



PORT OF BENTON 2024 COMPREHENSIVE PLAN

*(Prepared pursuant to RCW 53.20.010 as the Port's
Comprehensive Scheme of Harbor Improvements)
October 2023*





Table of Contents

1	INTRODUCTION	4
	1.1 HISTORY OF WASHINGTON PORTS	5
	1.2 BENTON COUNTY	5
	1.3 THE PORT OF BENTON	6
	1.4 JURISDICTION AND GOVERNANCE	7
2	BENTON COUNTY	8
	2.1 OVERVIEW	9
3	COMPREHENSIVE PLAN REQUIREMENTS	10
	3.1 PURPOSE	11
	3.2 CONSISTENCY WITH OTHER PLANS	11
4	PORT ASSET INVENTORY	12
	4.1 INTRODUCTION	13
	4.2 PROPERTY ASSET LOCATION	13
	4.3 ADVANCED MANUFACTURING & INDUSTRIAL PROPERTIES	14-27
5	CAPITAL IMPROVEMENT PLAN	29

01

—

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). Benton County's population is 215,500 (2023) people reflecting a 1.8% growth rate. The county seat is in the City of Prosser, with an estimated 2022 population of 6,452 people. The Tri-Cities (Kennewick, Pasco and Richland), located on the county's eastern border, have an overall population nearing 316,600 people. Approximately one third of the county's 1,760 square miles of area is retained by various federal, state and county governmental agencies.

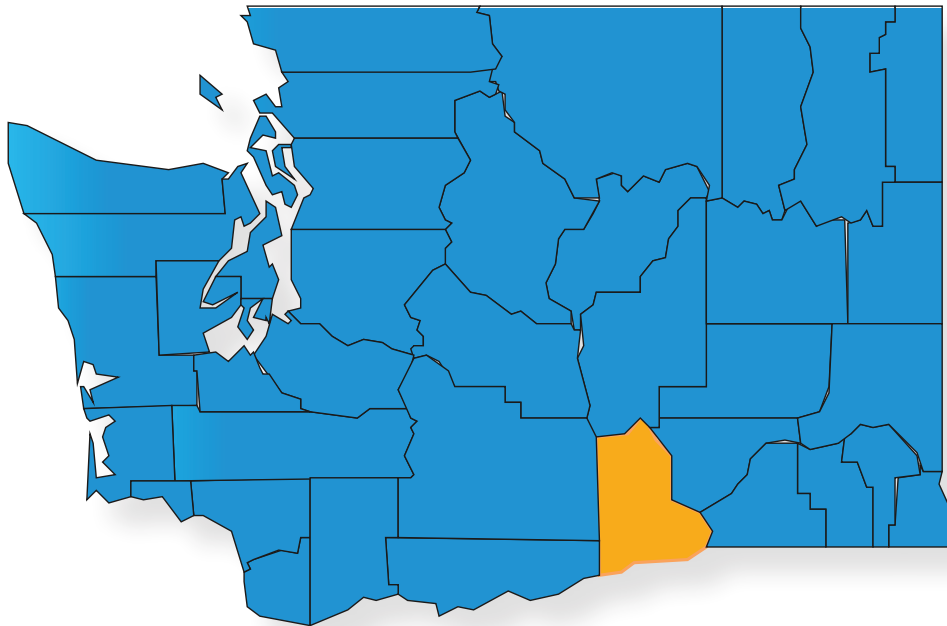


Figure 1. Benton County, Washington

1.3 Port of Benton



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 by the Columbia and Yakima River. 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 53.08.090 and RCW 53.25.

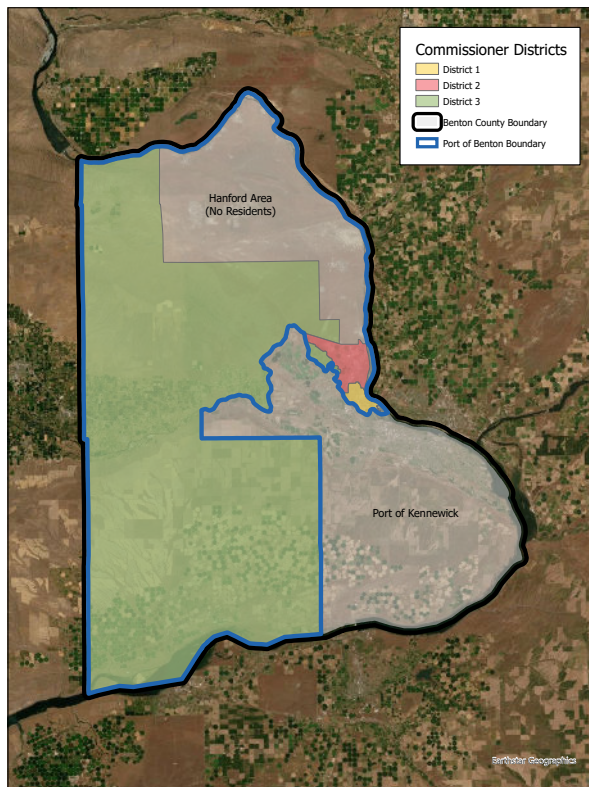


1.4 Jurisdiction and Governance

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.

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.

Figure 2. Jurisdiction and Commissioner District Boundary Map



As of November 2023, the Port commissioners include Roy Keck, District 1; Christy Rasmussen, District 2; and Lori Stevens, District 3. The Port’s executive director is Diahann Howard.

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.



Roy D. Keck
 COMMISSION VICE PRESIDENT

District 1



Christy L. Rasmussen
 COMMISSION PRESIDENT

District 2



Lori Stevens
 COMMISSION SECRETARY

District 3

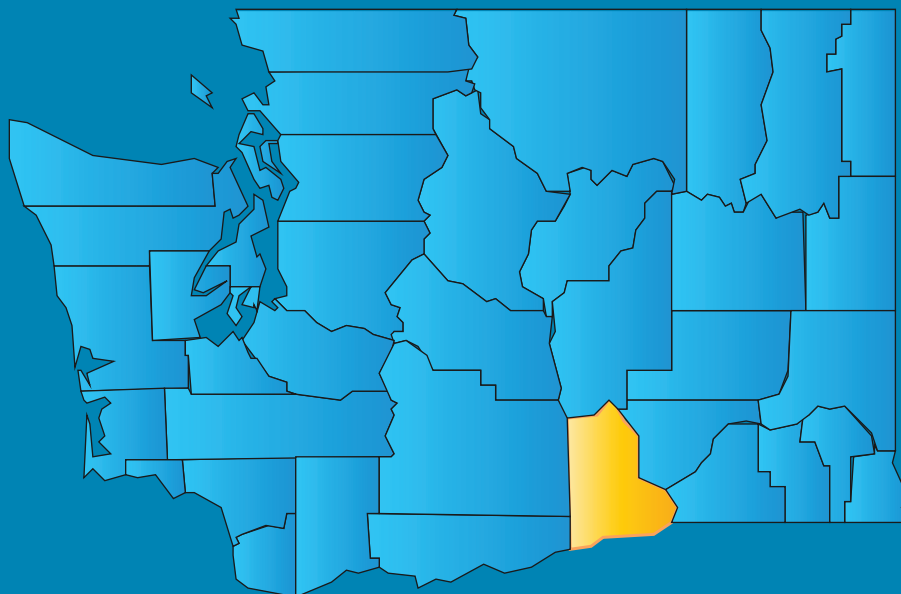


Diahann Howard, PPM®, PPX®
 EXECUTIVE DIRECTOR

02

—

Benton County



2.1 Overview

According to the Washington State Office of Financial Management, Benton County's 2023 population was 215,500, with the overall Tri-Cities Metropolitan Statistical Area (MSA) being 316,600 (U.S. Census). The overall population has grown consistently at a rate of 1% to 3% per year for the last 10 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 the Vintners Village area, along with the Wine and Food Park, which is home to Tree Top, Alexandria Nicole Cellars, Zirkle Fruit, Four Feathers Vineyards and Mercer Wine Estates.

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

The median household income, as of 2021, for Benton and Franklin Counties was \$78,619. 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 \$452,000 within the counties (Tri-Cities Association of Realtors) (Source data: Benton Franklin Trends, TRIDEC).

The Port holds over \$120 million dollars gross total assets and \$3.6 million dollars capital improvement projects. Overall, the Port manages 2,758 acres; over 50 buildings; two airports; a short line railroad; and a barge terminal facility.

03

—

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 mid-term. 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 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

04

—

Port Asset Inventory

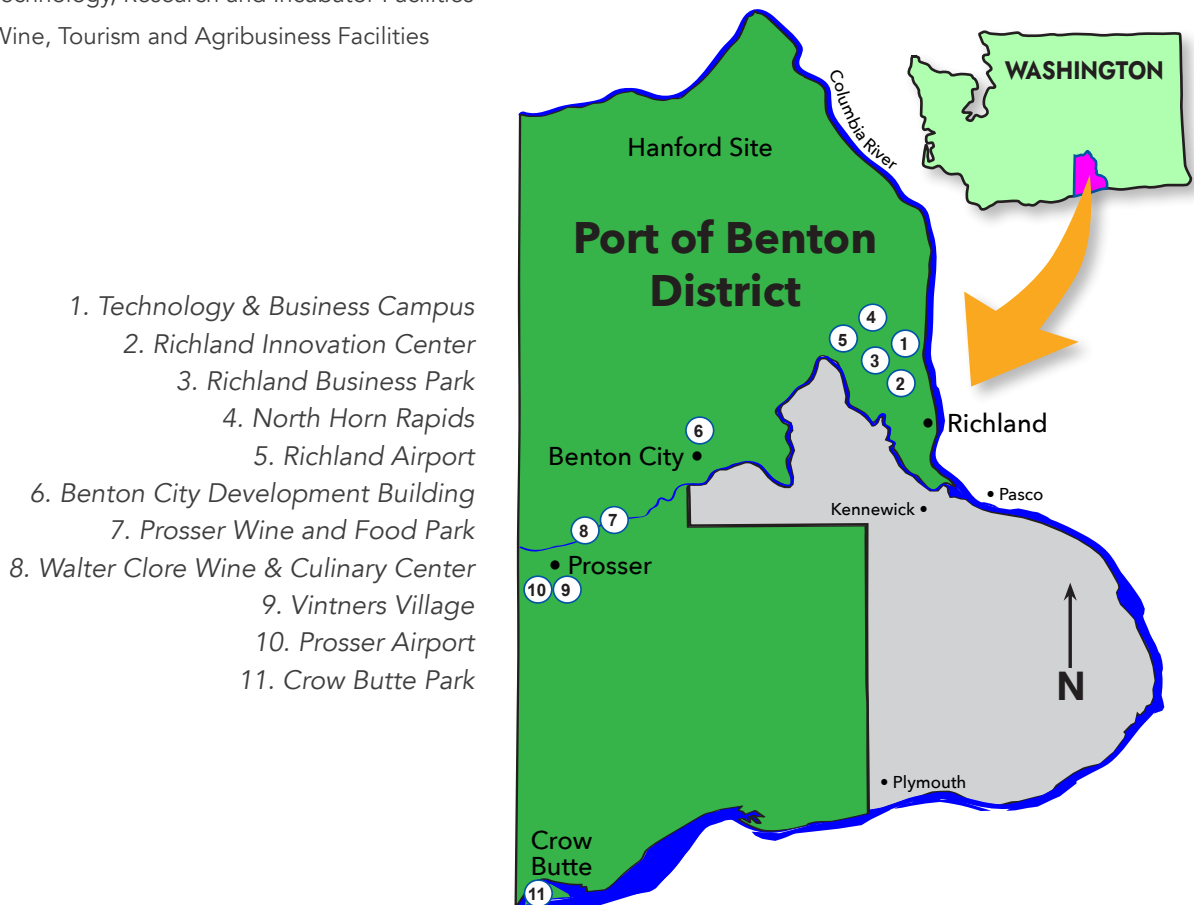
4.1 Introduction

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 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



1. Technology & Business Campus
2. Richland Innovation Center
3. Richland Business Park
4. North Horn Rapids
5. Richland Airport
6. Benton City Development Building
7. Prosser Wine and Food Park
8. Walter Clore Wine & Culinary Center
9. Vintners Village
10. Prosser Airport
11. Crow Butte Park

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

4.3 Advanced Manufacturing and Industrial Properties

4.3.1.1 Richland Business Park

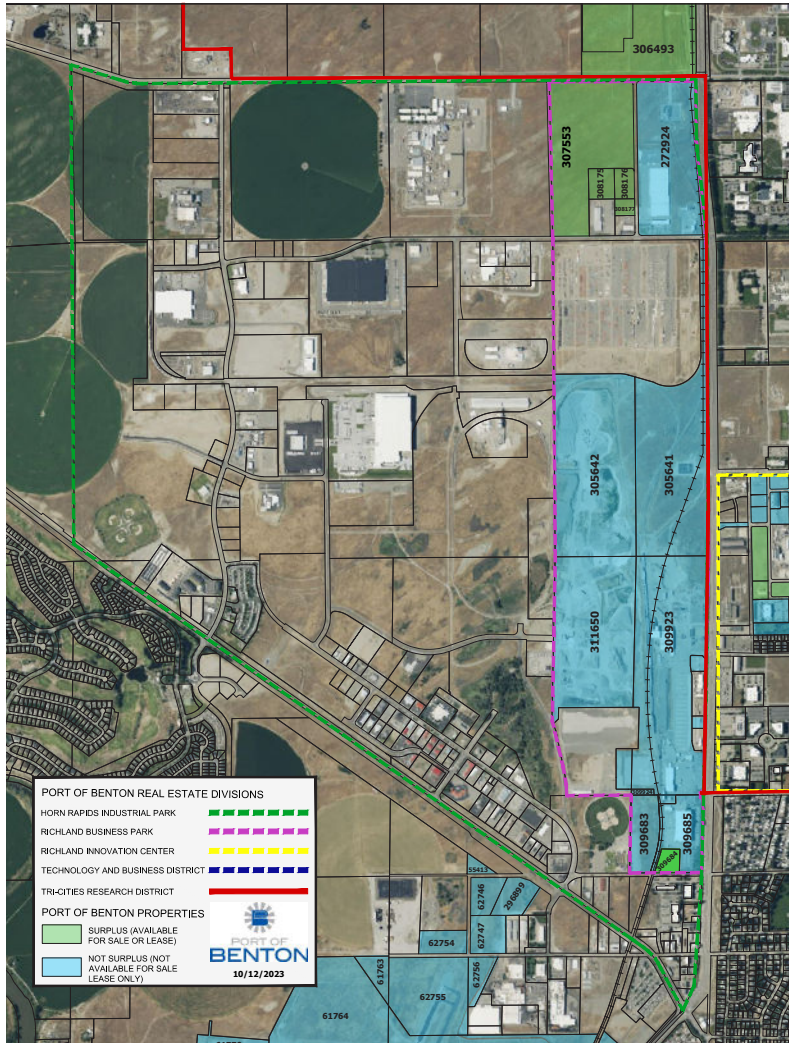


Figure 4. Richland Business Park Parcel Map

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 advanced manufacturing, 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. The Port contracts with a company to maintain and operate the Southern Connection Rail Line using 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, Framatome, Kaiser Aluminum 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
- Land lease primary
- 2579 Stevens Drive capital improvements
- Potential part of Inland Port location and transfer
- Rail projects
- inland Port development
- Facilities upgrades

4.3.1.2 Rail and Inland Port

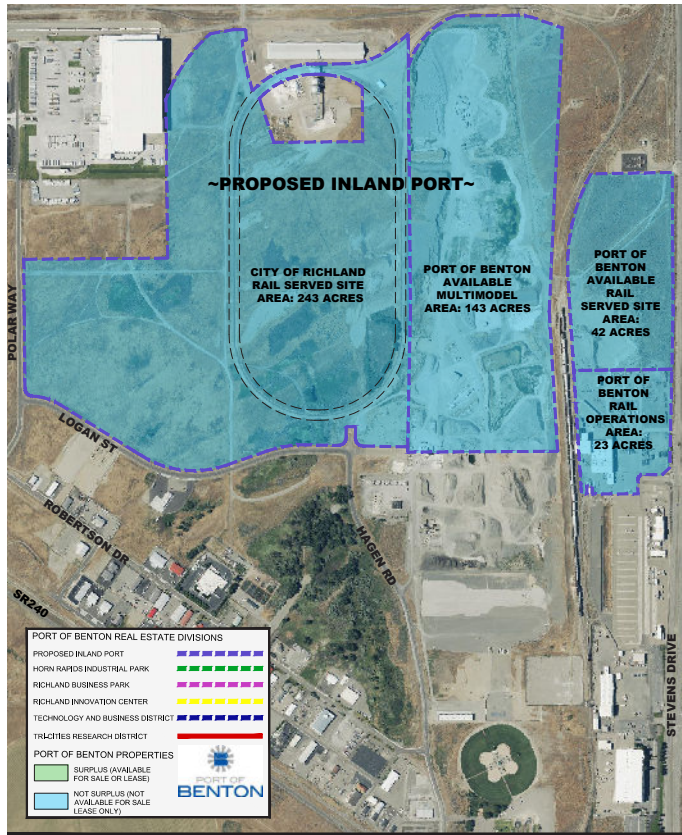


Figure 5. Port of Benton Rail Facility

Port of Benton and City of Richland are partnering to create an inland port on undeveloped industrial land in north Richland to be led by the Port.

Creating an inland port in Richland would give eastern Washington companies experiencing growth and demand for their domestic and global products another option to get their goods to market.

An inland port would also further increase investment and job creation within the intermodal sector, support the growth of existing industries and progress regional clean energy and advanced manufacturing goals.

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.

The 2579 Stevens Drive facility is to be permanently used to support rail operations and maintenance. Tenants include Barnhart, Aulick, BioGro, Top Rail and NW Golf Carts.



4.3.1.3 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.

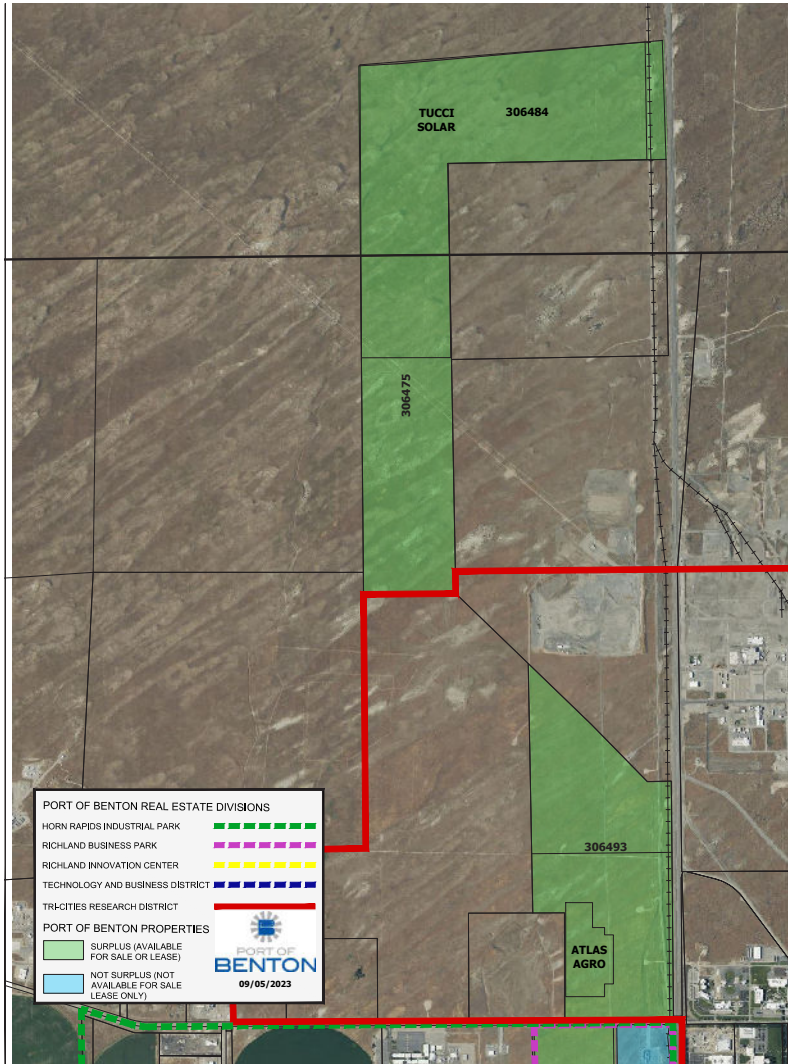


Figure 6. North Horn Rapids Parcel Map



FEATURES AND OPPORTUNITIES:

- Prime development opportunity for clean energy; energy storage; and science, technology, engineering and mathematics advanced manufacturing
- Master planned development for 150- to 500-acre industrial sites
- Public partnership extending public utilities to site wineries
- Convenient access to interstates and state routes
- Parcels available for lease/sale
- Solar land lease planned
- Potential transfer property with City of Richland for Inland Port
- Well removal
 - sewer development with City of Richland - CERB

4.3.2 Barge Complex

4.3.2.1 Barge and High Dock Facility

The Port's barge slip and high dock are located in Richland, at Columbia River Mile Marker 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.
- Land lease only
- Planning in 2024

4.3.3 Airports and Airport Business Parks

4.3.3.1 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 (Jet-A/100LL) and other amenities with nearby highway and interstate access. The Airport includes 140 hangars and serves approximately 142 based aircraft (including 12 ultralight aircraft) and an average of 124 aircraft operations per day (estimated baseline value). For more details see the Airport Master Plan and Airport Layout Plan (approved November 2021).

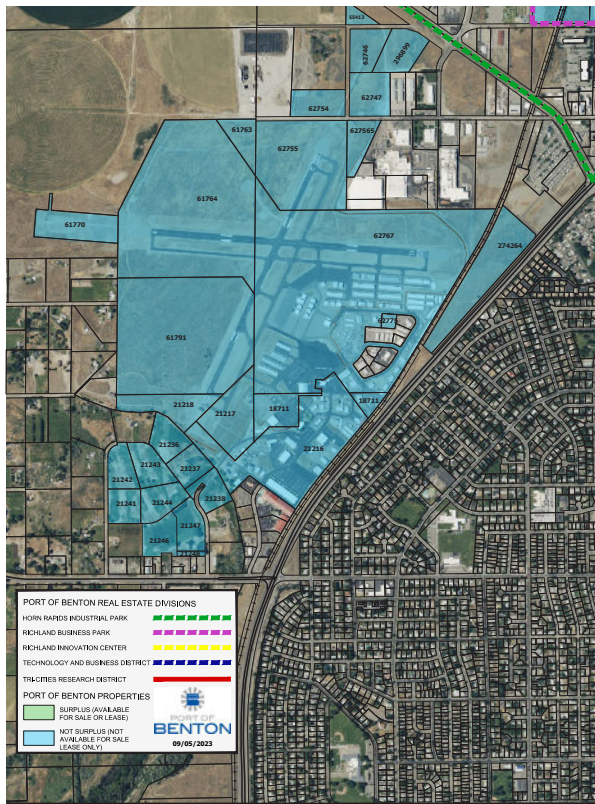
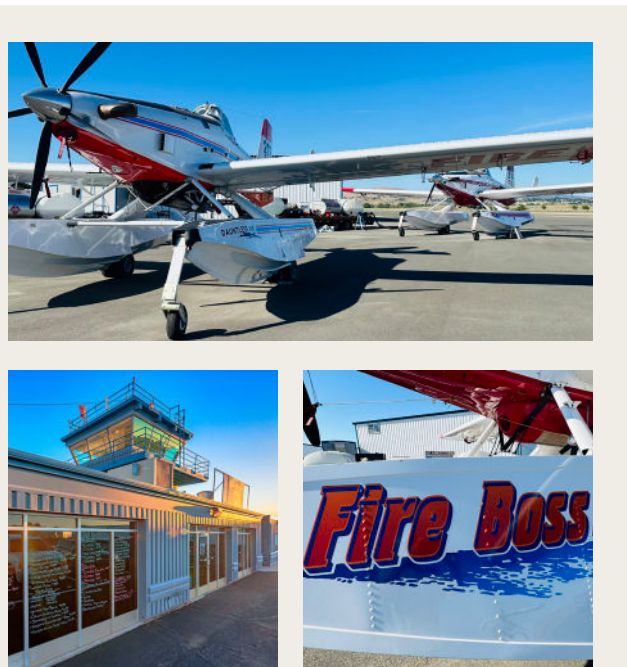


Figure 7. Richland Airport and Richland Airport Business Park

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, 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
- Land lease only
- Land lease for hangars
- Acquisition of 1845 Terminal Drive
- Pavement maintenance and taxi construction

4.3.3.2 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, aviation fuel (100LL) and other amenities with nearby interstate access. For more details see the Airport Master Plan and Airport Layout Plan.

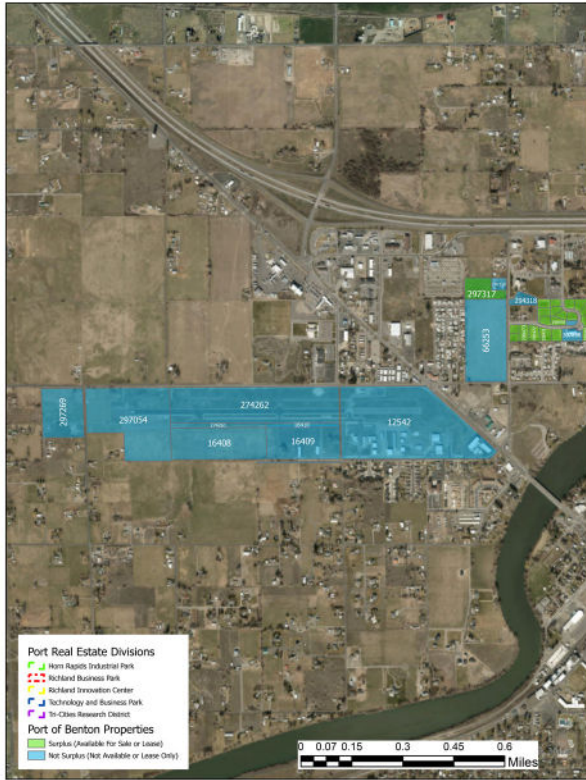


Figure 8. Prosser Airport and Prosser Airport Business Park

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 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
- Close to interstates and state routes
- Land lease only
- Pavement maintenance and lighting replacement project in 2024

4.3.4 Technology, Research and Development 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 VERTICAL innovation cluster 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. The APEL facility provides incubator space in the campus.

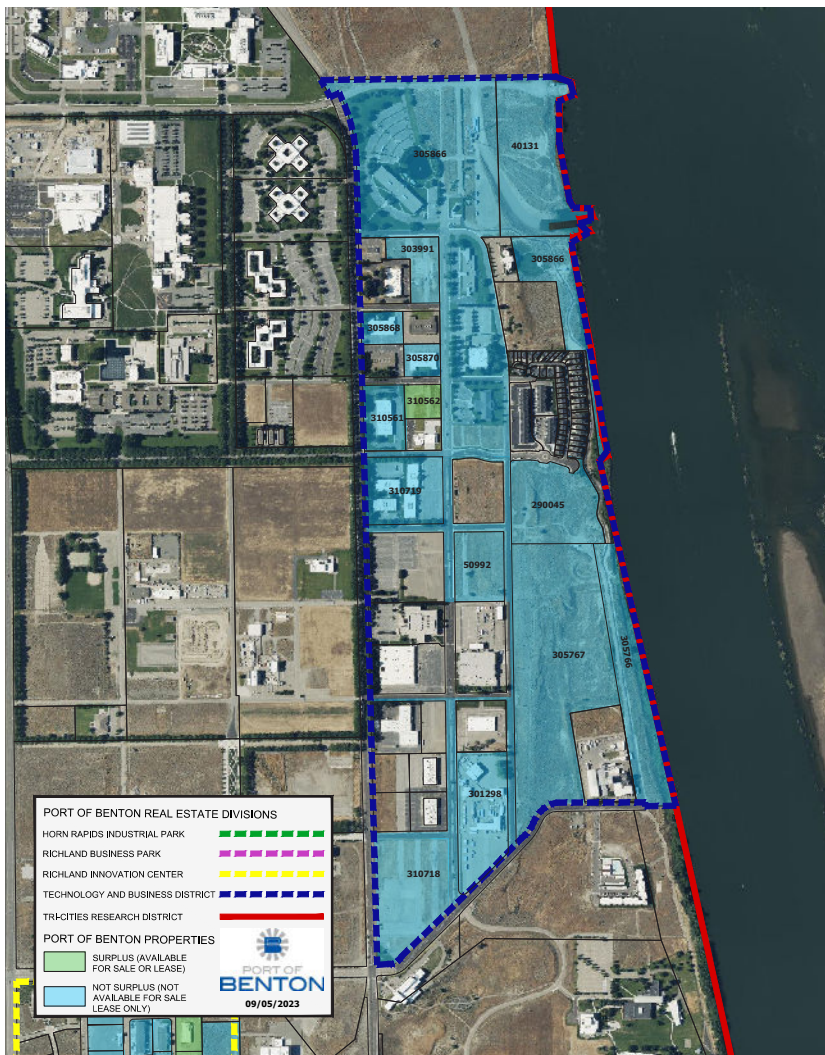


Figure 9. Technology and Business Campus

FEATURES AND OPPORTUNITIES:

- Prime research and development site
- Mixed-use industrial innovation sites featuring 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
- Land lease only
- Consider acquisitions
- Waterfront planning
- Pathway fountain
- Facility improvements and acquisition



White Bluffs Storage and Archive Facility Opened in 2023

4.3.4.2 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.

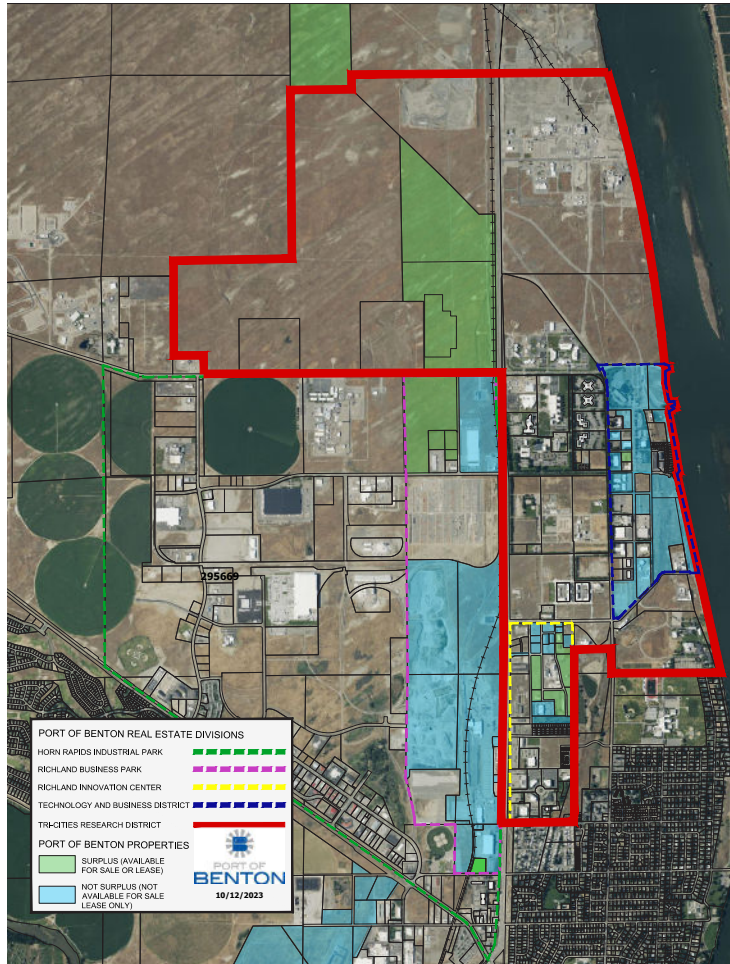


Figure 10. Tri-Cities Research District



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
- VERTICAL
- Clean Energy Supplier Alliance

4.3.4.3 Richland Innovation Center

The Richland Innovation Center is a former federal property surrounded by the Tri-Cities Research District. 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.

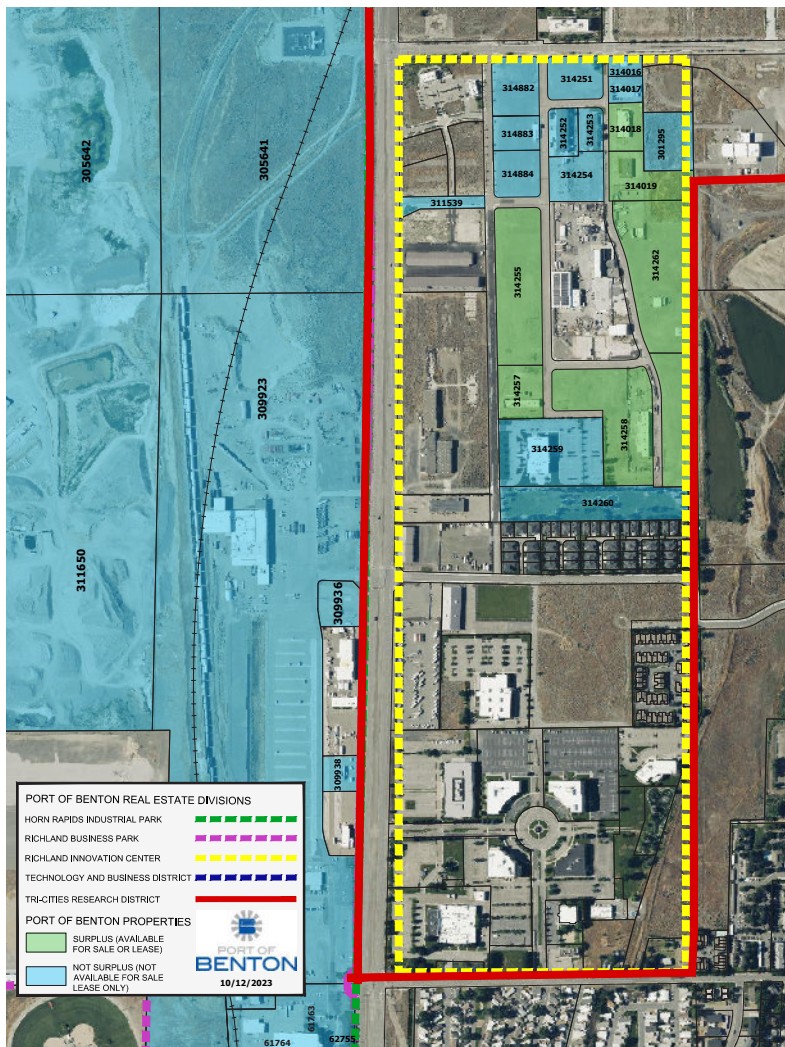


Figure 11. Richland Innovation Center

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. 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 sites available up to 9 contiguous acres; smaller lots and structures available for lease, sale or exchange with City of Richland
- 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
- Sidewalks and street lights
- 2650 Salk upgrades

4.3.4.4 Benton City Downtown Site

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. The Port’s assets in Benton City are currently occupied by long-term tenant and recent upgrades would make an ideal investment for a stand-alone investor or tenant-occupant. The Port entered into purchase and sale agreements on two Benton City properties in 2021; resulting in their return to private ownership for two well established businesses. Benton City is a 17-minute drive to the Tri-Cities and 20 minutes to Prosser.



FEATURES AND OPPORTUNITIES:

- Central downtown Benton City location
- Customizable spaces from 700 to 3,500 square feet
- Focused on retail, office and service-related uses
- Easy access to interstate and state route
- Consider for lease/sale



Figure 12. Downtown Benton City

4.3.5 Agribusiness, Wine and Tourism

4.3.5.1 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 Vintners 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, including Washington State University Tri-Cities, and the Washington State Wine Commission, 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.

4.3.5.2 Prosser Wine and Food Park

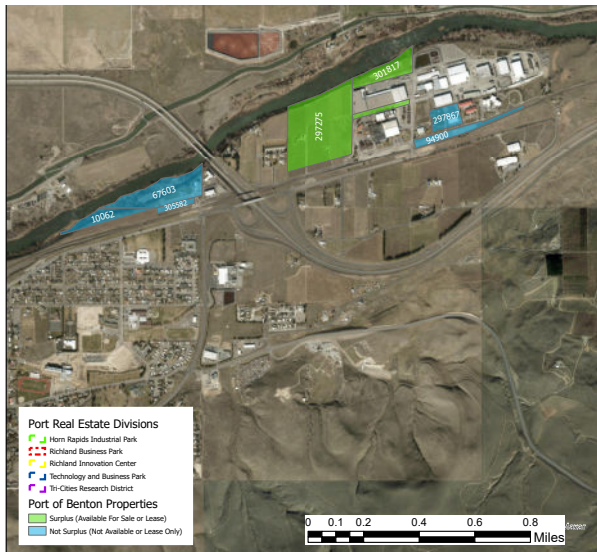


Figure 13. Prosser Wine and Food Park



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, Alexandria Nicole Cellars, Four Feathers Vineyards, Kestrel Vintners, Mercer Wine Estate, Lineage Logistics and Narratif Winery of NW Wine Collaborative and Tirridis Sparkling Wine. 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 2,400 square feet or larger
- Adjacent to agricultural and orchard land
- Easy interstate access
- Consider for sale or lease
- Clore AV improvements
- Irrigation improvements

4.3.5.3 Vintners Village

Vintners Village is Prosser’s newest collocated winery and retail business park, with numerous lots available for collaborative development. The Port recently expanded Vintners 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, Vintners 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.



Vintners Village is anchored by the Winemaker’s Loft, a collection of wineries centrally located on the grounds including Martinez & Martinez, and Coyote Canyon. The village is also home to privately owned renowned wineries such as Smasne Cellars, Airfield Estates Winery, Milbrandt Vineyards, Wit Cellars and Thurston Wolfe. New additions at the Port’s development building include Wautoma Springs Winery, Cork and Taps by Domanico Cellars and the retail venue Sister to Sister on the Ave. Enodav Wine company planned for 2024.

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 for sale or lease
- Accessible lot configurations for logistics compatibility
- Water, sewer, fiber and power stubbed
- Neighborhood-partnered marketing and promotion
- Convenient to air and interstate logistics
- Irrigation improvements

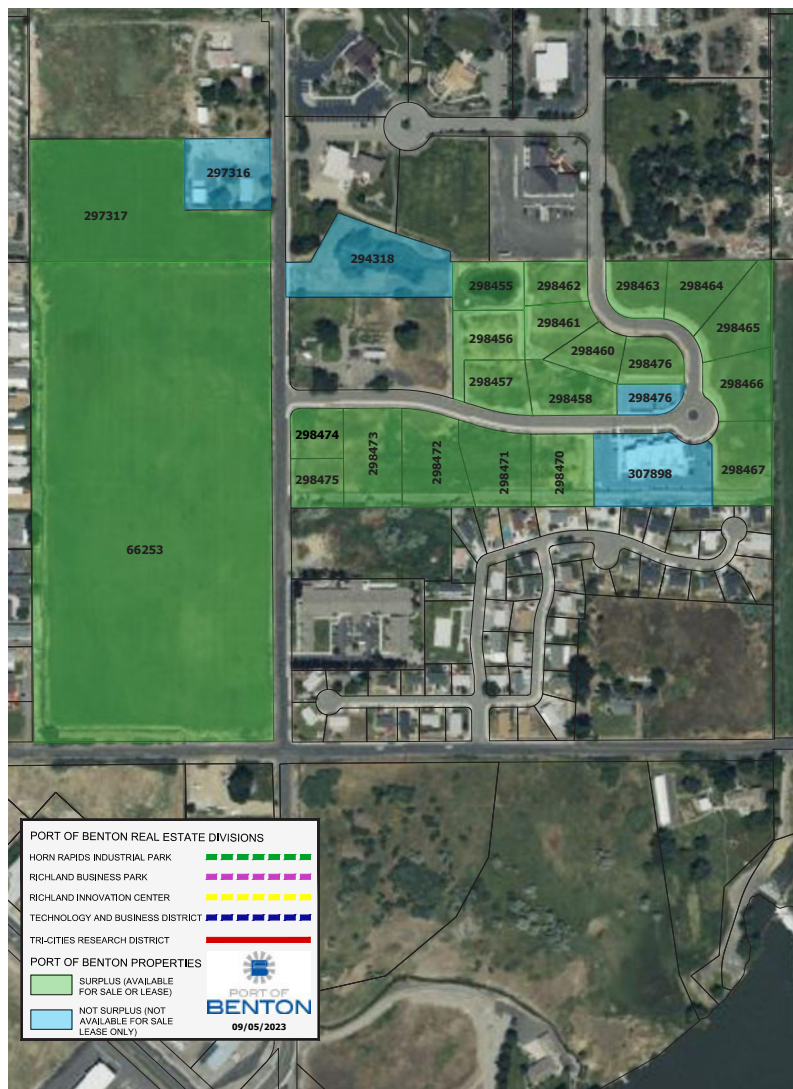
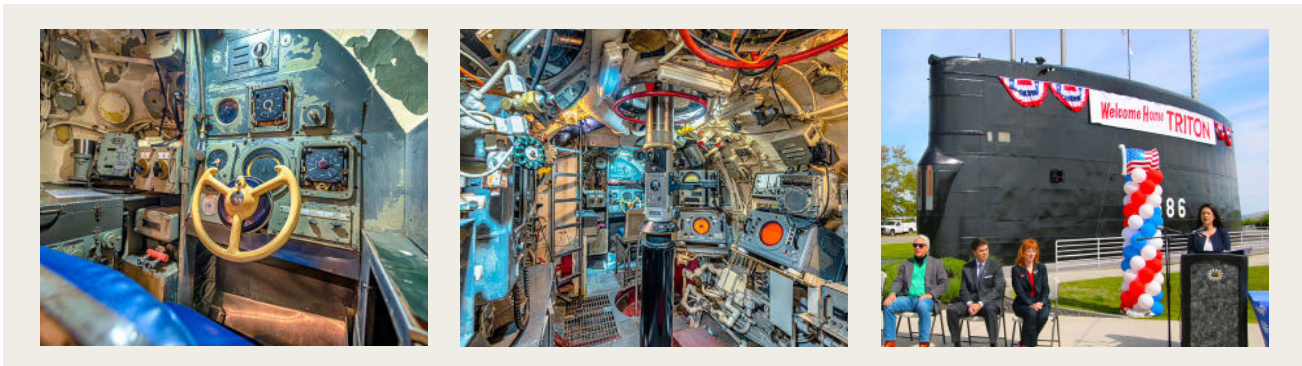


Figure 14. Vintners Village

4.3.5.4 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.



4.3.5.5 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.

- Fueling and infrastructure improvements
- Equipment

Figure 14. Summary Table of Port Properties

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	564 Acres	Medium Industrial, Agricultural	Industrial
Downtown Benton City	<1 Acres	Commercial	Commercial
Walter Clore Wine and Cullinary Center	13 Acres	Agritourism	Agritourism
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	275 Acres	Recreation	Recreation

05

—

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 2024 annual CIP is summarized below, and a more detailed, project-specific CIP is included in the Appendix.

Category/Site	2024 POB CAPEX Budget	% of 2024 Total	Prior Year CAPEX Budget for Comparison
Entity-Wide	\$645,000	18%	\$165,000
Benton City	-	-	-
Walter Clore Center	\$25,000	1%	-
Crow Butte Park	\$50,000	2%	\$260,000
North Horn Rapids Industrial Park	\$50,000	1%	-
Prosser Airport	\$258,202	5%	\$35,000
Prosser Wine & Food Park	\$10,000	-	\$18,500
Richland Airport	\$358,611	10%	\$30,000
Richland Business Park	\$227,000	6%	\$115,000
Richland Innovation Center	-	-	-
Technology & Business Campus	\$710,000	20%	\$250,000
Vintners Village	\$20,000	1%	-
Rail Road Facility & Track	\$1,034,351	29%	\$650,000
Maintenance Equipment	\$230,000	7%	\$138,000
TOTAL	\$3,618,164	100%	\$1,496,500

Figure 15. 2023 Capital Projects Budget by Location

Capital Plan

The following two pages provide the details for each capital project planned for 2024.

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2024 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2024 Port Budget New/Increased (6)
Port of Benton Entity-Wide						
Port of Benton Blvd Repair	Maintenance	\$90,000	\$90,000			\$90,000
Slurry Repairs - Various	Maintenance	\$105,000	\$105,000			\$105,000
Various HVAC replacements	Maintenance	\$200,000	\$200,000			\$200,000
Roofing	Maintenance	\$250,000	\$250,000			\$250,000
Entity-Wide Total		\$645,000	\$645,000	\$0	\$0	\$645,000
North Horn Rapids Industrial Park						
Well removal	Economic Developm	\$50,000	\$50,000			\$50,000
Sewer Development	Economic Developm	\$400,000	\$0			\$0
North Horn Rapids Industrial Park Total		\$450,000	\$50,000	\$0	\$0	\$50,000
Richland Business Park						
2345 Stevens - NE Main Entrance Entryway Flooring	Maintenance		\$15,000			
2345 Bathroom Stalls Renovation	Maintenance	\$40,000	\$40,000			\$40,000
2345 North Entrance Refresh	Maintenance	\$25,000	\$25,000			\$25,000
2345 Stevens Fire Alarm Upgrade	Maintenance	\$62,000	\$62,000			\$62,000
2345 Stevens - Phased - Exterior Painting	Maintenance	\$100,000	\$100,000			\$100,000
Richland Business Park Total		\$227,000	\$242,000	\$0	\$0	\$227,000
Richland Innovation Center						
Sidewalk and Streetlights	Improvement	\$380,000	\$380,000	\$380,000	\$0	\$0
2650 Salk Work Area Modifications	Improvement		\$0			\$0
Richland Innovation Center Total		\$380,000	\$380,000	\$380,000	\$0	\$0
Technology & Business Campus						
3100 George Washington Way Refresh	Improvement	\$100,000	\$100,000			\$100,000
Pathway & Fountain Improvements	Improvement	\$30,000	\$30,000			\$30,000
3100 George Washington Way Parking Lot Drainage	Maintenance	\$45,000	\$45,000			\$45,000
3190 George Washington Way Fire Alarm Upgrade	Maintenance	\$25,000	\$25,000			\$25,000
3100 George Washington Way Turnover	Maintenance		\$50,000			
Acquisition of existing building	Economic Development	\$1,250,000	\$1,250,000	\$1,000,000		\$250,000
3250 Port of Benton (North side) - LED Interior Lighting	Improvement	\$100,000	\$100,000			\$100,000
2939 Richardson Pavement Maintenance - Westinghouse Parking Lot	Maintenance	\$160,000	\$160,000			\$160,000
Technology & Business Campus Total		\$1,710,000	\$1,760,000	\$1,000,000	\$0	\$710,000
Inland Port						
Inland Port Land Transfers - cash or loan agreement	Economic Developm	\$2,000,000	\$1,000,000	\$1,000,000		\$0
Inland Port Total		\$2,000,000	\$1,000,000	\$1,000,000	\$0	\$0
Prosser Wine & Food Park						
Irrigation Filter System	Maintenance	\$10,000	\$10,000			\$10,000
Prosser Wine & Food Park Total		\$10,000	\$10,000	\$0	\$0	\$10,000

Location/Project Description	Type of Project (1)	Total Project Cost (2)	2024 Project Cost (3)	Offsetting Grants (4)	Offsetting Loans (5)	2024 Port	Prior Budget Carryovers (7)
						Budget New/Increased (6)	
Railroad Facility & Track							
City of Richland - Steptoe	Improvement	\$100,000	\$65,000			\$0	\$65,000
2579 Stevens Facility Stabilization	Maintenance	\$250,000	\$250,000			\$250,000	
2579 Stevens Facility Remodel	Economic Developn	\$9,250,000	\$2,200,000	\$2,200,000		\$0	
Tie Replacement (approx. 4,000 ties to achieve Class 2 condition)	Improvement	\$1,212,500	\$727,500	\$727,500		\$0	
Wye Track rail, ties & ballast (a)	Improvement	\$2,597,403	\$259,740			\$200,000	\$59,740
Replace 90 lb rail through elevated curves (a)	Improvement	\$1,948,052	\$194,805	\$150,000		\$44,805	
Crosstie replacement and maintenance (a)	Improvement	\$1,948,052	\$194,805	\$150,000		\$44,805	
SR 240 Crossing	Improvement	\$1,300,000	\$1,250,000	\$865,000		\$385,000	
Airport/Saint/Kingsgate Entrance Crossing	Improvement	\$1,280,000	\$1,280,000	\$1,030,000		\$250,000	
Ongoing Crosstie & ballast replacement and maintenance	Maintenance	\$400,000	\$0	\$0		\$0	
Jadwin Signal Crossing	Improvement	\$100,000	\$0			\$0	
Railroad Facility & Track Total		\$20,386,006	\$6,421,851	\$5,322,500	\$0	\$1,034,351	\$65,000
Richland Airport							
1861 Terminal Drive Automatic Gate (Maintenance shop)	Improvement	\$27,500	\$27,500			\$27,500	
Control Tower Floor Improvement	Maintenance	\$10,000	\$10,000			\$10,000	
Taxi Lane Project - Design	Improvement	\$200,000	\$105,000	\$94,500		\$0	\$10,500
Taxi Lane Project - Construction	Improvement	\$1,000,000	\$1,000,000	\$900,000		\$100,000	
1845 Terminal Drive Building Improvements	Economic Developn	\$100,000	\$100,000		\$50,000	\$50,000	
Hanger Utility Extensions	Improvement	\$50,000	\$50,000			\$50,000	
Runway and Apron Crack and Fog Seal - Design	Improvement	\$207,257	\$72,257	\$66,004		\$0	\$6,253
Runway and Apron Crack and Fog Seal - Construction	Improvement	\$1,211,112	\$1,211,112	\$1,090,000		\$121,112	
Wildlife fencing around entire airport	Improvement	\$227,778	\$0	\$0	\$0	\$0	
Main Apron Reconfiguration - Design	Improvement	\$200,000	\$0			\$0	
Main Apron Reconfiguration - Construction	Improvement	\$1,020,000	\$0			\$0	
Quonset Hut Repairs	Maintenance	\$20,000	\$20,000			\$0	\$20,000
Richland Airport Total		\$4,273,647	\$2,595,869	\$2,150,504	\$50,000	\$358,611	\$36,753
Prosser Airport							
Roofing (5 buildings)	Maintenance	\$75,000	\$75,000			\$75,000	
Automatic Gate	Improvement	\$47,500	\$47,500			\$47,500	
Prosser Pavement Rehabilitation & Electrical Replacement - Design	Improvement	\$272,462	\$100,062	\$95,059		\$0	\$5,003
Prosser Pavement Rehabilitation & Electrical Replacement - Construction	Improvement	\$1,614,035	\$1,614,035	\$1,533,333		\$80,702	
Fencing	Improvement	\$60,000	\$0			\$0	
Gravel for Service Road	Improvement	\$20,000	\$20,000			\$20,000	
Construct Heliport/Helipad with Service Road - Design	Improvement	\$172,222	\$0			\$0	
Stormwater 12 Hangar Sites	Improvement	\$50,000	\$50,000			\$25,000	\$25,000
Maintenance Hanger Improvement	Improvement	\$10,000	\$10,000			\$10,000	
Prosser Airport Total		\$2,321,219	\$1,916,597	\$1,628,392	\$0	\$258,202	\$30,003
Vintner's Village							
Irrigation Pumps	Maintenance	\$20,000	\$20,000			\$20,000	
Vintner's Village Total		\$20,000	\$20,000	\$0	\$0	\$20,000	\$0
Walter Clore Center							
Irrigation Ponds and Pump	Maintenance		\$0			\$0	
A/V and Electronics	Improvement	\$25,000	\$25,000			\$25,000	
Walter Clore Center Total		\$25,000	\$25,000	\$0	\$0	\$25,000	\$0
Crow Butte							
Sewer Lagoon Liner	Maintenance	\$20,000	\$20,000			\$5,000	\$15,000
Irrigation Pump Bypass/Regulator	Maintenance	\$10,000	\$0			\$0	
Rewire Irrigation Control Valves	Maintenance	\$20,000	\$20,000			\$20,000	
Electric Cart	Equipment	\$15,000	\$15,000			\$15,000	
Rebuild Fish Cleaning Station	Improvement	\$10,000	\$10,000			\$10,000	
Crow Butte Total		\$75,000	\$65,000	\$0	\$0	\$50,000	\$15,000
Maintenance Equipment							
Two Service Vehicles (heavy duty, snow plows, etc.)	Equipment	\$180,000	\$180,000			\$180,000	
Side by Side	Equipment	\$20,000	\$20,000			\$20,000	
Small Garbage Truck	Equipment	\$0	\$0			\$0	
Street Sweeper	Equipment	\$0	\$0			\$0	
Hydraulic drop down trailer	Equipment	\$30,000	\$30,000			\$30,000	
Stand on Aerator	Equipment	\$12,000	\$0			\$0	
Maintenance Equipment Total		\$242,000	\$230,000	\$0	\$0	\$230,000	\$0
Grand Total		\$32,764,872	\$15,361,316	\$11,481,396	\$50,000	\$3,618,164	\$211,756

The following two pages are the Port's initial five-year capital investment forecast. This information will continue to be developed throughout 2024.

Location/Project Description	Type of Project (1)	Total Project Cost (2)	Estimated Future Year Total Project Cost (8)					5 Year Forecast
			2025	2026	2027	2028	2029	
Port of Benton Entity-Wide								
Port of Benton Blvd Repair	Maintenance	\$90,000	\$90,000	\$90,000	\$500,000	\$90,000	\$90,000	\$860,000
Slurry Repairs - Various	Maintenance	\$105,000						\$0
Various HVAC replacements	Maintenance	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Roofing	Maintenance	\$250,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Entity-Wide Total		\$645,000	\$490,000	\$490,000	\$900,000	\$490,000	\$490,000	\$2,860,000
North Horn Rapids Industrial Park								
Well removal	Economic Developr	\$50,000	\$50,000					\$50,000
Sewer Development	Economic Developr	\$400,000		\$400,000				\$400,000
North Horn Rapids Industrial Park Total		\$450,000	\$50,000	\$400,000	\$0	\$0	\$0	\$450,000
Richland Business Park								
2345 Stevens - NE Main Entrance Entryway Flooring	Maintenance							\$0
2345 Bathroom Stalls Renovation	Maintenance	\$40,000	\$40,000	\$40,000	\$40,000			\$120,000
2345 North Entrance Refresh	Maintenance	\$25,000						\$0
2345 Stevens Fire Alarm Upgrade	Maintenance	\$62,000						\$0
2345 Stevens - Phased - Exterior Painting	Maintenance	\$100,000	\$100,000	\$100,000				\$200,000
Richland Business Park Total		\$227,000	\$140,000	\$140,000	\$40,000	\$0	\$0	\$320,000
Richland Innovation Center								
Sidewalk and Streetlights	Improvement	\$380,000						\$0
2650 Salk Work Area Modifications	Improvement		\$50,000					\$50,000
Richland Innovation Center Total		\$380,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Technology & Business Campus								
3100 George Washington Way Refresh	Improvement	\$100,000						\$0
Pathway & Fountain Improvements	Improvement	\$30,000						\$0
3100 George Washington Way Parking Lot Drainage	Maintenance	\$45,000						\$0
3190 George Washington Way Fire Alarm Upgrade	Maintenance	\$25,000						\$0
3100 George Washington Way Turnover	Maintenance							\$0
3110 Port of Benton Blvd Building Acquisition	Economic Developr	\$1,250,000	\$250,000	\$250,000	\$25,000			\$0
3250 Port of Benton (North side) - LED Interior Lighting	Improvement	\$100,000						\$0
2939 Richardson Pavement Maintenance - Westinghouse Parking Lot	Maintenance	\$160,000						\$0
Technology & Business Campus Total		\$1,710,000	\$250,000	\$250,000	\$25,000	\$0	\$0	\$0
Inland Port								
Inland Port Land Transfers - cash or loan agreement	Economic Developr	\$2,000,000	\$1,000,000					\$1,000,000
Inland Port Total		\$2,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Prosser Wine & Food Park								
Irrigation Filter System	Maintenance	\$10,000						\$0
Prosser Wine & Food Park Total		\$10,000	\$0	\$0	\$0	\$0	\$0	\$0

Location/Project Description	Type of Project (1)	Total Project Cost (2)	Estimated Future Year Total Project Cost (8)					5 Year Forecast
			2025	2026	2027	2028	2029	
Railroad Facility & Track								
City of Richland - Steptoe	Improvement	\$100,000						\$0
2579 Stevens Facility Stabilization	Maintenance	\$250,000						\$0
2579 Stevens Facility Remodel	Economic Developr	\$9,250,000	\$5,000,000	\$2,050,000				\$7,050,000
Tie Replacement (approx. 4,000 ties to achieve Class 2 condition)	Improvement	\$1,212,500	\$485,000					\$485,000
Wye Track rail, ties & ballast (a)	Improvement	\$2,597,403	\$1,168,831	\$1,168,831				\$2,337,662
Replace 90 lb rail through elevated curves (a)	Improvement	\$1,948,052	\$876,623	\$876,623				\$1,753,247
Crosstie replacement and maintenance (a)	Improvement	\$1,948,052	\$876,623	\$876,623				\$1,753,247
SR 240 Crossing	Improvement	\$1,300,000						\$0
Airport/Saint/Kingsgate Entrance Crossing	Improvement	\$1,280,000						\$0
Ongoing Crosstie & ballast replacement and maintenance	Maintenance	\$400,000			\$200,000	\$200,000		\$400,000
Jadwin Signal Crossing	Improvement	\$100,000	\$100,000					\$100,000
Railroad Facility & Track Total		\$20,386,006	\$8,507,078	\$4,972,078	\$0	\$200,000	\$200,000	\$13,879,156
Richland Airport								
1861 Terminal Drive Automatic Gate (Maintenance shop)	Improvement	\$27,500						
Control Tower Floor Improvement	Maintenance	\$10,000						
Taxi Lane Project - Design	Improvement	\$200,000						
Taxi Lane Project - Construction	Improvement	\$1,000,000						
1845 Terminal Drive Building Improvements	Economic Developr	\$100,000						
Hanger Utility Extensions	Improvement	\$50,000						
Runway and Apron Crack and Fog Seal - Design	Improvement	\$207,257						
Runway and Apron Crack and Fog Seal - Construction	Improvement	\$1,211,112						
Wildlife fencing around entire airport	Improvement	\$227,778				\$227,778		
Main Apron Reconfiguration - Design	Improvement	\$200,000	\$200,000					
Main Apron Reconfiguration - Construction	Improvement	\$1,020,000		\$1,020,000				
Quonset Hut Repairs	Maintenance	\$20,000						
Richland Airport Total		\$4,273,647	\$200,000	\$1,020,000	\$0	\$227,778	\$0	\$0
Prosser Airport								
Roofing (5 buildings)	Maintenance	\$75,000						\$0
Automatic Gate	Improvement	\$47,500						\$0
Prosser Pavement Rehabilitation & Electrical Replacement - Design	Improvement	\$272,462						
Prosser Pavement Rehabilitation & Electrical Replacement - Construction	Improvement	\$1,614,035						
Fencing	Improvement	\$60,000	\$60,000					
Gravel for Service Road	Improvement	\$20,000						
Construct Heliport/Helipad with Service Road - Design	Improvement	\$172,222				\$172,222		
Stormwater 12 Hangar Sites	Improvement	\$50,000						\$0
Maintenance Hanger Improvement	Improvement	\$10,000						
Prosser Airport Total		\$2,321,219	\$60,000	\$0	\$0	\$172,222	\$0	\$0
Vintner's Village								
Irrigation Pumps	Maintenance	\$20,000						
Vintner's Village Total		\$20,000	\$0	\$0	\$0	\$0	\$0	\$0
Walter Clore Center								
Irrigation Ponds and Pump	Maintenance		\$60,000					
A/V and Electronics	Improvement	\$25,000						
Walter Clore Center Total		\$25,000	\$60,000	\$0	\$0	\$0	\$0	\$0
Crow Butte								
Sewer Lagoon Liner	Maintenance	\$20,000						\$0
Irrigation Pump Bypass/Regulator	Maintenance	\$10,000	\$10,000					\$10,000
Rewire Irrigation Control Valves	Maintenance	\$20,000						\$0
Electric Cart	Equipment	\$15,000						\$0
Rebuild Fish Cleaning Station	Improvement	\$10,000						\$0
								\$0
Crow Butte Total		\$75,000	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Maintenance Equipment								
Two Service Vehicles (heavy duty, snow plows, etc.)	Equipment	\$180,000	\$90,000	\$93,000	\$96,000	\$99,000	\$102,000	\$480,000
Side by Side	Equipment	\$20,000						\$0
Small Garbage Truck	Equipment	\$0	\$125,000					\$125,000
Street Sweeper	Equipment	\$0	\$125,000					\$125,000
Hydraulic drop down trailer	Equipment	\$30,000						\$0
Stand on Aerator	Equipment	\$12,000	\$12,000					\$12,000
Maintenance Equipment Total		\$242,000	\$352,000	\$93,000	\$96,000	\$99,000	\$102,000	\$742,000
Grand Total		\$32,764,872	\$11,169,078	\$7,365,078	\$1,061,000	\$1,189,000	\$792,000	\$19,311,156



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