



PORT OF BENTON 2021 COMPREHENSIVE PLAN

(Prepared pursuant to RCW 53.20.010 as the Port's
Comprehensive Scheme of Harbor Improvements)



Prepared for
PORT OF BENTON
November 2, 2020
Project No. 0368.02.01.06
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Introduction

1.1 History of Washington Ports

The creation of public port districts throughout Washington State was authorized by the state legislature with the passage of Revised Code of Washington (RCW) 53 in 1911. Ports are municipal corporations, created for special purposes, but on a broad scale, ports engage in economic development activities with powers specified in the statutes.

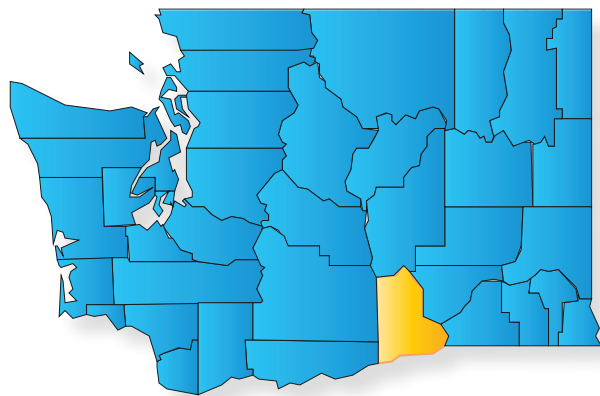
Because the state has a wide range of physical characteristics and economic needs, each of the 75 ports in Washington has its own characteristics and reasons for existence. Ports may serve different purposes, and each port differs in the size and scope of its facilities and the focus of its operations. Ports continue to evolve as changing physical, community, and economic conditions occur, making the continual update and alignment to their keystone documents a necessary and vital process.

1.2 Benton County

Benton County, formed in 1905, is in the south-central portion of Washington State, situated on the eastern slope of the Cascade Mountains with the Columbia River forming its north, south, and east boundaries (Figure 1). By 2020, Benton County's population is estimated to be approximately 200,000 people.

The county seat is in the City of Prosser, with an estimated 2020 population of 6200 people. The Tri-Cities (Kennewick, Pasco, and Richland), located on the county's eastern border, have an overall population nearing 300,000 people. Approximately one third of the county's 1760 square miles of area is retained by various federal, state, and county governmental agencies.

Figure 1. Benton County, Washington



1.3 The Port of Benton



The Port of Benton (Port) was created by a vote of the people in 1958 as a special purpose district under the RCW 53. It was created following the transfer of ownership of the City of Richland from the U.S. Army Corps of Engineers (USACE) to the citizens. Previously, Richland was the property of the federal government and housed World War II operations for a secret mission called the Manhattan Project. The 290-acre property that was originally designated as the Port's district was known as Camp Hanford, which was transferred from the USACE to the Port in 1959.

The Port was chartered to “promote industrial development and transportation, including general aviation, in Benton County.” The Port’s district encompasses two-thirds of Benton County and 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 and Yakima rivers. The Port of Kennewick’s district boundaries, created in 1915, encompass the remaining east section of the county, including the south quarter of Richland.

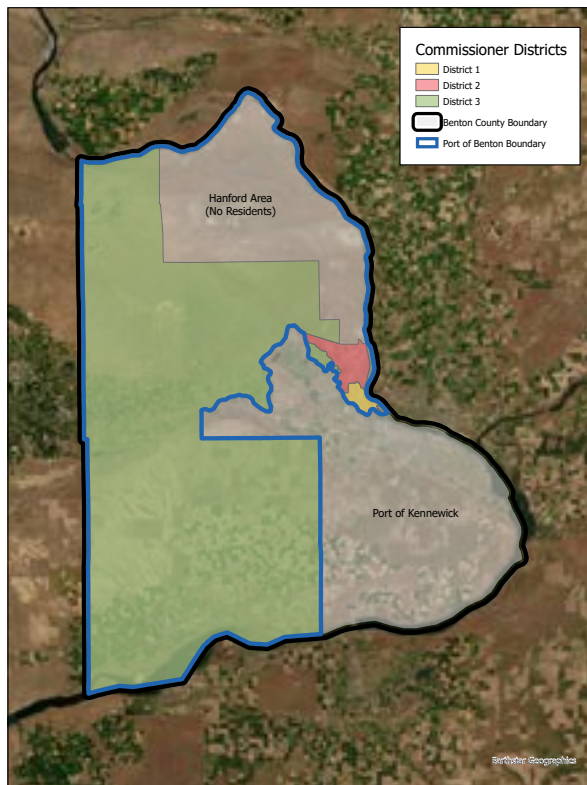
The Port owns and operates several commercial and industrial properties within its district boundaries. It also owns and maintains several multimodal transportation operations, including a barge terminal facility, two airports, and its short line railroad. This comprehensive plan describes all of the Port’s properties and is reviewed and amended at least annually and as needed, pursuant to the requirements of RCW 53.12.010.



1.4 Jurisdiction and Governance

The Port's boundaries lie within a portion of Benton County as shown in Figure 2. The Port is divided into three districts, each of which is represented by an elected non-partisan Board of Commissioners. The Board of Commissioners serves as the policy maker and final authority in Port decisions, setting policy and direction for the Port's activities.

Figure 2. Jurisdiction and Commissioner District Boundary Map



Mission:

It is the mission of the Port to manage our public assets and make strategic investments to be a catalyst for regional economic growth and prosperity.

Port commissioners are publicly elected by voters residing within the port district, each serving a six-year term that is staggered, resulting in the election of one commissioner every two years. Day-to-day operations of the Port are managed and facilitated by the executive director, who serves at the pleasure of the Board of Commissioners.

As of November 2020, the Port commissioners include Roy Keck, District 1; Robert Larson, District 2; and Jane Hagarty, District 3. The Port's executive director is Diahann Howard.



Roy D. Keck

COMMISSION SECRETARY

District 1



Robert Larson

COMMISSION VICE PRESIDENT

District 2



Jane F. Hagarty

COMMISSION PRESIDENT

District 3



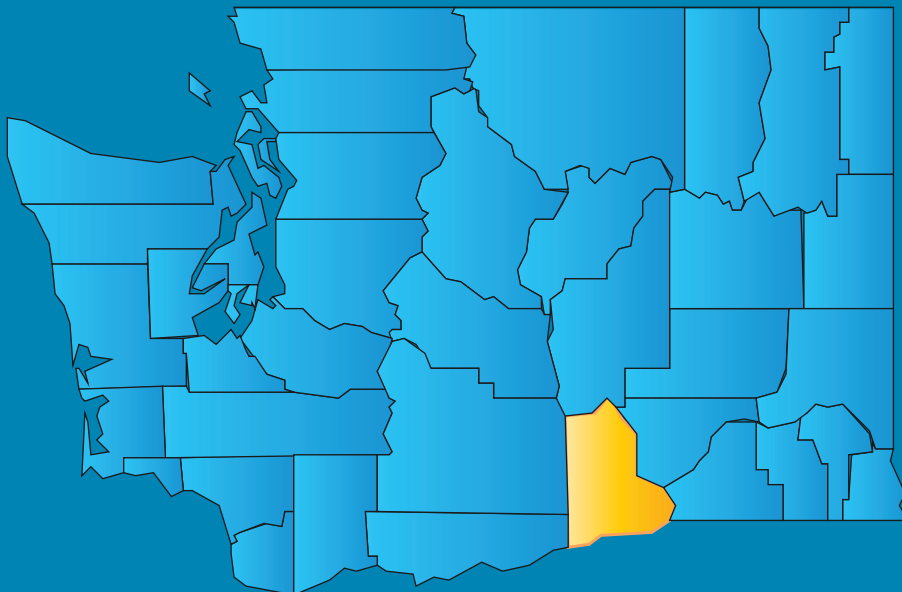
Diahann Howard, PPM

EXECUTIVE DIRECTOR

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Benton County



2.1 Overview

According to the Washington State Office of Financial Management, Benton County's 2020 population was 205,700, with the overall Tri-Cities Metropolitan Statistical Area (MSA) being 299,612 (U.S. Census). The overall population has grown consistently at a rate of 1 to 3 percent per year for the last ten years. This is due primarily to the construction of the U.S. Department of Energy's Vit Plant. Other key elements of the MSA's economy include agriculture, which is primarily in food processing located in Franklin County; retail and wholesale trade; and services and government, which are located primarily in Benton County.

Since this growth is dramatic in the short-term, it tends to hide a long-term problem that necessitates dramatic efforts to diversify the local economy. 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 growing within the county, such as wineries.

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

In Richland, partnerships with Washington State University-Tri-Cities, Pacific Northwest National Laboratory, Tri-Cities Research District, and the Manhattan Historical National Park are key as the community continues efforts to transition away from sole economic reliance on the Hanford and its associated operations.

The median household income, as of 2019, for Benton County was \$70,887 and \$67,240 for Franklin County. There is continued growth in the wine industry, with over 900 wineries in Washington State, and 200 within an hour's drive of Tri-Cities. The housing market continues to remain strong, with a median housing price of \$301, 325 within the counties (Tri-Cities Association of Realtors) (Source data: Benton Franklin Trends, TRIDEC).

The Port holds over \$89 million dollars of total assets within its district. Overall, the Port manages 2,756 acres; 52 buildings; two airports; a short line railroad; and a barge terminal facility. In 2020, Port properties support over 3,290 direct jobs with an approximate cumulative payroll of \$200 million.

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Comprehensive Plan Requirements

3.1 Purpose

Washington State statute (RCW 53.20) requires port districts to adopt a Comprehensive Scheme of Harbor Improvements (CSHI). The purpose of a CSHI (or comprehensive plan, as it is referred to by the Port) is to inform the public, in an easy to understand format, of the nature and extent of current and anticipated Port improvements and their corresponding capital expense. The comprehensive plan generally conveys a conceptual plan rather than a detailed analysis.

A comprehensive plan must be developed and approved prior to expenditure of Port funds for improvements supporting property development. The required content of a comprehensive plan primarily consists of a generalized discussion and inventory of the Port's existing and planned physical assets and improvements, rather than a policy document or planning study. Comprehensive plans need not include detailed construction plans and other items, such as salaries and the cost of engineering; and surveying and data collection are specifically exempt from having to be included.

RCW 53.20.010 requires port districts to conduct a public hearing prior to adoption of a comprehensive plan. Notice of the public hearing must be published once a week, for two consecutive weeks, in a newspaper of general circulation within the port district. A resolution adopting the comprehensive plan will generally include references to how the public hearing was advertised, when it occurred, and whether or not there were public comments received and considered. Lastly, a State Environmental Policy Act non-project review process is required for an adopted comprehensive plan to comply with RCW 53.20.

The comprehensive plan is different from the Port's strategic plan, which is a planning and governance document establishing the Port's mission, goals, and strategies to guide its efforts over the short- and midterm. The strategic plan is implemented by this comprehensive plan, particularly as it relates to management of Port assets and associated capital improvements, and through an annual action strategy describing specific operational and organizational actions the Port will undertake each year in pursuit of achieving its mission.

A COMPREHENSIVE PLAN MUST INCLUDE THE FOLLOWING:

1. A map of port-owned lands
2. An inventory and description of existing port facilities
3. A description of planned improvements
4. A capital improvement plan

3.2 Consistency with Other Plans

This comprehensive plan incorporates and supersedes all past comprehensive plans and related documents. It is the intent of the Port to review and update the comprehensive plan at least annually, ensuring consistency between it and the Port's strategic plan, annual action strategy, and capital budget. Specific development plans for individual properties may be adopted by resolution and incorporated by reference if similar and appropriate procedures are followed.

Incorporated plans adopted by this reference include:

- The Heritage Resource Management Plan
- The Prosser Airport Master Plan and Airport Layout Plan
- The Richland Airport Master Plan and Airport Layout Plan
- North Horn Rapids Master Plan
- Rail Master Plan
- Tri-Cities Research District Strategic Plan
- North Richland Communications and Marketing Strategy

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Port Asset Inventory

4.1 Introduction

The Port uses its real estate assets to attract and/or expand local and inbound business investments. This section provides an inventory of the Port's property assets including property, buildings, and facilities located within its jurisdiction.

4.2 Property Asset Location

The Port uses its real estate assets to attract and/or expand local and inbound business investments. This section provides an inventory of the Port's property assets including property, buildings, and facilities located within its jurisdiction.

The Port manages nearly 2,800 acres of property throughout the district boundaries as generally depicted on Figure 3. Generally, properties and facilities are categorized and considered in terms of the primary focus of each area, including:

- Advanced Manufacturing and Industrial Properties
- Airports and Airport Business Parks
- Barge and Rail Facilities
- Technology, Research, and Incubator Facilities
- Wine, Tourism, and Agribusiness Facilities



Figure 3. General Location of the Port's Property Assets

4.3 Port of Benton Assets

4.3.1 Advanced Manufacturing and Industrial Properties

4.3.1.1 Richland Business Park



Figure 4. Richland Business Park Parcel Map

The Richland Business Park is the center of heavy industrial operations for north Richland and provides exceptional access for logistics-based industries. Development within the business park focuses on multimodal logistics for value-added agriculture, fulfillment centers, and packaging operations.

The business park is a few miles north of interstates 182 and 82, with direct access from state routes 240 and 224. The area is served by both



BNSF Railway and Union Pacific Railroad on Port and City of Richland rail lines. The City of Richland also provides a public dock and access to a unit train rail loop. Tri-City Railroad (TCRY) provides short-line rail operations on Port-owned rail facilities.

The business park's largest neighbors are Packaging Corporation of America, Lamb Weston, Preferred Freezer (Lineage Logistics), Weston Mountain Onions, Ferguson Enterprises, AREVA, and Central Washington Corn Processors.

FEATURES AND OPPORTUNITIES:

- Provides both medium and heavy industrial zoning near the Tri-Cities Research District supporting uses that include processing, assembling and manufacturing of raw materials
- Sites in this area are targeted for 20 to 60 acre development projects.
- Easy access for logistics operations with space for large combination truck traffic and rail
- Two Class 1 railroads, a central public dock and unit train rail loop serve the area
- Access to state routes and interstates

4.3.1.2 North Horn Rapids

The North Horn Rapids site in Richland is a master planned employment center for the region, ideal for the collocation of industrial, manufacturing and advanced technology companies. The Tri-Cities area provides low-cost clean energy and access to a highly capable, skilled workforce experienced in all levels of project management, trade and operations. The Port and City of Richland acquired this former Department of Energy land to support industries requiring large industrial sites.

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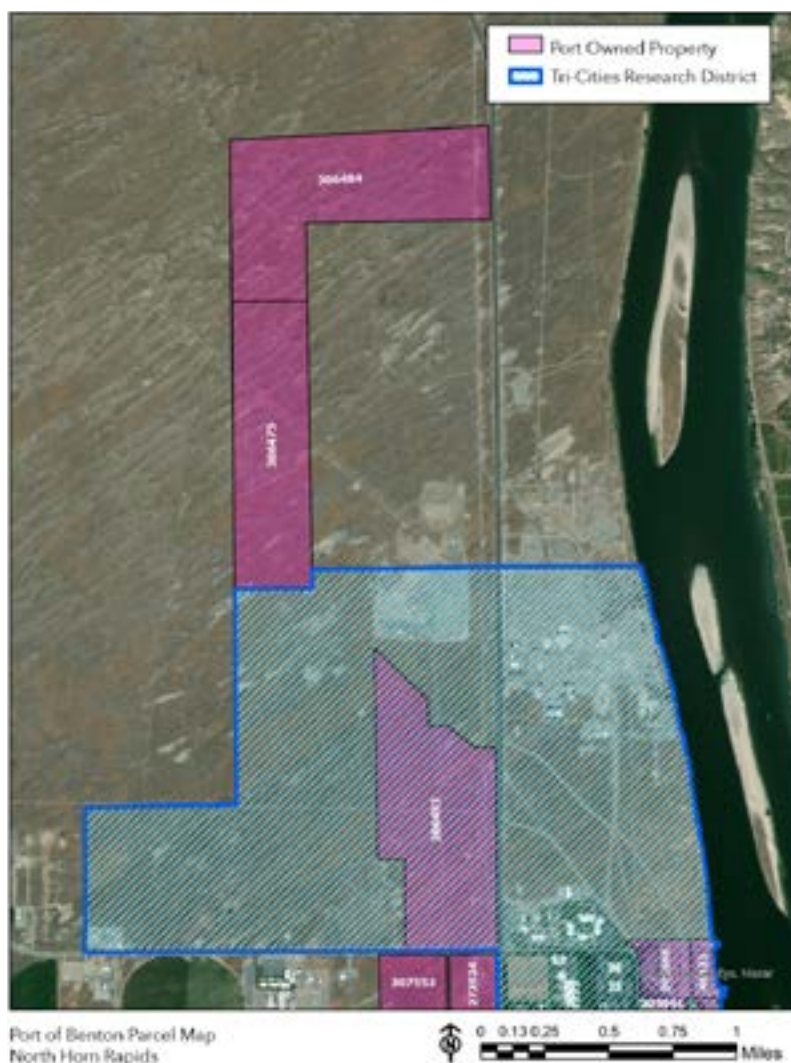


Figure 5. North Horn Rapids Parcel Map



FEATURES AND OPPORTUNITIES:

- Prime development opportunity for value-added agriculture; clean energy; energy storage; and science, technology, engineering, and mathematics advanced manufacturing
- Parcels available for lease and sale beginning in 2021
- Master planned development for 200- to 500-acre industrial sites
- Public partnership extending public utilities to siteWine, Tourism, and Agribusiness Facilities
- Convenient access to interstates and state routes

4.3.1.3 Transload Facility

The Port's 9,060-square-foot multimodal transload facility serves a variety of uses, including local agricultural commodity growers. Small shippers use the facility to assemble and combine their agricultural products for customized shipments to markets located throughout the United States. The transload facility is in north Richland along Kingsgate Way. State Route 240 is located a mile away, and the site has convenient access to interstates 82 and 182 and State Route 224. This property is fully occupied at this time.

Tri-City Railroad (TCRY) provides short-line rail operations to the Transload Facility.



FEATURES AND OPPORTUNITIES:

- Refrigerant facility ideal for warehousing and transloading cargo
- Three truck bays, three train bays
- 6.8-acre parcel
- 500-acre industrial sites
- 8,360 square feet of warehouse space
- 700 square feet of common area
- Dually served rail by two Class I railroads and short line operator
- Easy access to interstates, rail, barge and airports

4.3.1 Airports and Airport Business Parks

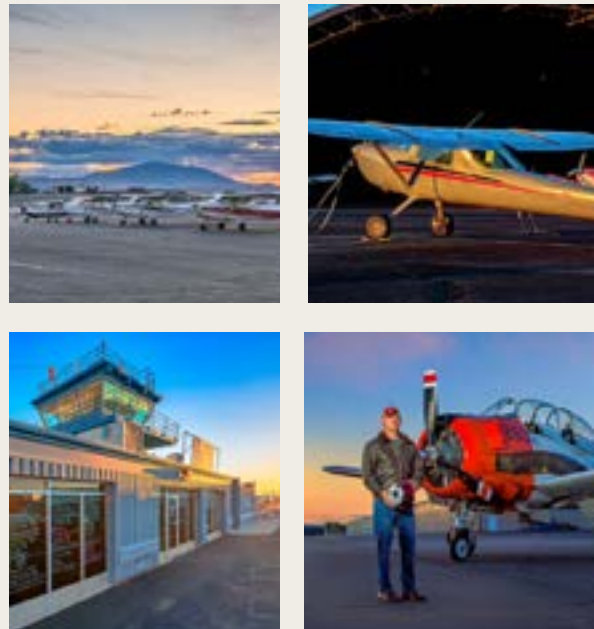
4.3.2.1 Richland Airport and Richland Airport Business Park

The Richland Airport serves regional business aviation customers who value quick access to the Tri-Cities, Hanford Site and surrounding communities. This general aviation airport has two paved runways, a fixed base operator, fuel and other amenities with nearby highway and interstate access. The Airport includes 140 hangars and serves 141 based aircraft and an average of 79 aircraft operations a day. For more details see the Airport Master Plan and Airport Layout Plan (currently being updated).

Figure 6. Richland Airport and Richland Airport Business Park



The Airport Business Park surrounds the public airport and is a master planned transportation and employment center for the region. The 564-acre property is close to Richland's Central Business District and perfect for industrial, manufacturing, and advanced technology companies. The site is also located near major agricultural and technology industries, including the Port's Tri-Cities Research District, the Pacific Northwest National Laboratory, and Hanford. Hiline Engineering & Fabrication, Blue Star Enterprises, Penser North America, and several aviation- and non-aviation-related self-storage businesses are located within the Airport Business Park.



The Port runs the airport and Airport Business Park to support and encourage the growth of aviation and supporting industries and provide multi-modal transportation and logistics infrastructure.

FEATURES AND OPPORTUNITIES:

- Close to major agricultural and technology industries
- Zoned for commercial and industrial, allowing for multiple uses
- Master-planned to support future growth and demand
- Convenient access to interstates and state routes

4.3.2.2 Prosser Airport and Prosser Airport Business Park

The Prosser Airport serves the general aviation community, including regional agriculture and business aviation customers who need air transportation options close to their operations. Prosser Airport has a paved runway, a fixed base operator, aviation fuel and other amenities with nearby interstate access. For more details see the Airport Master Plan and Airport Layout Plan.

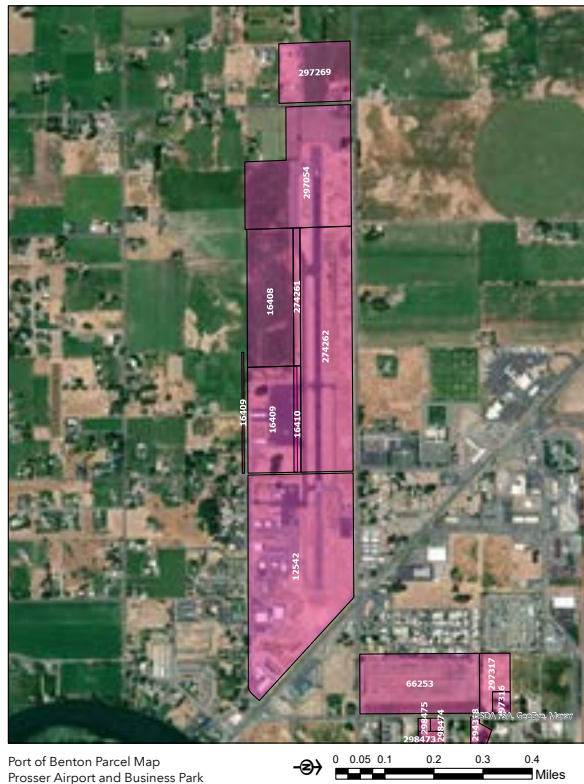


Figure 7. Prosser Airport and Prosser Airport Business Park

The Prosser Airport Business Park is minutes away from Prosser's city center and serves the southeastern region of Washington State. The 148-acre site is ideal for the collocation of industrial, manufacturing, and agricultural-based companies. The site is home to Chukar Cherry Company and Milne Fruit Products and has aviation fuel, skydiving, flight training, and aircraft mechanic businesses on site.



The Port owns and operates the airport and Airport Business Park to provide multi-modal transportation and logistics infrastructure, support industries and promote aviation-related economic development.

FEATURES AND OPPORTUNITIES:

- Located near Washington wine country and major agricultural industries
- Commercial and industrial zoning to support a variety of collocated uses
- Master planned to support hangar and industrial site development
- Parcels available for lease beginning in 2021
- Close to interstates and state routes

4.3.3 Barge and Rail Facilities

4.3.3.1 Barge and High Dock Facility

The Port's barge slip and high dock are located in Richland, at Columbia River Mile 343. The slip and high dock are leased and controlled by the U.S. Navy, with industrial access allowed upon authorization. The Navy primarily uses the facilities to offload decommissioned nuclear materials for long-term disposal at Hanford. Currently, the Port's barge slip is not a fully developed terminal facility.



BARGE FACILITY OVERVIEW

- Harbor(s): 1.
- Berth(s): 1.
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL.
- Bulkhead: Elevation 344 feet MSL, width 96 feet, slip size 60 feet wide by 100 feet long.
- Cargo Handling Capabilities: Multimodal, unit and manifest capable.
- Container Crane(s): The site offers mobile crane services with the operator for offloading. Upland ringer crane service is available on the north end of the site, also coordinated with the operator.
- Rail-Served: Multimodal, unit and manifest capable.
- Rates: Low dock use fee is \$1,500, plus leasehold excise tax (12.84 percent), plus wharfage fee dependent upon cargo type (minimum \$11.00 per ton).

FACILITIES

- Vacant land adjacent for industrial staging uses.
- Site is in proximity to transload, multimodal, and industrial facilities (1 mile, access road 30 feet wide).
- Depth: 15 feet (slip bottom 330 feet mean sea level [MSL]), normal water level 340 feet MSL.
- Foreign-trade zone #203.

4.3.3.2 Rail Facility

The Port's Southern Connection is a 16-mile short line rail network that runs between Center Parkway in Kennewick and Horn Rapids Road in north Richland. The line serves shippers from around the region to efficiently get their products to market. The Port leases the Southern Connection rail network to a short line operator to manage, maintain, and operate the facility. On-site rail service is provided by the short line operator and two Class I railroads.

In 1998, the U.S. Department of Energy transferred ownership of the 16-mile Southern Connection rail line and the surrounding land and buildings to the Port. This transfer in ownership was done to avoid closure of the railroad and to foster economic development efforts. For more than 20 years, the Port has worked to honor the spirit of this transfer by spurring economic and industrial development in Benton County.



4.3.4 Technology, Research, and Incubator Facilities

4.3.4.1 Technology and Business Campus

The Technology and Business Campus in Richland is the operative center of the 2,875-acre Tri-Cities Research District and hosts the primary offices of several government entities and contractors operating Hanford. Hanford draws thousands of visitors each year. The Technology and Business Campus serves as the primary venue for in-town operations and hosts a varied audience of academics and professionals engaged in higher education research, advanced technology prototyping, and energy production and storage.

The Technology and Business Campus encompasses high-quality office and development space, a variety of restaurants, apartment housing, and event space dedicated to academic and industry conferences. The campus is adjacent to Washington State University-Tri-Cities and Pacific Northwest National Laboratory.



Figure 8. Technology and Business Campus

FEATURES AND OPPORTUNITIES:

- Prime research and development site
- Mixed-use industrial innovation sites featuring Class A office and prototyping laboratory and mechanical space
- Access to interstates, state routes, barge, and rail facilities
- Prime waterfront acreage available for mixed-use commercial development

4.3.4.2 The Richland Innovation Center

The Richland Innovation Center is a former federal property surrounded by the Port's Technology and Business Campus. The Innovation Center offers medium-industrial zoning that allows higher-intensity uses such as light manufacturing, wholesaling, and warehousing to support operations that are located in nearby office parks. This high-demand location is already occupied by several government-related businesses. Tenants boast the convenience of collaboration with, and service to, nearby prime contractors at the U.S. Department of Energy.

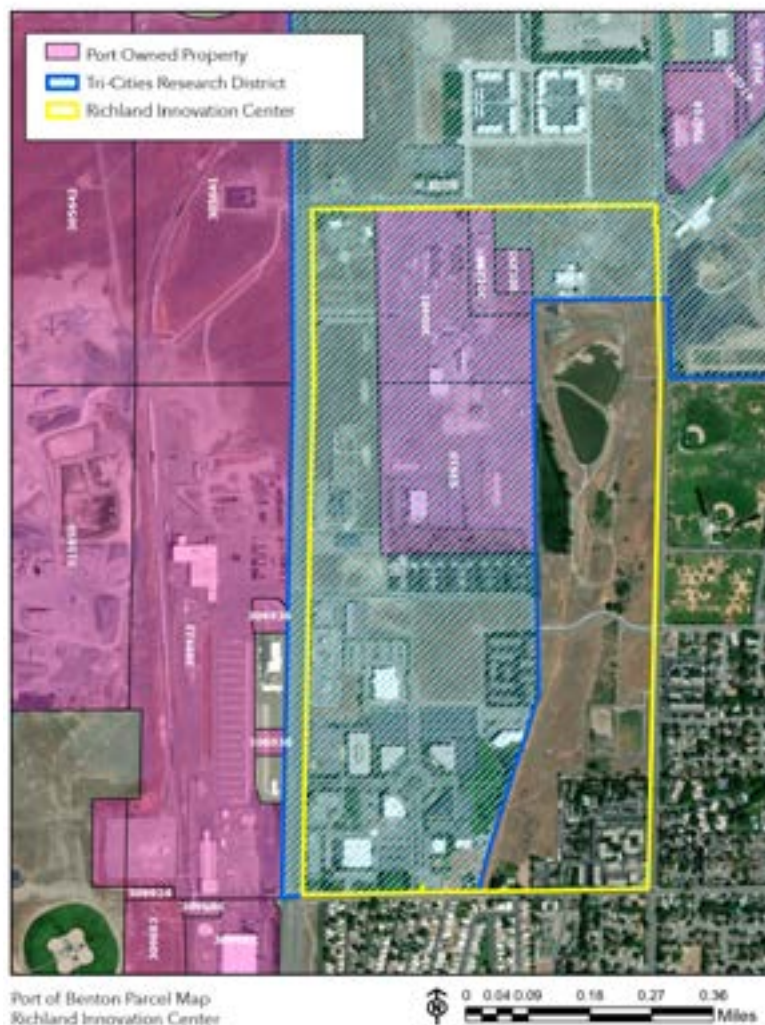


Figure 9. Richland Innovation Center



The Richland Innovation Center provides organizations located in the Tri-Cities Research District access to land and buildings that can support industrially-related functions in advanced manufacturing and wet lab applications. Nearby neighbors include Pacific Northwest National Laboratory, Washington State University—Tri-Cities, and Innovation Center properties.

FEATURES AND OPPORTUNITIES:

- Centrally-located medium-industrial zoned property supporting a variety of light manufacturing, commercial, office, and warehousing uses
- In the heart of the Tri-Cities Research District, enabling collocation of higher-intensity uses with nearby laboratories
- Vacant developable sites available up to 9 contiguous acres; smaller lots and structures available
- Water, sewer, and fiber stubbed to main arterials with ample three-phase electrical service to support high-intensity power needs
- Interstate, barge, and airport access all within a mile

4.3.4.5 Tri-Cities Research District

The Tri-Cities Research District is an inland Washington ecosystem of manufacturing and clean energy technologies and is a Washington State designated Innovation Partnership Zone. The Port provides day-to-day management of the Tri-Cities Research District, which supports dozens of companies, research institutions, and higher education partners involved in talent acquisition and development, patents, physical asset development, and advanced manufacturing.

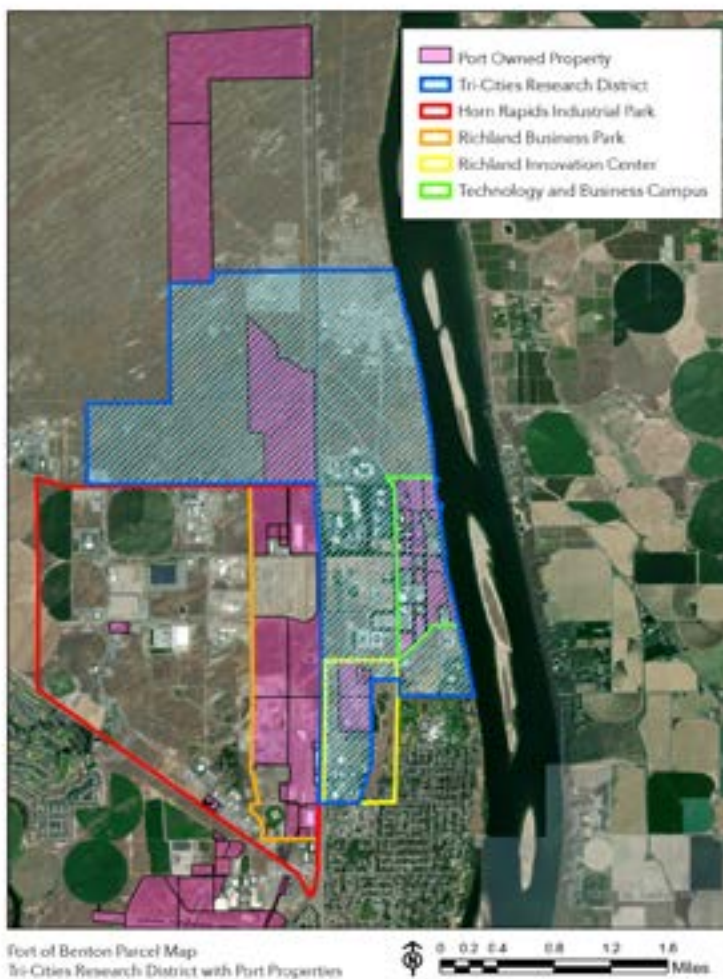


Figure 10. Tri-Cities Research District

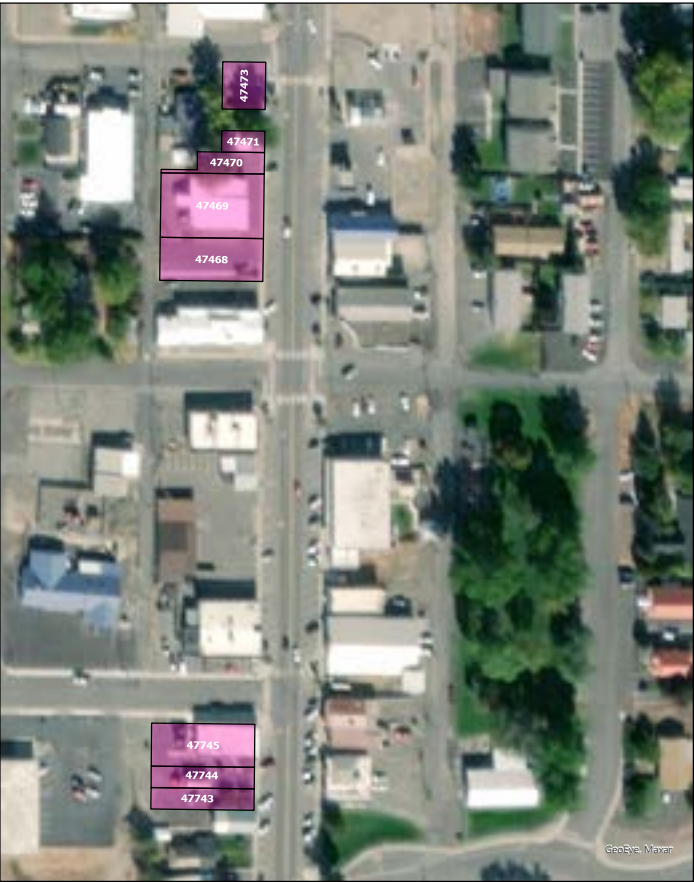


In addition to the Port, the Research District convenes numerous partners in communicating the advanced manufacturing and technical capabilities of the Tri-Cities as a whole. Partners in the public and private sphere include:

- Washington State University Tri-Cities
- Columbia Basin College
- City of Richland
- City of Pasco
- Energy Northwest
- Pacific Northwest National Laboratory
- Innovation Center Partners
- TRIDEC
- Fuse SPC
- Department of Energy
- Benton Franklin Workforce Development Council
- Employment Security Department of Washington

4.3.4.4 Benton City Downtown Sites

Benton City is located at the base of Red Mountain, and its downtown is a short drive from numerous boutique and production wineries. Businesses in downtown Benton City benefit from its convenient location and nearby residential, retail, and commercial developments. The Port has invested and rehabilitated a handful of downtown sites for retail and restaurant mixed uses. Current occupants include a Subway restaurant and Honey Bee Quilting. The Port’s assets in Benton City are currently occupied by long-term tenants, and recent upgrades would make an ideal investment for a stand-alone investor or tenant-occupant. Benton City is a 17-minute drive to the Tri-Cities and 20 minutes to Prosser.



Port of Benton Parcel Map
Downtown Benton City

Figure 11. Downtown Benton City



FEATURES AND OPPORTUNITIES:

- Central downtown Benton City location
- Customizable spaces from 600 to 3,500 square feet
- Focused on retail, office, and service-related uses
- Easy access to interstate and state route

4.3.5 Wine, Tourism, and Agribusiness Facilities

4.3.5.1 Crow Butte Park

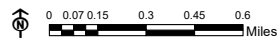


The 275-acre Crow Butte Park is located on an island in the southwestern portion of Benton County. The island was created by the USACE as part of the McNary Dam project in the late 70s. The park has 50 full-service campsites, a playground with three boat launches, and a sheltered bay for temporary moorage and is accessible via motor or river traffic. Crow Butte Park is primarily a watersports park. Activities include boating, fishing, personal watercraft, camping, swimming, hiking, playground activities, and wildlife watching.

4.3.5.2 Prosser Wine and Food Park



Port of Benton Parcel Map
Prosser Wine and Food Park



Prosser Wine and Food Park is a vast agricultural and vintner production site along the Columbia River, with quick access off of Interstate 82. The Wine and Food Park benefits from nearby high vehicle traffic, providing excellent exposure for businesses located in the park.

This property includes many different uses such as cold storage, food manufacturing, and wineries. Tasting rooms and production spaces at the Wine and Food Park include Tree Top, Zirkle Fruit Company, Hogue Cellars, Wit Cellars, Alexandria Nicole Cellars, Kestrel Vintners, and Mercer Wine Estate. The Wine and Food Park extends just to the west of the interstate and is home to the Walter Clore Wine and Culinary Center, joined by Desert Wind Winery overlooking the Yakima River.

FEATURES AND OPPORTUNITIES:

- Industrial zoning and utilities that allow for on-site production
- Existing tenancies are 2,500 square feet or larger
- Adjacent to agricultural and orchard land
- Easy interstate access

4.3.5.3 The USS Triton Submarine Sail Park



The USS Triton Submarine Sail Park in north Richland features the decommissioned 23-foot-tall USS Triton submarine sail. The Triton was powered by two nuclear reactors and was the first submarine to perform a submerged circumnavigation of the earth. The park is open year-round for self-guided tours of the vessel's exterior, with displays that share the story of this first-generation nuclear-powered U.S. submarine.



4.3.5.4 Vintner's Village

Vintner's Village is Prosser's newest collocated winery and retail business park, with numerous lots available for collaborative development. The Port recently expanded Vintner's Village to add shovel-ready parcels for wineries, restaurants, breweries, retail shops, and more.

The village is home to nationally-acclaimed wineries and tasting rooms, as well as a bed and breakfast, retail shops, and restaurants. Located in the heart of Washington wine country, Vintner's Village has pedestrian and automobile access to several of Prosser's most notable vintner brands.

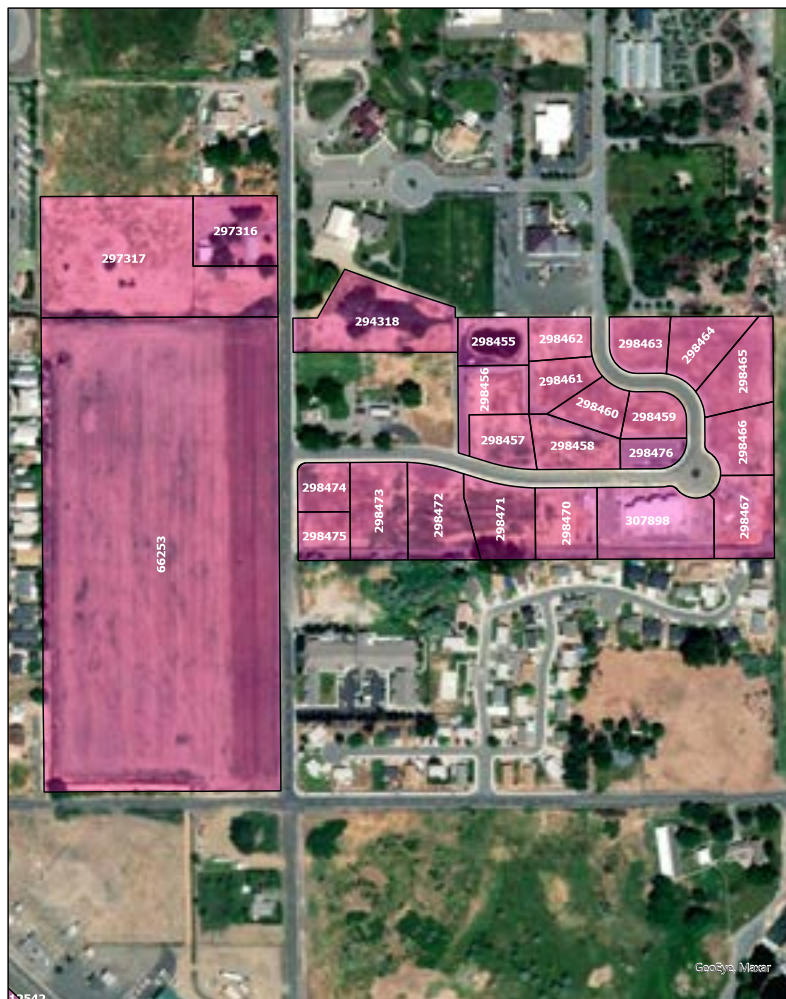
Lot configurations are further analyzed in the Port's 2021 Real Estate Analysis



Vintner's Village is anchored by the Winemaker's Loft, a collection of wineries centrally located on the grounds including Martinez & Martinez, Coyote Canyon, McKinley Springs, and Ginkgo Forest Wineries. The village is also home to renowned wineries such as Smasne Cellars, Airfield Estates Winery, Milbrandt Vineyards, Gamache Vintners, and Thurston Wolfe. New additions at the Port's development building include Wautoma Springs and the retail venue Sister 2 Sister on the Ave.

FEATURES AND OPPORTUNITIES:

- Collocation with premier wineries and vintner retailers
- Superb access for visitors and industry
- Over 12 acres of ready-to-build, flexible-sized lots
- Accessible lot configurations for logistics compatibility
- Water, sewer, fiber, and power stubbed
- Neighborhood-partnered marketing and promotion
- Convenient to rail, air, and interstate logistics



Port of Benton Parcel Map
Vintner's Village



0 0.02 0.04 0.07 0.11 0.14
Miles

Figure 13. Vintner's Village

4.3.5.5 The Walter Clore Wine and Culinary Center



Located off Interstate 82 at exit 82 in Prosser between the Port's Prosser Wine and Food Park and Vintner's Village, the Walter Clore Wine and Culinary Center is a key Port agribusiness project. The Clore Center brings together industry and consumers to discover the culture, history, and industry of Washington wine.

The Port owns the grounds and facilities in Prosser that house the Clore Center, and leases the facility to partners that carry on the historical legacy of the Washington wine industry, host wine industry events, and sublet the facility for wine and culinary education. The location is unique because Prosser is home to the largest irrigated agricultural research center in the United States (Washington State University) and is where Dr. Clore, known as the "Father of Washington Wine," began his research.

Property Division Name	Port Acreage	Existing Zoning	Future Land Uses
Technology & Business Campus	160 Acres	Business Research Park, Waterfront	Business Research Park, Waterfront, Natural Open Space
Richland Business Park	635 Acres	Heavy Manufacturing, Medium Industrial, Parks & Public Facilities	Industrial
Richland Innovation Center	72 Acres	Medium Industrial	Industrial, Public Facility
North Horn Rapids	763 Acres	Heavy Manufacturing	Industrial
Richland Airport & Business Park	622 Acres	Medium Industrial, Agricultural	Industrial
Technology Enterprise Center	5 Acres	Medium Industrial	Industrial
Downtown Benton City	<1 Acres	Commercial	Commercial
Prosser Wine & Food Park	74 Acres	Agribusiness, Light Industrial	Industrial, Commercial
Vintners Village	40 Acres	Agritourism	Commercial
Prosser Airport & Business Park	161 Acres	Light Industrial	Industrial
Crow Butte Park	1,500 Acres	Recreation	Recreation

Figure 14. Summary Table of Port Properties

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Capital Improvement Plan

5 Capital Improvement Plan

A capital improvement is defined as any project having cost over \$5,000. The Port's goal is to improve its capital improvement plan (CIP) in the immediate future and continue to expand and update the CIP in subsequent years. The Port's 2021 annual CIP is summarized below, and a more detailed, project-specific CIP is included in the Appendix.

Category/Site	2021 POB CAPEX Budget	% of 2021 Total	Prior Year CAPEX Budget for Comparison
Entity-Wide	\$1,190,000	57%	-
Benton City	\$25,000	1%	\$14,000
Clore Center	\$50,000	2%	
Crow Butte Park	\$130,000	6%	\$180,000
North Richland	-	-	-
Prosser Airport	\$58,000	3%	\$165,000
Prosser Wine & Food Park	\$23,500	1%	\$85,000
Richland Airport	\$55,000	3%	\$234,000
Richland Business Park	\$274,000	13%	\$135,160
Richland Innovation Center	\$15,000	1%	\$800,000
Technology & Business Campus	\$192,500	9%	\$261,000
Technology Enterprise Center	-	-	-
Vintner's Village	\$16,000	1%	-
SUBTOTAL	\$2,029,000	97%	\$1,874,160
Maintenance Equipment	\$55,000	3%	\$85,000
TOTAL	\$2,084,000	100%	\$1,959,160

Figure 15. 2021 Capital Projects Budget by Location

Appendix



Detailed Capital Improvement Plan

Port of Benton 2021 Capital Projects Budget

Entity Wide	2021 Plan
Description	
Pavement Maintenance	\$350,000
Security / Surveillance System	\$50,000
Internet expansion (Prosser Airport, Crow Butte)	\$25,000
HVAC Replacement	\$150,000
Lighting	\$100,000
Roof Replacement / Repair	\$150,000
General maintenance-Emergency Repairs Fund	\$320,000
Admin electrical fleet vehicle & charging station - Leaf	\$45,000
ENTITY WIDE TOTAL	\$1,190,000

Maintenance Equipment	
Description	
Truck	\$25,000
Small Garbage Truck	\$30,000
MAINTENANCE EQUIPMENT TOTAL	\$55,000

Benton City	2021 Plan
Description	
Landscape Cleanup / Cleanout	\$10,000
Internet & Facilities	\$15,000
Benton City Total	\$25,000

Clore Center	2021 Plan
Description	
Roof Patch	\$10,000
Outer Pavilion Assessment; Water Damage to Patio at Event Facility	\$10,000
Transition / Turnover Costs	\$30,000
Clore Center Total	\$50,000
Crow Butte Park	2021 Plan
Description	
Residence & Office & Contact Station Remodel	\$80,000
Electrical for Irrigation	\$50,000
Crow Butte Park Total	\$130,000
Prosser Airport	2021 Plan
Description	
Mower Deck - Batwing	\$10,000
Fod Boss - Double Carpet	\$8,000
Fencing	\$40,000
Prosser Airport Total	\$58,000
Prosser Wine & Food Park	2021 Plan
Description	
HVAC	\$8,500
Irrigation Pump & Screens	\$15,000
Prosser Wine & Food Park Total	\$23,500

Richland Airport**2021 Plan****Description**

Utility Infrastructure Hangars (Water, Sewer) - Phase 2 of Hangar Sites	\$10,000
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Liquid Deicer Equipment for Runways, Extend Life of Runways	\$30,000
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Airport Deicer Application Custom Trailer Build	\$15,000
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Richland Airport Total**\$55,000****Richland Business Park****2021 Plan****Description**

2345 Building—Lighting, includes lights in mezzanine	\$172,000
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2345 Upstairs carpet – phase 1 of 3	\$65,000
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2345 Truck bay doors	\$30,000
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2345 – Main entry windows & door	\$7,000
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Richland Business Park Total**\$274,000****Richland Innovation Center****2021 Plan****Description**

Fence, facility upgrades/cleanup	\$15,000
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Richland Innovation Center Total**\$15,000**

Technology & Business Campus		2021 Plan
Description		
3100 GWAY Building Signage Infrastructure		\$30,000
Misc exterior improvements		\$10,000
3100 Conference and Business Center Conference Room Phase 1 of Multiple		\$30,000
3250 & 3100 Access Control & Cameras		\$50,000
3250 HVAC Controls Replacement— - No Longer Supported		\$50,000
3100 Relocate Mailbox to Exterior (Eastern to be Main Entry)		\$2,500
Planning & Platting for Waterfront Parcels		\$20,000
Technology & Business Campus Total		\$192,500

Vintner's Village		2021 Plan
Description		
Hot Water Tanks		\$3,000
Irrigation Pond		\$10,000
Suites B&D— - Crash Bars/Doors		\$3,000
Vintner's Village Total		\$16,000

Figure 16. 2021 Capital Projects Budget by Location



Port of Benton
3250 Port of Benton Blvd.
Richland, WA 99354