governor Jay Inslee is shown bottom left speaking at the Vintner's Pavilion.

2016 Comprehensive Plan

Crow Butte Park

This 275 acre site was leased from the Corps of Engineers and is located on a 1,500 acre island in the Columbia River 13 miles west of Paterson, Washington. The intended use for this property is to provide a camping area with RV pads, boat launches, docks, trails and a day use area.

The purpose of this site is to provide the following services:

- RV pads with electricity and water and sewer
- Boat launches.
- Day use picnic area.
- Rest rooms with shower facilities.
- Swimming area.
- Hiking trails.

Continued improvement of the land for such purposes include: maintenance and refurbishing the outbuildings, irrigation system, domestic well, septic system, electrical systems, parking lots and RV dump.

Specific improvements accomplished by the Port of Benton are:

- Replaced and refurbished irrigation pumps.
- Replaced roofs on existing buildings.
- Repaired and refurbished caretaker's house.
- Upgraded electrical system for RV pads.
- Remodeled camp area and day use area rest rooms.
- Replaced outdoor toilet in group camping area.
- Replaced lift station pump.
- Built gazebo in day use area.
- Crack sealed marina parking lot.
- Replaced and expanded docks in marina including ten boat slips.
- Construct self contained rest room and a fish cleaning station near marina.
- Updated master plan.
- Installed fire pits at each campsite.

Future activities being considered for Crow Butte Park:

- Playground equipment installation.
- Pavement maintenance.
- Seek expansion of park area as needed.
- Irrigation improvements.
- Milfoil treatment and sewer line clean out.
- Port maintenance equipment repairs and upgrades.



These personal watercraft enthusiasts, shown above, are enjoying just a few of the activities available at Crow Butte Park..

2016 Comprehensive Plan

Details of proposed improvements and pertinent documentation including: master plans, environmental impact statements and rules & regulations may be found at the Port of Benton administration offices at 3250 Port of Benton Blvd. in Richland, Washington. Property fact sheets available at www.portofbenton.com

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Distribution List

The Port of Benton Comprehensive Plan has been distributed to the following entities and is available for download at [<www.portofbenton.com>](http://www.portofbenton.com)

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Benton City, WA 99320

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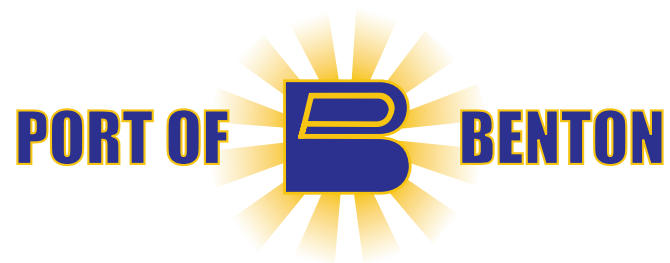
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Sustainable Development
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Planning Department
620 Market Street
Prosser, WA 99350





3250 Port of Benton Blvd.
Richland, WA 99354
(509) 375-3060
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ORIGINAL

RESOLUTION 15-23

**A RESOLUTION of the Board of Commissioners of the Port of Benton, Washington
Adopting the Port's 2016 Comprehensive Scheme of Harbor Improvements, known
as the 2016 Comprehensive Plan, as provided by RCW 53.20.020**

DECLARATIONS:

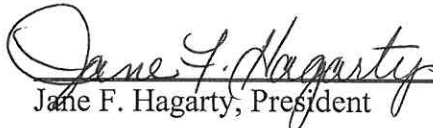
WHEREAS, a 2016 Annual Operating and Capital Budget, a part of the Port's Comprehensive Scheme of Harbor Improvements, was adopted by the Port of Benton Commission at a regular meeting Resolution 15-21, and


WHEREAS, public notices were published a newspaper of general circulation proclaiming the availability of the 2016 Annual Operating and Capital Budget and Comprehensive Plan to the public and announcing a public hearing on the budget and comprehensive plan, all in accordance with RCW 53.20.020, RCW 53.35.030 and RCW 53.35.045; and

WHEREAS the Port Commission has heard from all persons desiring to be heard on the matter of 2016 Annual Operating and Capital Budget and Comprehensive Plan all in accordance with RCW 53.20.020, RCW 53.35.030 and RCW 53.35.045.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board of Commissioners of the Port of Benton approves the Port's 2016 Comprehensive Scheme of Harbor Improvements known as the 2016 Comprehensive Plan.

ADOPTED by the Port of Benton Commission on this 10th day of November, 2015.


Jane F. Hagarty, President


Robert D. Larson, Vice President


Roy D. Keck, Secretary