

PORT OF BENTON

2017 Comprehensive Plan



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2017 Comprehensive Plan

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2017 Comprehensive Plan

Introduction

This Comprehensive Scheme of Development Improvement reviews the current and future objectives for the Port of Benton, and is required per state law (RCW 53.20). The Port's budget and capital expenditures are created based upon this plan's objectives. Meetings are held with the City of Richland, Benton City, and Prosser along with our economic development stakeholders, in order to ensure that the Port of Benton's plans are aligned with communities' economic development objectives. In addition, the Port commission holds two public hearings in order to gather input prior to adoption. The objective is to create an easy-to-understand plan that will determine where future Port capital spending will be dedicated, as well as to encourage members of the public to participate in the Port of Benton's development of waterfront, railroad, airport, park, and property sites. Project proposals analyzed in this plan may require additional public review under the State Environmental Policy Act (SEPA); proposals may also require permitting approvals from city, county, state and federal agencies.

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ABOUT THE PORT OF BENTON

Washington State has 75 operating public port districts, one of which is the Port of Benton. 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.. An executive director, selected by the commission, manages the day-to-day operations of the Port.

The Port of Benton’s district is two-thirds of Benton County 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 and Yakima Rivers. The Port of Kennewick’s district, created in 1915, is the remaining east section of the county and includes the south quarter 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 is unique among Washington Public Ports, as it owns and operates two airports: one located in Richland and the second in Prosser. The Port of Benton built the first publicly funded and operated incubator facility in Richland in 1970.

The Port of Benton owns and operates thirteen property sites. A 16.8-mile short line railroad is leased to the Tri-City Railroad Company. It can be dually served by Union Pacific and Burlington Northern Santa Fe Railroad.

The Port of Benton is focused on making financially sound strategic investments that strengthen the community as it transitions away from federal resources/Hanford project.

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 its 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 and multi-modal transportation within our 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:

- Maintain operations and administration of the port via lease revenues with taxes being dedicated to capital projects
- Acquire, sell, lease and develop real estate to create jobs and fully maximize assets
- Provide multi-modal transportation infrastructure: roads, rail, airport and navigation improvements
- Collaborate with partners to create economic prosperity throughout our district and the region



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Overall Economic Information

Benton County's 2016 population was 190,500 with the overall Tri-Cities MSA being 279,170. The overall population has grown consistently at a rate of 1-3% per year for the last ten years. This is due primarily to the construction of the Department of Energy's Vit Plant. Other key elements of the local economy include agriculture, which is located primarily in Franklin County within food processing, and retail and wholesale trade, and services and government, which are located primarily in Benton County.

While this growth is dramatic in the short term, it tends to hide a very real longer-term problem that necessitates dramatic efforts to diversify the local economy in the short term. While replacement of Hanford jobs is the epicenter of Benton County's desire of economic diversification with similar levels of research and technology jobs, there is also an effort to support existing agribusinesses that are also growing within the county due to wineries and other agricultural product related industries.

The City of Prosser has been an excellent example of trying to capture the wine industry's production and tourism within the Vintner's Village area along with the Wine & Food Park, which is home to Hogue Cellars and Mercer Wine Estates.

In Richland, partnerships with Washington State University Tri-Cities and Pacific Northwest National Laboratory, along with the Manhattan National Park are key as we continue efforts to transition away from Hanford.

The average income of a non-farm worker in Benton County was \$37,842 as of 2014 reports. Median family income as of 2016 reflects \$62,484 for Benton County and \$59,664 for Franklin County. There is continued growth in the wine industry with over 900 wineries within the state and the housing market continues to remain strong with a median housing price within the counties at \$217,500 as of the first quarter of 2016. (Source for all data: Benton Franklin Trends website)

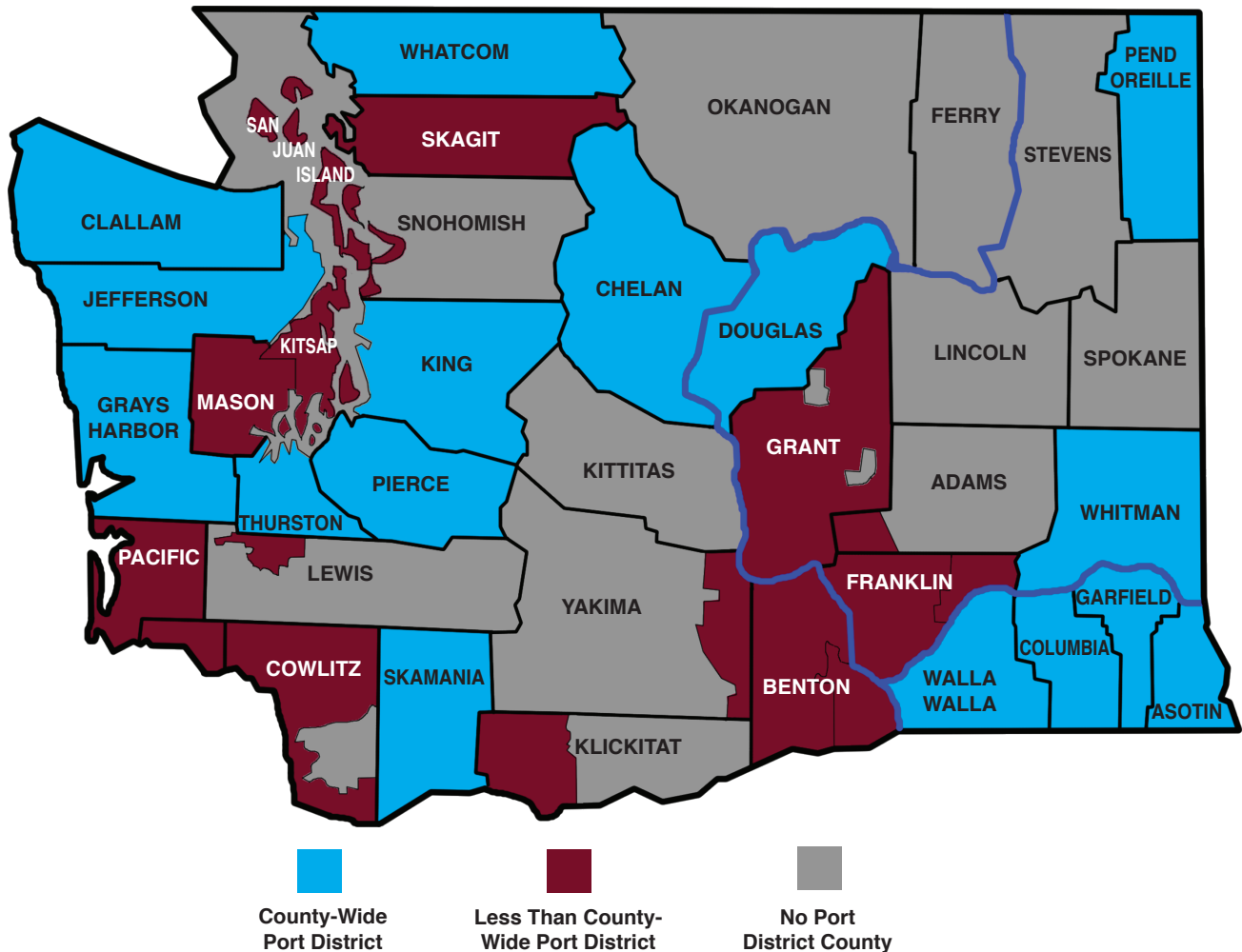
Port of Benton Impacts

The Port of Benton holds over \$83 million dollars of total assets within its district located within its thirteen site areas. Overall, the Port manages 2,756 acres, 50 buildings, two airports, and rail and barge facilities. Our properties support over 3,290 direct jobs with an approximate payroll of \$200 million.



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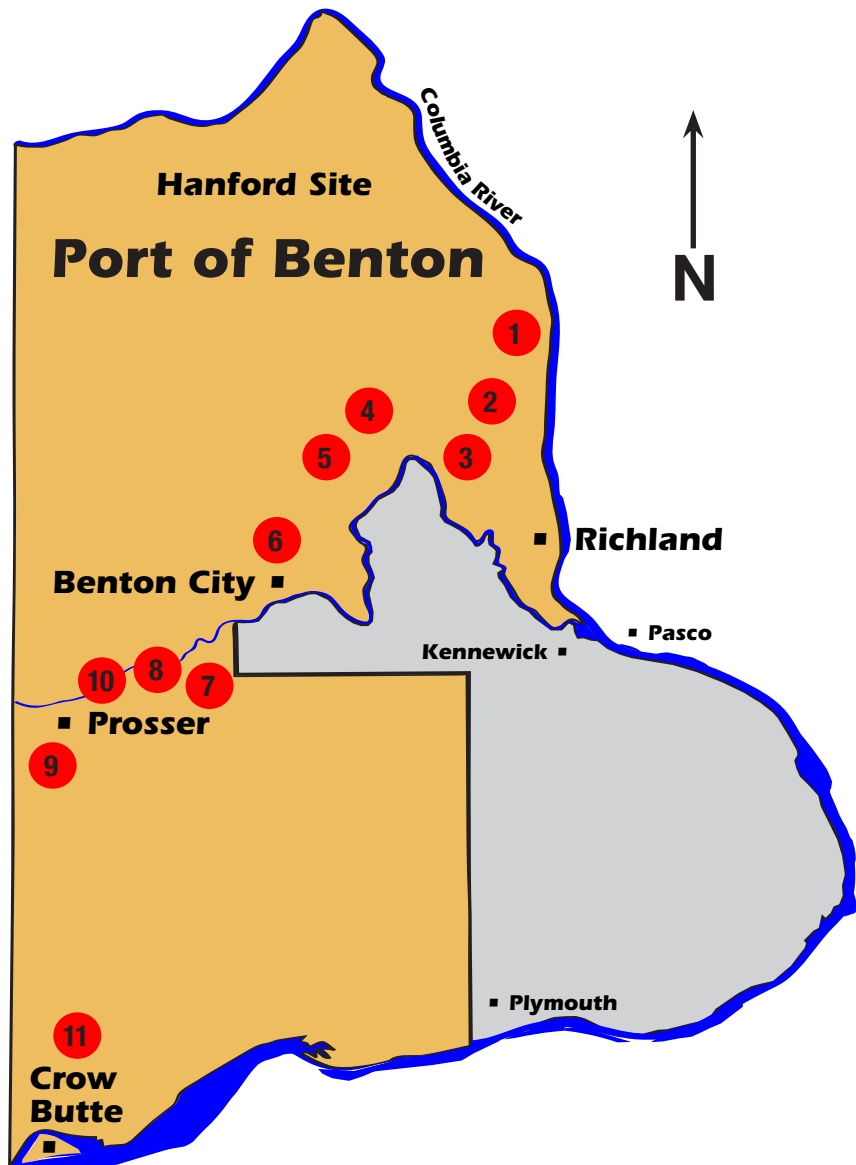
Washington Public Port Districts



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Port of Benton Properties and Facilities

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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 and is zoned Business Research Park with all utilities available including natural gas. Approximately over a dozen businesses and the Port's administration offices are located at this site.

The Port is one of only five nuclear ports in the nation. The Port's marine dock facilities are used primarily by the United States Navy (river mile 343), for the offloading of decommissioned nuclear submarine and surface ship reactors, which are then transported onto the Hanford Reservation for disposal. Lampson International currently provides the off-loading and transportation services at this site. To date, approximately 129 reactors have been offloaded. The site is home to the U.S.S Triton Submarine Sail Park.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
6/10/15	15-14	.87 acres	Sale to Sotiris Xantheas (Venezia)
9/9/15	15-17	4.21 acres	Sale to IsoRay
4/20/16	16-07	6.35 acres	Sale to Ingredion Inc.
4/20/16	16-08	1.8 acres	Sale to Sigma 4 LLC/Markel
4/20/16	16-09	1.58 acres	Sale to MMMCLXXX GW/Markel

Current use: The Technology & Business Campus is within the boundaries of the Tri-Cities Research District (TCRD), a State of Washington's Innovation Partnership Zone. The TCRD has 2,875 acres of designated land, primarily owned by the Port of Benton, Pacific Northwest National Laboratory, Department of Ecology, Washington State University Tri-Cities, City of Richland, and private sector investors. The goal of forming the TCRD was to recruit high tech companies to the Tri-Cities and, in particular, north Richland.

Future plans: The Port will continue efforts to upgrade and market facilities. The Port will explore grant opportunities to further develop the U.S.S. Triton Sail Park.

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).

Current use: 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 2,875-acre Tri-Cities Research District, 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, along with incubator start-up space for new companies.



Future plans: The Port will continue to follow the Tri-Cities Research District master plan for property development. The Port will market and upgrade facilities as needed. Port efforts will continue to remove the MARAD deed restrictions. The port will consider construction of a development building. The purchase or sale of additional land and buildings as needed, will be considered.

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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 (DOE). This site consists of 760 acres located south of Horn Rapids Road, and is zoned industrial. Among other assets, this site includes a fully occupied 180,000 square foot office/warehouse building. In 2016, 768 acres of additional industrial property was transferred by DOE to the Port of Benton. The Port also has 16.8 miles of rail that can be accessed by Tri-City Railroad Company, Union Pacific, and Burlington Northern Santa Fe Railway.

Current use: The site is primarily used as office and staging to support industrial operations. Existing mining operations are on site to level the property and provide area back to the Port of Benton for industrial development. Further west the Port also has a transload building that is currently being used for tank production to support the wine industry.

Future plans: The Port of Benton is partnering with the City of Richland and using Local Revitalization Funds to extend Hagen and Logan Roads along the west boundary of the property. This will open up new land for development. The Port will further market and upgrade existing land and facilities. Planning actions are underway for the 768 acres recently acquired by the Port.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
8/12/15	15-14	5 acres	Land sale to Savage Logistics, LLC located north of Battelle Blvd.
9/9/15	15-18	1,641 acres	Interlocal with COR initial 809 ac to POB w/future 204 identified (N. HRRd.)
2/26/16	16-02	1341 acres (760 acres POB)	CERB Grant: Application for 760 acres Joint COR/POB Master Plan
5/4/16	16-13	4 acres & Build.	Sale to DFP LLC (Total Energy)

Richland Airport

The Richland Airport became Port of Benton property in 1960 when it was acquired from the U.S. Atomic Energy Commission (AEC). Until that time, private air traffic was not allowed at the airport. This site contains 650 acres within the City of Richland. There are two 4,000 foot paved and lighted runways. Both are capable of serving commuter aircraft, as well as single and light twin-engine general aviation users. The Richland Airport continues to grow, and presently 180 private aircraft are based on site.



Current use: 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. One of the key tenants is LifeFlight air ambulance.

Future plans: Other improvements, such as the construction of new taxi lanes and hanger sites, and upgrades to existing entry will be constructed in 2017. The Port has secured 3 million in FFA Grants funds for 2017 for these upgrades and pavement maintenance preservation project for both runways.



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Tri-Cities Enterprise Center

The Tri-Cities Enterprise Center building (TEC) was built by the City of Richland in 1987. It became available for purchase in the fall of 2011. The Port of Benton purchased the 20,000 square-foot facility and its 4.79 acres of property.

Current use: This building is used to support the B Reactor Tours, neighborhood commercial, and startups. Restaurants and breweries are the main tenants within the facility.

Future plans: This building is currently full; potential expansion, routine maintenance and signage improvements are planned. The port will consider construction of a development building.



Benton City Development Buildings

The Port has purchased and redeveloped a couple of buildings downtown within Benton City. These facilities are multi-tenant and ideal for startup companies.

Current use: These buildings are currently full; routine maintenance is being planned.

Future plans: Continue to seek sites to purchase in order to expand and support redevelopment efforts.



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Prosser Wine and Food Park

This 90-acre site is located two miles northeast of the City of Prosser along the south bank of the Yakima River. Rail service is provided by Burlington Northern Santa Fe Railway. The Port has sold a majority of the site to private industry, but retains a park area, along with a 15,000 square foot development building. A 32-acre orchard property is adjacent to the west side of the park, and has been purchased by the Port for future development.

Current use: This site is currently built out and the development building is full. The 32 acres to the west will not be actively marketed at this time.

Future plans: Explore options for repurchase where development has not taken place. Plan and plat the 32 acres (orchard property) in order to prepare for development.



Prosser Vintner's Village

Prosser Vintner's Village (VV) is a 32-acre site is located in north Prosser next to I-82 within the city limits. This site was a great success and resulted in the Port's purchase of the adjacent 18.5-acre parcel to the south in order to pursue further development opportunities. 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 Port also purchased an additional 20 acres to the west along Wamba Road.

Current use: The Port of Benton is actively marketing this site for development activities to support agritourism. The site has 14 existing wineries and highway visibility, with lots ready for development.

Future plans: Master Plan has been completed and infrastructure has been developed. The Port of Benton is actively marketing this site for development activities to support agritourism. The port will consider construction of a development building. The Port will consider further investments and partnerships in order to generate activity.



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Prosser Airport



The Prosser Airport, formerly Beardsley Field, was constructed 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 and approximately 30 private aircraft are 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 8,600 sq. ft. Development Building presently houses the Chukar Cherry Company. This site contains 120 acres to support general aviation with 35 acres available for industrial development.

Current use: Provide general aviation services and facilities for flight services, pilot training, fuel, aircraft maintenance and other supporting ancillary uses. Master Plan review is currently underway.

Future plans: Seek further improvements relating to the development of industrial and commercial activities. New taxiway improvements and electronic gate planned for 2017/18.

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 site supports the Walter Clore Wine & Culinary Center. This center provides a facility to highlight the birthplace of wine production in the State of Washington and will be a focal point for marketing Pacific Northwest wineries and their products.

Current use: The site will continue to provide educational and tourism activities. The site is full; routine maintenance and minor upgrades are planned.

Future plans: Purchased leased land from Burlington Northern Santa Fe Railway. The Port will actively market remaining land.

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Crow Butte Park

The park is part of an island located in the Columbia River. This 275-acre park was leased from the Corps of Engineers. The intended use for this property is to provide a camping area with RV pads, boat launches, docks, trails, and a day use area.

Current use: This is a park site with RV, camping, boat launches and related facilities.

Future plans: The Port will continue routine maintenance and minor upgrades are planned. The Port of Benton will continue to implement elements within the Master Plan and seek grant opportunities for further development.



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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

This document is for public dissemination and can be reproduced in its entirety.

Distribution List

The Port of Benton Comprehensive Plan has been distributed to the following entities and is available for download at www.portofbenton.com

City of Richland
Planning Department
PO Box 190
Richland, WA 99352

Richland Public Library
Reference Desk
955 Northgate Drive
Richland, WA 99352

Benton City
Planning Department
PO Box 70
Benton City, WA 99320

Benton City Library
Reference Desk
810 Horne Drive
Benton City, WA 99320

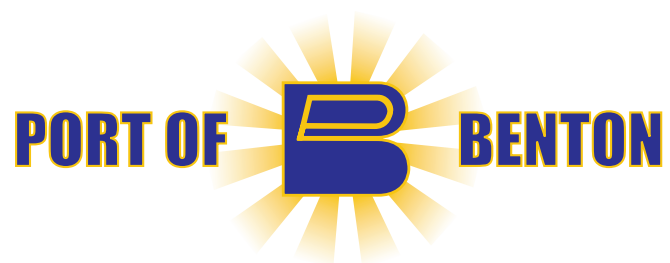
Benton County
Sustainable Development
7122 West Okanogan Place Bldg A
Kennewick, WA 99336

City of Prosser
Planning Department
601 7th Street
Prosser, WA 99350

Prosser Public Library
Reference Desk
902 7th Street
Prosser, WA 99350

Benton County
Planning Department
620 Market Street
Prosser, WA 99350





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