



Port of Benton

2020 Comprehensive Plan



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2020 Comprehensive Plan

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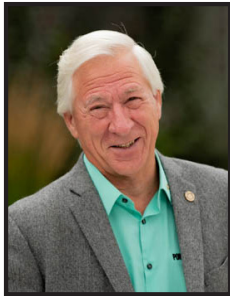


2020 Comprehensive Plan

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 on this plan's objectives. Meetings are held with the City of Richland, Benton City, and City of Prosser along with economic development stakeholders, to ensure that the Port of Benton's plans are aligned with the economic development objectives of the communities in the Port district. In addition, the Port Commission holds two public hearings in order to gather input prior to adoption. The objectives are 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 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 of Benton 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 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 policymakers 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.

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 district and the south by the Columbia River as well as the Yakima River. The Port of Kennewick’s district, created in 1915, is the remaining eastern section of Benton County and includes the south quarter of Richland.

The state’s only operating nuclear energy reactor, owned and operated by Energy Northwest, is located within the Port of Benton district boundaries. Interstate 82 and 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 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 owns 12 separate property sites.

The Port is focused on making financially sound strategic investments that strengthen the community as it transitions away from federal resources associated with the Hanford Site.

The Port of Benton’s primary activities are to develop locally grown businesses, recruit industrial and commercial companies, and oversee multi-modal transportation operations. This includes a barge terminal 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 the National Historic Preservation Act, Section 106 requirements. The Heritage Resource Management Plan covers all the Port’s properties and is reviewed and amended as needed.

Mission: 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 endeavor 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 and airports.
- Building relationships with partners to create economic prosperity throughout our district and the region.



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Overall Economic Information

Benton County's 2018 population was 197,420 with the overall Tri-Cities Metropolitan Statistical Area being 289,960. The overall population has grown consistently at a rate of one to three percent per year for the last 10 years. Other key elements of the local economy include agriculture, which is primarily in food processing located in Franklin County; and retail and wholesale trade, services and government, which are predominantly located in Benton County.

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

The City of Prosser serves as an excellent example of capturing 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 Project National Historical Park are essential as we continue efforts to transition away from Hanford.

Median household income as of 2017 reflects \$72,733 for Benton County and \$59,664 for Franklin County. There is continued growth in the wine industry with more than 900 wineries within the state. The housing market continues to remain strong, with a median housing price within the counties at \$249,900 (Tri-Cities Association of Realtors). (Source data: Benton-Franklin Trends, TRIDEC.)

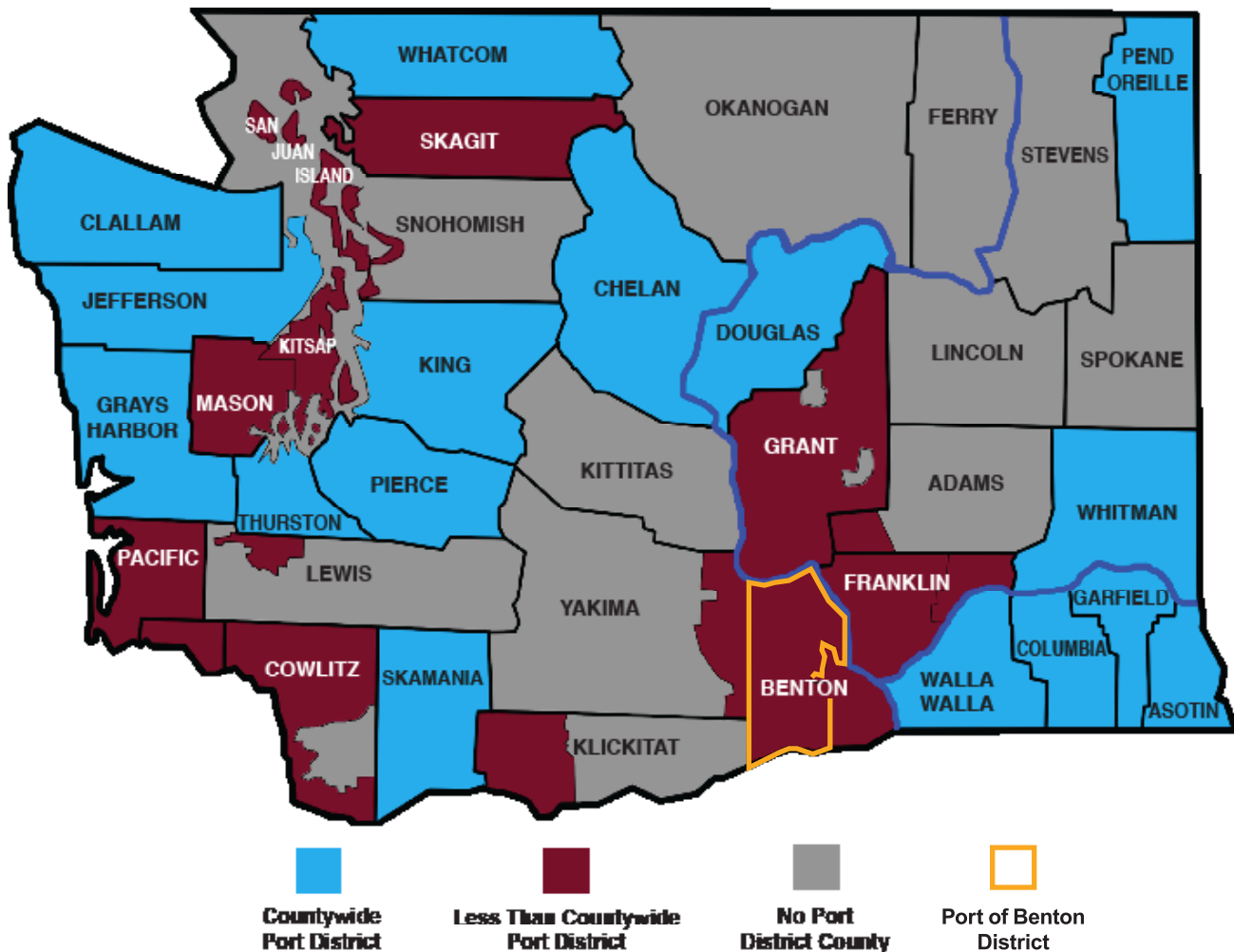
Port of Benton Impacts

The Port of Benton holds over \$89 million of total assets within its district located among 12 site areas. Overall, the Port manages 2,756 acres, 50 buildings, two airports, rail and barge terminal facilities. Port properties support more than 3,290 direct jobs with an approximate payroll of \$200 million.



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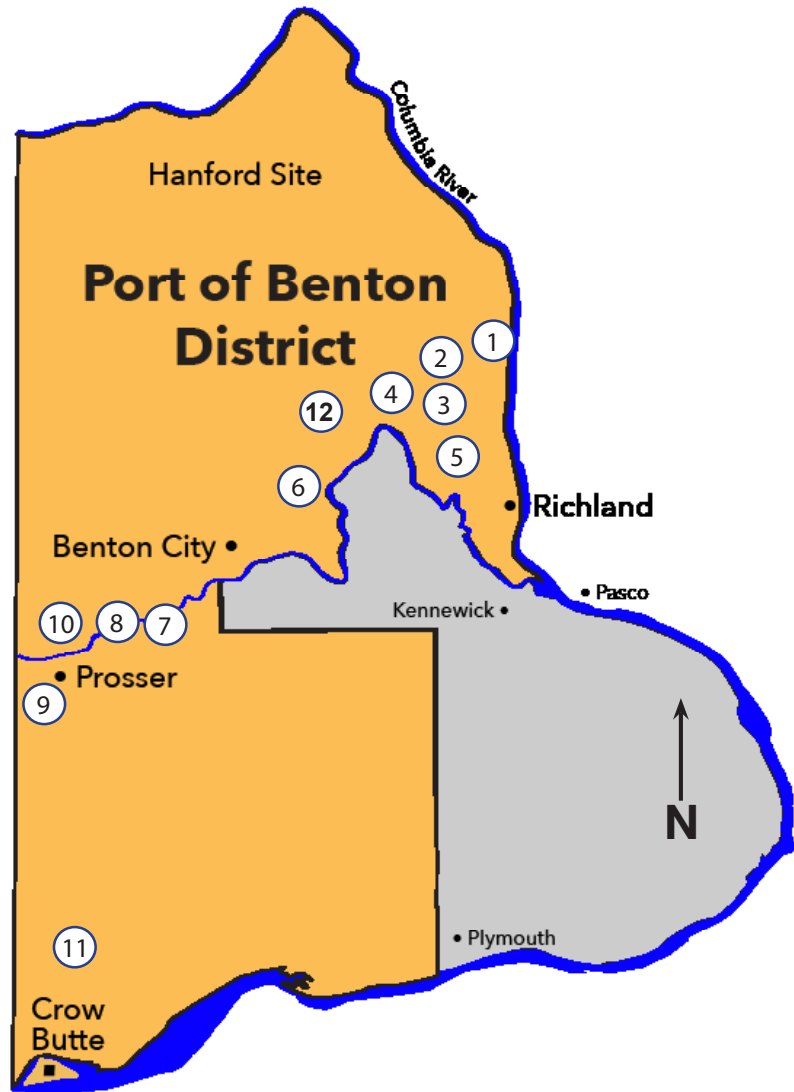
Washington Public Port Districts



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Port of Benton Properties and Facilities

- 1 Technology & Business Campus
- USS Triton Sail Park
- 2 Richland Innovation Center
- 3 Richland Business Park
- 4 Tri-Cities Enterprise Center
- 5 Richland Airport
- 6 Benton City Development Buildings
- 7 Prosser Wine and Food Park
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- 9 Prosser Airport
- 10 Walter Clore Wine & Culinary Center
- 11 Crow Butte Park
- 12 North Horn Rapids



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Technology & Business Campus

The Technology & Business Campus was one of the first properties purchased in 1962 from the U.S. 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. 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 U.S. Navy (river mile 343), for the offloading of decommissioned nuclear submarine and surface ship reactors, which are then transported to the Hanford Site for disposal. Lampson International currently provides the offloading and transportation services at this site. To date, approximately 131 reactors have been offloaded. The site is home to the USS Triton Submarine Sail Park.

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

Future plans: The Port will continue efforts to upgrade and market facilities and land for economic opportunities. The Port will also explore grant and partnership opportunities to develop the USS Triton Submarine Sail Park further as well as RCO opportunities along the waterfront and trailhead. Seed Fund Support to create and equity fund to support small business will continue via the Economic Development Administration grant with Fuse, SPC. A new entrance sign on the corner of George Washington Way and Battelle Blvd., landscaping and pavement maintenance are planned. Final clean up of the former Test America site will be completed.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
11/16/18	18-02	TBC / 3.50 Acres	City of Richland Fire Dept.
12/31/18	18-37	TBC / 5.10 Acres	SIGN (Building/Land)
4/31/19	19-07	TBC / 7.52 Acres	Croskrey 40,000sf Bldgs / Land
8/1/19	19-14	TBC / 4.60 Acres	ENW / Land Exchange for 3.38 Acres north of APEL

Richland Innovation Center

The Richland Innovation Center became a Port site in 1996 when it was transferred from the U.S. government through the Maritime Administration (MARAD).

Current use: The center consists of varying sized facilities utilized for commercial and industrial research and development purposes. This site is within the overall boundaries of the 2,875-acre Tri-Cities Research District, a 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 has removed the deed restrictions and will proceed with sale and lease of property. The City of Richland plat process will require up to \$800,000 in roads, sidewalks and street signs. The Port will seek grant options or land sales to complete these additions.



Property Resolution			
Date	Resolution #	Property/Facility	Description of Action
8/9/19	19-08	RIC 71.5 Acres	Indenture Restriction Removal

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Richland Business Park

The Richland Business Park became a Port site in 1998 when it was transferred from the U.S. government through the U.S. Department of Energy (DOE). The overall site consists of 760 acres located south of Horn Rapids Road and is zoned industrial. Among other assets, this site includes a 180,000 square foot fully occupied mixed-use facility. In 2016, 768 acres of additional industrial property was transferred by DOE to the Port of Benton. This property is located north of Horn Rapids Road and is in the preliminary stages for future development.

The Port owns 16.8 miles of trackage that is leased to the Tri-City Railroad Company, and dually served by Union Pacific and BNSF Railway.



Property Resolution

Date	Resolution #	Property/Facility	Description of Action
11/28/18	18-04	RBC / 1.50 Acres	Core Cabinet - Land Sale

Current use: The site is primarily used as mixed-use and staging to support industrial operations. Existing mining operations are on site to level the property and provide land back to the Port of Benton for industrial development. Further west the Port also has a Transload building that is currently being used for onion production.

Future plans: The Port will further plan and market the remaining property for economic development opportunities. The Port will also complete the railroad bridge rehab project using a \$1.8 million grant, and has applied for \$1.1 million in additional grant funds for improved rail crossings and pavement maintenance.

Richland Airport

The Richland Airport was conveyed to the Port of Benton in 1960 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. 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 190 private aircraft are based on site.



Current use: The airport has had many improvements including the addition of a new taxiway, visual navigation aids, an automated weather observation system (AWOS), internal access roads, upgrading of the aircraft tie-down area, and the installation of taxiway reflectors. Key tenants are Life Flight Network air ambulance and Sundance Aviation, the fixed-base operator. Helipads and hanger sites have been constructed, along with entryway improvements.

Future plans: The Port will update the Federal Aviation Administration master plan and plans to extend broadband and the helipad apron. The Port has a \$1 million LED lighting project identified for potential grant funds. The Butler Loop building will need modifications and clean up before being leased to future tenants. The Airport Tower will undergo clean up and minor repairs. Overall, the Port will continue pavement maintenance and infrastructure improvements.

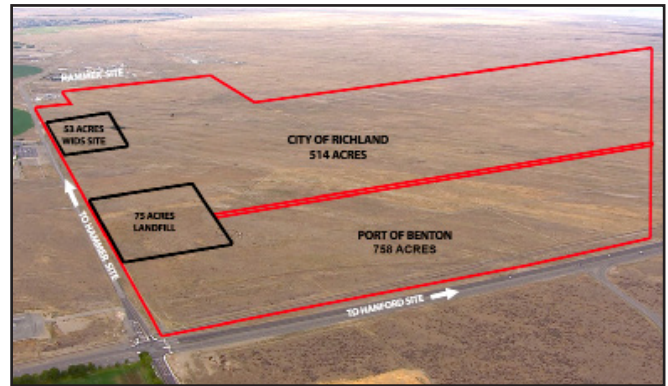
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North Horn Rapids

The north Richland area has been envisioned as an employment center for the community. The site is planned for industrial, manufacturing and research-related uses. The property is anticipated to support industrial companies in need of 150 - 400 acres with related users needing smaller parcels being located to the south.

Current use: The Port completed a master plan and developed the infrastructure design. The Port will begin actively marketing the site to large industrial users.

Future plans: The Port will consider further investments and partnerships in order to generate activity. The Port will coordinate with the City of Richland to seek a CERB Grant and start to develop a stormwater plan and design estimated at \$135,000, with \$45,000 as the Port's portion.



Tri-Cities Enterprise Center

The Tri-Cities Enterprise Center building was constructed by the City of Richland in 1987. It became available for purchase in the fall of 2011. The Port of Benton acquired the 20,000-square-foot facility, along with 4.79 acres of land.

Current use: This mixed-use building supports the B Reactor National Historic Landmark tours. Occupancy is mixed-use: restaurants, brewery, research and development and tourism.

Future plans: This building is 100% occupied. The Port will consider the construction of another development building in north Richland.



Benton City Development Buildings

The Port has purchased property for renovated purposes and along the downtown district in Benton City. These multi-tenant facilities are ideal for startup companies. The facilities are occupied by retail, education and commercial businesses benefiting the City of Richland's tax base.

Current use: Mixed-use and light industrial. Routine maintenance is being planned.

Future plans: Continue to seek support and redevelopment efforts. Pavement maintenance and a remodel of 791 9th Street are planned. The Port will consider the sale of the building currently housing the Subway restaurant.



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Prosser Wine & Food Park

This 90-acre site is located two miles northeast of the City of Prosser along the south bank of the Yakima River. 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, purchased by the Port for future economic development opportunities.

Current use: This site is currently built out and the development building is fully occupied. The 32 acres to the west will be actively marketed.

Future plans: The Port has plans to improve the pavement along Lee Road; fence and interior improvements will be considered.



Vintner's Village

Vintner's Village is a 50-acre site located in north Prosser next to Interstate 82 within the city limits. The initial 32-acre site was a major success and resulted in the Port's purchase of an adjacent 18.5-acre parcel to the south to continue to foster further development opportunities. The expansion property contains a historic residence that was sold and converted into a private sector bed and breakfast in support of agritourism in the region. The Port also purchased an additional 20 acres west of Vintner's Village along Wamba Road for future expansion.

Current use: The Port 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: The Port is marketing the available land for development activities supporting agritourism. The Port completed construction of a multi-tenant development facility at Vintner's Village. The Port will consider partnerships and additional investments, such as signage, to spur economic development.



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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 of Prosser transferred ownership and management of the airport to the Port of Benton. The airport has a 3,450-foot runway. Approximately 30 private aircraft are on site. Commercial activity is located on the south side along Nunn Road and intersecting with Wine Country Road. Chukar Cherries occupies a 28,000-plus-square-foot building at the airport for its corporate headquarters and wholesale/manufacturing space. Milne Fruit Products occupies two buildings totaling 24,000 square feet. The site contains 120 acres to support general aviation with Westwind as the fixed-base operator and 35 acres available for industrial development.

Current use: Provide general aviation services and facilities for flight services, pilot training, fuel, aircraft maintenance, and other ancillary purposes. The Prosser Airport Master Plan update is complete.

Future plans: Seek further building and facade improvements relating to the development of industrial and commercial activities. In 2020, the Port will make improvements to the taxi lane and conduct an environmental assessment. The Port will work with Federal Aviation Administration on the east taxilane design. Facade improvements of \$100,000 are planned for the Chukar Cherry building. Demolition of the Port hangar facility, tree trimming and roof repairs to the 105 Nunn Road building are also planned.

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 is a focal point for marketing Pacific Northwest wineries and their products.

Current use: The site will continue to provide educational and tourism activities. Routine maintenance and minor upgrades are planned.

Future plans: The Port will continue to review uses for the remaining property. Signage and plans for the relocation of the irrigation pond will be considered.

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Crow Butte Park

The park is located on a 275-acre site that is part of an island located in the Columbia River. The park is approximately 25 miles west of Plymouth and leased from the Corps of Engineers. The intended use for this property is to provide an outdoor recreation and camping area with RV pads, boat slips, docks, trails, and a day-use area. The Port celebrated 10 years of leasing the park in 2018.

Current use: This is a park site with RV and tent camping. The Port recently updated the marina with 22 boat slips and playground equipment.

Future plans: The Port will continue to implement initiatives within the Crow Butte Park Master Plan and seek grant opportunities for further development. The Port will also replace the existing contact station at the park entrance. Master plan updates and restroom upgrades, tree trimming, residence remodel, and sewer line repair will also be considered.



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Details of proposed improvements and pertinent documentation including master plans, environmental impact statements and rules and regulations may be found at the Port of Benton administration offices at 3250 Port of Benton Blvd. in Richland, Washington.

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 from the Port website at **PortofBenton.com**.

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Richland Public Library
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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
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