

Port of Pasco

Comprehensive Scheme of Harbor Improvements Plan

Adopted February 11, 2016

Prepared for:



Prepared by:



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1. INTRODUCTION

PURPOSE OF COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

Washington ports are required by state law to develop a Comprehensive Scheme of Harbor Improvements (CSHI) (Revised Code of Washington [RCW] Chapters 53.20). The purpose of a CSHI is to openly inform port district residents of the nature and extent of Port development and anticipated improvements. By law, a CSHI must be developed and approved prior to expenditure of port funds for improvements supporting property development. Other items such as necessary salaries and clerical and office expenses, as well as the cost of engineering, surveying, preparation, and collection of data necessary for the creation and adoption of the CSHI, are exempt.

The term “scheme” generally connotes a conceptual plan rather than a detailed analysis. CSHIs need not include detailed construction plans. CSHIs are also differentiated from strategic plans, which often derive from a financial perspective and are policy-driven.

CSHIs must include:

- Map of port-owned lands
- General statement of objectives
- Inventory and description of existing port facilities
- General description of planned improvements

PUBLIC INVOLVEMENT

Ports are required to conduct a public hearing prior to adoption of a CSHI. Notice of the hearing must be published once a week for two consecutive weeks in a newspaper of general circulation in the port district at least ten days prior to the hearing date (RCW 53.20.010 and 53.20.020). Future improvements are required to be made in substantial accordance with the CSHI unless or until such plans have been officially changed by the port commission following a public hearing.

The Port conducted a public hearing on February 11, 2016 and published the notice on the dates of January 24, 2016 and February 7, 2016. in the Tri-City Herald.

PUBLIC HEARING COMMENTS

- Comments received through the public hearing process will be incorporated into the final revision of this document.
- Comments
- Here

CONSISTENCY WITH OTHER PLANS

The Port of Pasco (the Port) approved its first CSHI in 1940 (Resolution No. 6). Since then, the Port periodically amended its CSHI to accommodate changing conditions and opportunities (see Appendix A). This CSHI supersedes past revisions, incorporates the

Tri-Cities Airport Master Plan Update (adopted May 2012), and is consistent with the City's Comprehensive land use plan.

Other plans prepared by the Port which are related to, but not a part of the CSHI, include:

- Port of Pasco Strategic Plan: The Strategic Plan is used to define the Port's overall mission, values, and planned strategies. Its primary purpose is to set the strategic direction and goals for the Port and staff rather than focusing on specific property development plans.
- Port of Pasco Capital Improvement Plan (CIP): The annual CIP is a specific list of capital projects intended to be accomplished over the next 3 years. Projects may be added, removed, or modified to meet specific business conditions as deemed warranted by the Port. The projects listed in the CIP comply with the general development improvements set forth in the CSHI.

• 2. PORT BACKGROUND

PORT HISTORY

The Port is a special purpose district municipal corporation established by the voters of Franklin County in 1940. The Port's jurisdictional boundaries are not coterminous with the county's boundary, but include approximately two-thirds of the county.

Figure 2.1 The Port of Pasco in Washington



That same year, the Port Commission adopted Resolution No. 6, approving the Port's first CSHI. The Port was originally formed to provide facilities supporting shipment of regionally produced grain via barge on the Columbia River to seacoast terminals.

In 1959, with 94 percent voter approval, the Port purchased a World War II army depot, now known as Big Pasco Industrial Center (BPIC). The Port installed the first container crane facility on the upper Columbia River for barging products to and from Pasco. The Barge Terminal has averaged over 2,700 containers per year, with most of the containers used in exporting local products.

In 1963, the Port assumed ownership and operational responsibility for the former World War II U.S. Navy facility, known as the Pasco Airport, from the City of Pasco, and renamed it the Tri-Cities Airport (PSC). Over the years, the Port has made major improvements, including new runways, safety clearance areas, aviation navigational systems, parking, and new passenger terminal facilities, transitioning the original military installation into a key regional transportation facility.

In total, the Port now provides facilities at PSC, the BPIC, the Pasco Processing Center (PPC), the Cable Bridge property, and the Barge Terminal, totaling assets worth in excess of \$130 million. The Port provides major transportation facilities and industrial real estate, making it a critical component of the regional economy.

The Port originally owned and developed what has become the Pasco Processing Center, creating 1,200 jobs.

The area's geographic location makes the Port a transportation hub for the entire Pacific Northwest. There is highway access to all the facilities via Interstate 182, U.S. Route 395, and U.S. Route 12. Mainline railroad service is provided by Burlington Northern Santa Fe (BNSF), which operates a major switchyard in Pasco. Air transportation, for both passengers and cargo, is available at the Tri-Cities Airport. Barge shipments, bulk and in containers, is available within port facilities at the largest public marine terminal on the upper Columbia River.

The Port continues to consider strategic acquisition of properties, and construct buildings and infrastructure that support furthering of the regional economy. The Port has issued low-interest General Obligation Bonds and Revenue Bonds for development of its industrial lands and facilities, providing both taxable and tax-exempt

interest to bond purchasers while funding significant public investment.

PORT GOVERNANCE

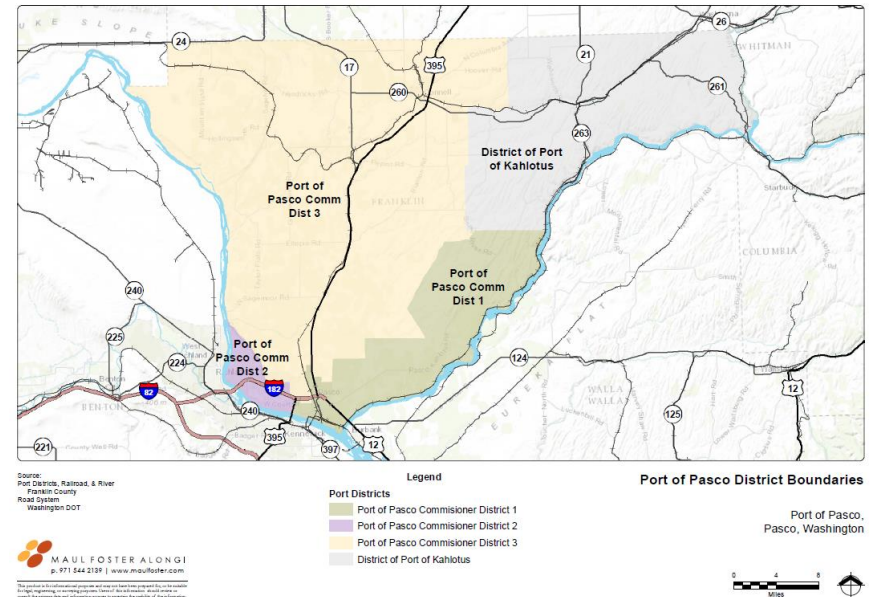
The Port is governed by a three-member, nonpartisan board of commissioners. Commissioner six-year terms are staggered so that only one position is up for election every two years. The Port jurisdiction is subdivided into commissioner districts in the western portion of Franklin County, while east Franklin County is served by the Port of Kahlotus (Figure 2.2).

The Commission appoints an executive director, who serves as the managing official of the Port responsible for the administration and day-to-day operations of the Port. The Commission delegates its authority to the executive director through a delegation of authority policy. The Port Commission also appoints the Port's legal counsel and auditor, pursuant to state statutes. The executive director is responsible for retaining and managing all other Port staff.

The commissioners of the Port at the time of the 2015 CSHI adoption are:

- Ron Reimann, Port District 1
- Jean Ryckman, Port District 2
- Jim Klindworth, Port District 3

Figure 2.2 Port of Pasco District Boundaries



MISSION STATEMENT

The Port of Pasco strategically allocates Port resources and transportation assets to attract and support sustainable jobs and a healthy tax base in greater Franklin County.

PORT VALUES

The Port's values define the beliefs and ideals that the Port subscribes to as it delivers on its mission, in essence "how" the Port does its work.

- The Port takes its unique community role and public trust responsibilities seriously and pledges to work in an open and decisive manner, coordinating with other governmental jurisdictions and valuing constructive community, tenant, customer, and employee input in its deliberations

- The Port places a premium on retaining high-quality staff to execute the Port's programs and manage its facilities.
- The Port demonstrates leadership in community, state, and national issues and challenges to further advance the economic prosperity of Franklin County and the region.
- The Port operates and maintains safe and environmentally conscious facilities that are well maintained to protect the community's investment.

GUIDING PURPOSES

This overarching guidance directs the course of the Port of Pasco as it fulfills its mission and defines, in general terms, what it aspires to accomplish throughout the medium- and long-term horizons.

1. Ensure a healthy and growing local economy through family-wage job growth and sustainable local taxes to support community services.
2. Increase earned revenues (non-tax base) using a threshold rate of return standard on invested capital as a "means" to achieving desired "ends."

3. Maintain and improve essential transportation facilities and services to support the local economy today and into the future, and to service Port-owned properties.
4. Weigh financial risk against return on investment (ROI), job creation and retention, and the prioritization of resource allocation.
5. Provide a platform for a stable and growing portfolio of tenants through investment in infrastructure and industrial facilities.
6. Foster business retention by meeting with and assisting key employers within the port district. Nurture existing small businesses.
7. Attract new business to the county by meeting needs not addressed by the private sector. Incentivize business and development.
8. Leverage resources with public agency partners and private investors that advance the Port's commitment to the greater community.
9. Invest in public and community amenities if they complement economic development efforts or enhance Port-owned properties.

3. REAL ESTATE OVERVIEW

Port-owned real estate plays a critical role in incentivizing local business development and job creation. The Port's real estate program is intended to stimulate private investment in the local economy, grow new economic activity, and create employment opportunities. In some cases, Port-led redevelopment assists in revitalizing underutilized properties and blighted neighborhoods, improving the quality of life in the Pasco area and greater Franklin County.

The real estate portfolio increases earned revenues, which minimizes the reliance on taxes while fueling the Port's economic development programs. To supplement its investment, the Port leverages its resources in partnership with other public agency partners and private investors to maximize public benefit.

The Port seeks opportunities that fill real estate service and product gaps not otherwise provided by the private market.

PORT-OWNED PROPERTIES

The Port currently owns approximately 3,000 acres. These properties, together with other strategic properties not under current Port ownership, are presented based on geographic and current or planned land uses as five separate land groups, referred to as *development areas*. Figure 3.1 shows the locations of the Port's six development areas. Development areas are places where the Port plans to conduct on-going business and development including property acquisition, construction, infrastructure improvements, and leasing.

Development areas may consist of several contiguous parcels. The concept of a development area is land that is planned for in the aggregate, in development phases. Some development areas are further

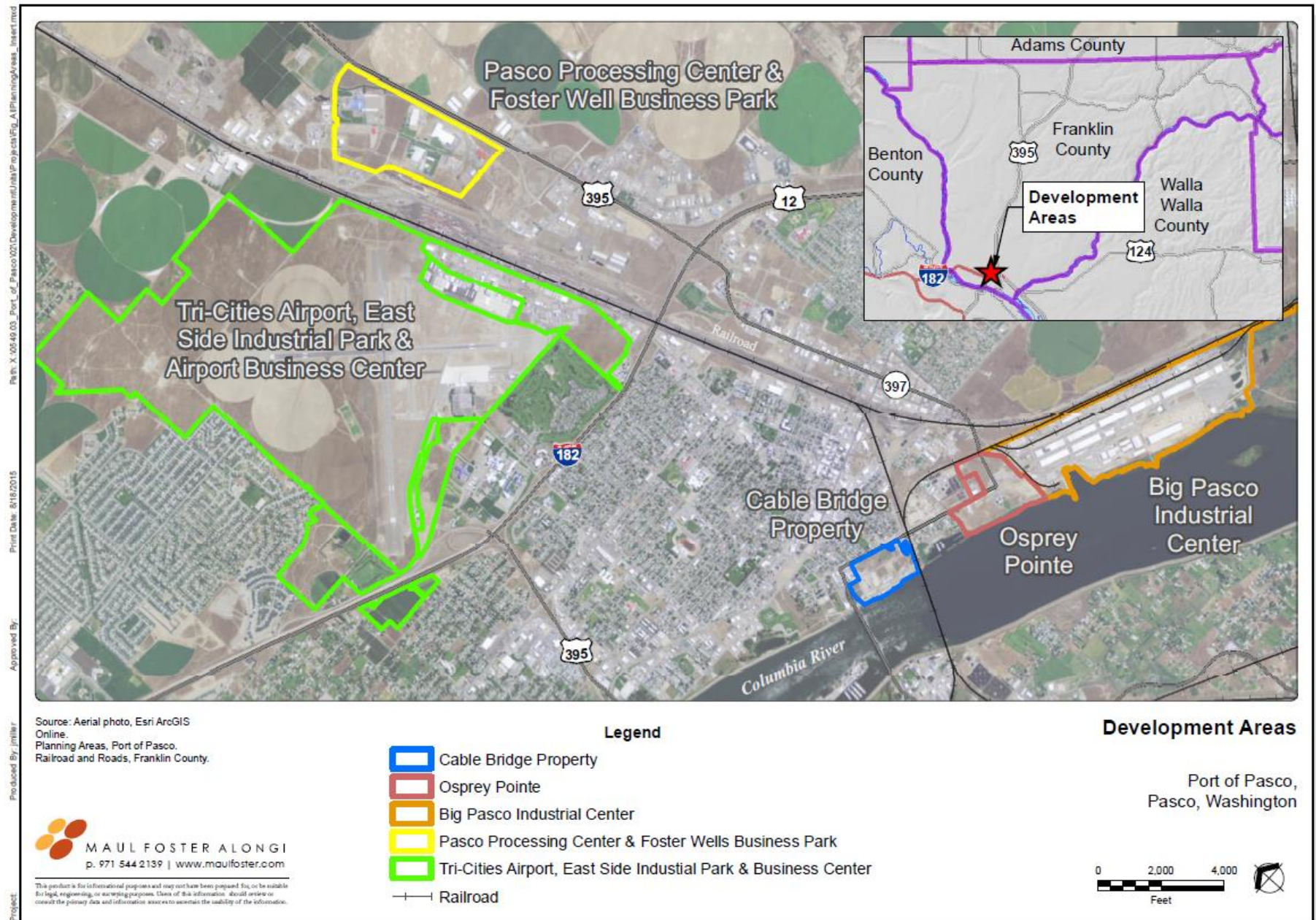
broken into *planning areas* when specific investments are phased or serve distinct purposes.

This section provides a summary of the acreage of Port property in the development areas by functional classification (i.e., primary use). Section 4, Development Areas, includes the following details:

- Location Definition
- General Description
- Real Estate Goals and Intended Use
- Existing Improvements
- Description of Utilities
- Planning Area Description

Table 3.1—Aggregate Acreage of Development Areas by Functional Classification

Function	Acreage
Airport Operations	2,072.2
Runway-Dependent Property	79.6
Barge Operations	28.9
Industrial	652.8
Commercial / Office	126.3
Recreation / Open Space	205.7
TOTAL ACREAGE	3,165.5

Figure 3.1 Development Areas

FUNCTIONAL CLASSIFICATION WITHIN DEVELOPMENT AREAS

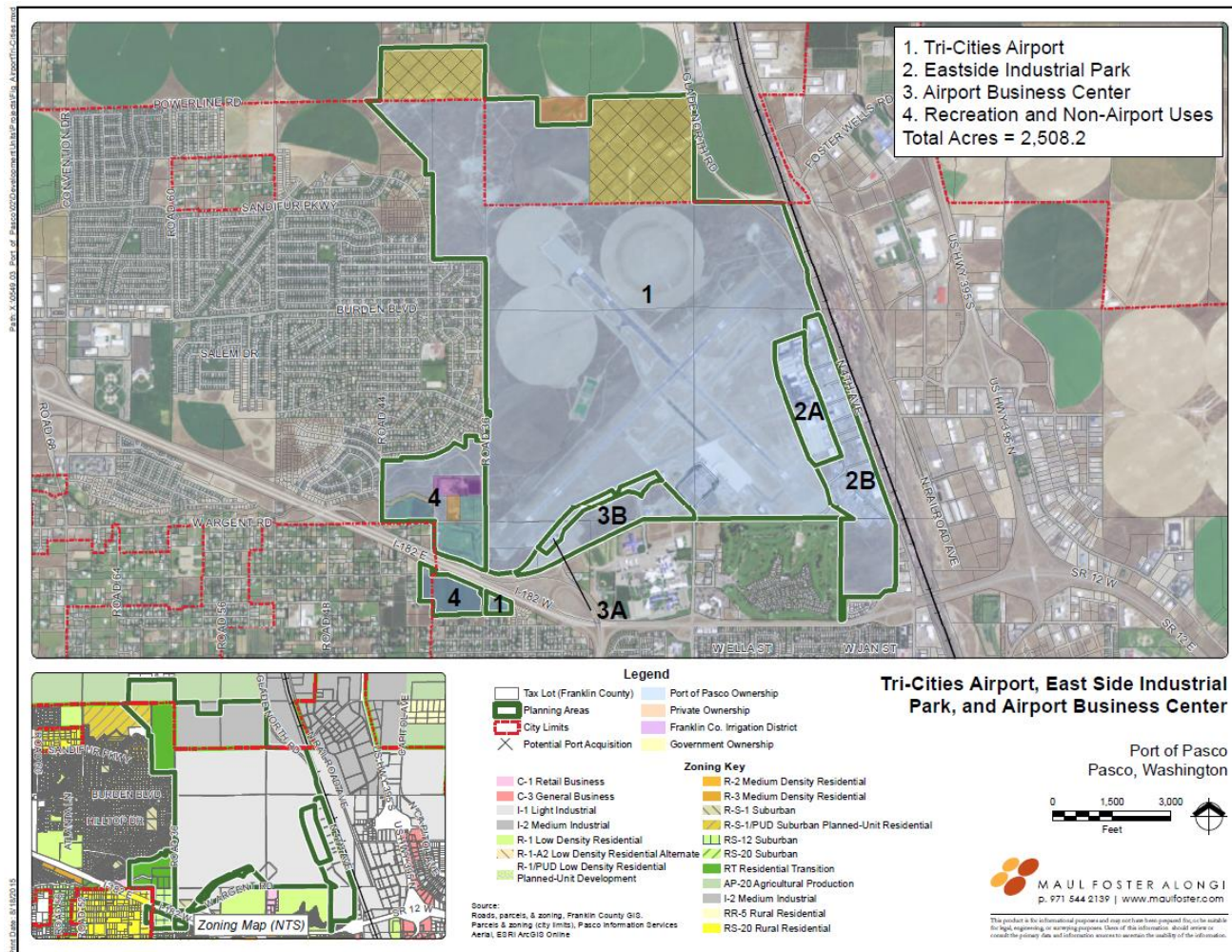
Table 3.2 Functional Classification of Development Areas

Development Area		Planning Area	Sub-Area Function	Acreage
1	Tri-Cities Airport, East Side Industrial Park & Airport Business Center	1. Airport Operations	Airport Operations	2,072.2
		2a. East Side Industrial Park	Runway-Dependent Uses	60.8
		2b. East Side Industrial Park	Industrial	169.4
		3a. Airport Business Center	Runway-Dependent Uses	18.8
		3b. Airport Business Center	Commercial	71.5
		4. Recreation and Buffer Area	Recreation/Open Space	136.1
		TOTAL		2,508.2
2	Pasco Processing Center and Foster Wells Business Park	1. PPC Remaining Property	Industrial	16.7
		2. Foster Wells Business Park	Industrial	52.9
		TOTAL		69.6
3	Big Pasco Industrial Center	1. Retention Area	Industrial	226.7
		2. Expansion Area	Industrial	109.1
		3. Barge Terminal	Barge Operations	28.9
		4. Open Space	Recreation/Open Space	57.8
		TOTAL		422.5
4	Osprey Pointe	1. Industrial/Warehouse	Industrial	19.2
		2. Industrial/Office Flex	Commercial	7.7
		3. Office	Commercial	19.7
		4. Office/Commercial	Commercial	27.4
		5. Open Space	Recreation/Open Space	11.8
		TOTAL		85.8
5	Cable Bridge		Industrial	58.8
		TOTAL		58.8

4. DEVELOPMENT AREAS

TRI-CITIES AIRPORT, AIRPORT BUSINESS CENTER, AND EASTSIDE INDUSTRIAL CENTER

Figure 4.1 Tri-Cities Airport, East Side Industrial Park, and Airport Business Center



The intent for Tri-Cities Airport Development Area is to provide the necessary facilities supporting commercial and general aviation, general light industrial use, as well as airport-dependent and airport-related business. Most of the property in the development area is regulated by the Federal Aviation Administration (FAA) and must remain in Port ownership.

CURRENT CONDITIONS

Port Parcels:	116340143, 116330033, 116530022, 116570015, 113120024, 117010010, 113290029 (part), 117301018, 117310017, 117322031, 117322040, 119012078, 19180011, 119222029, 119012078.
Jurisdiction:	Primarily City of Pasco. However, some buffer area parcels to the north are located in unincorporated Franklin County.
Size:	2,508.2 acres.
Utilization:	Commercial and general aviation, light industrial, agricultural-related production, and commercial business parks.
Current Use:	Airport Operation, Runway-Dependent Uses, Industrial, Commercial, Recreation/Open Space.
Zoning:	Mostly Light Industrial (I-1). Also includes: Medium Industrial (I-2), Residential Transition (RT), Suburban (RS-12), and Suburban/Planned Unit Residential (R-S-1/PUD)
Comp. Plan:	Majority designated Industrial, with remaining parcels designated as Parks/Open Space and Public/Quasi-Public.

GENERAL DESCRIPTION

Built in 1942 by the US Navy on the former Franklin County Airport site, the Tri-Cities Airport (PSC) began providing commercial air service in the late 1940s. The Port acquired ownership of PSC in 1963 and has since managed airport operations and guided its growth. PSC is designated as a Primary Commercial Service Non-Hub Airport by the FAA National Plan of Integrated Airport Systems.

In 2014, PSC accommodated 329,653 total passenger enplanements, the fourth highest in the state of Washington. PSC also supports air cargo and general aviation operations, and has over 150 acres of commercial and industrial property within the development area.

Consistent with FAA requirements, the Port regularly updates a detailed Airport Master Plan, which guides airport operations and planned improvements. This was last approved by the Port Commission in 2012 and is adopted in its entirety by reference into this CSHI.

EXISTING IMPROVEMENTS

- Three runways: two for commercial, cargo, and military use; one for general aviation aircraft.
- Four aircraft aprons: a terminal apron used for commercial aircraft parking, the northwest apron for transient aircraft, FedEx's cargo aircraft apron, and one general aviation apron.
- Two-story terminal building with five interior gates, constructed in 1966 and expanded in 1986. Currently undergoing expansion to be completed by December 2016.
- Short- and long-term parking lots, employee parking lot, and rental parking lots. Parking stalls total 1,589 standard parking stalls, including 26 handicapped spaces.
- Airport Traffic Control Tower uses an airport surveillance radar system to track and manage aircraft.

- FedEx facilities include parking and ramp space for two aircraft.
- Two Fixed Based Operator facilities serving the general aviation community.
- Approximately 50 buildings for airport-dependent, airport-related, and non-airport-related business in the East Side Industrial Park.
- Two buildings for airport-dependent uses exist in the new ABC.

PLANNING AREAS

This development area has four planning areas:

1. Tri-Cities Airport
2. East Side Industrial Park
3. Airport Business Center (ABC)
4. Buffer Area

UTILITIES

- Tri-Cities Airport: Most sewer and water infrastructure is owned and maintained by the Port.
- East Side Industrial Park: Existing sewer and water infrastructure is owned and maintained by the City of Pasco.
- Roads are owned and maintained by the Port.
- ABC: The Port will complete the road and utilities improvements (now only partially complete) in conjunction with a binding site plan.

1. TRI-CITIES AIRPORT

PSC is composed primarily of an airfield and passenger terminal. Property in the planning area is classified as either *airside* or *landside*. *Airside* functions facilitate aircraft movement and storage. Improvements include runways, taxiways, aprons, and tie-downs for

general aviation planes. *Landside* areas include the passenger terminal building, the airport traffic control tower, automobile access, and parking. Most of this planning area is zoned I-1; however, as shown in Figure 4.1, parts of this area north of the main airport are zoned for I-2, RT, R-S-1/PUD, and agricultural production (AP-20). Development in this area is intended to be airport-compatible uses such as agriculture production or aviation-related industry.

Intended improvements to this area include:

- Extending and/or relocating runways
- Realigning and/or building new taxiways
- Updating the Terminal Building (underway as of 2015)
- Expanding aprons to accommodate development
- Expanding parking facilities
- Updating lighting
- Other improvements as required to support commercial airport

2. EAST SIDE INDUSTRIAL PARK

Figure 4.2 East Side Industrial Park



The East Side Industrial Park is a 230-acre site east of the airport terminal that includes 500,000 square feet of building space and is used for light industrial, airport-dependent, and airport-related businesses. The western half of the planning area is considered airport-dependent in that it will be reserved for airport-related functions (see Figure 4.2, Area 2a). East of Stearman Road (Area 2b), the property is planned for largely industrial uses, such as agricultural, small

business warehouse/manufacturing companies, and local government

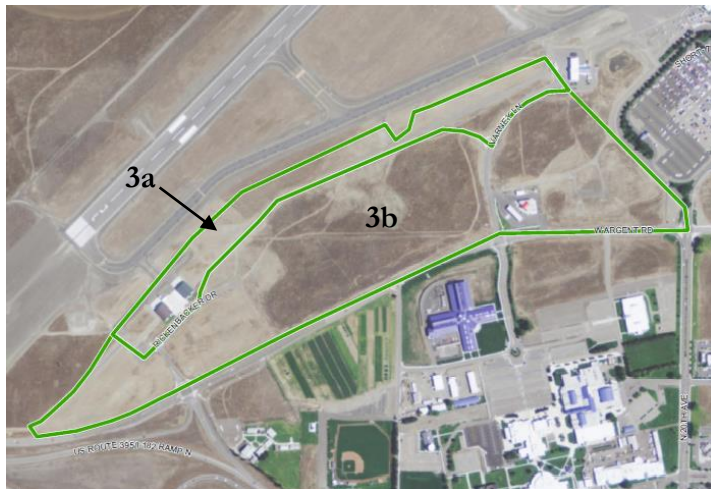
support shops. Current tenants include Bonneville Power Administration, Franklin County Public Works, Pasco School District operations, agricultural users, and various small private businesses (e.g., contracting).

Intended improvements to this area include:

- Expansion of the East General Aviation Apron
- Building renovations
- Infrastructure improvements
- New light industrial buildings

3. AIRPORT BUSINESS CENTER

Figure 4.3 Airport Business Center



The 90-acre ABC is situated near the airport and has been developed for higher-end commercial businesses. Approximately 30 acres along the northern edge of this planning area are airport-dependent in that they are reserved for airport-related functions (see Area 3a in Figure 4.3). Area 3a will be divided into 21 parcels that are 0.5 to 1 acre in size.

The remaining 56 acres in Area 3b to the south are intended for light industrial and non-airport-related industrial and commercial development that serves the surrounding businesses and residents, and businesses catering to the traveling public such as hotels, restaurants, and service stations. Area 3b's 22 parcels range in size from about one-third of an acre to 5.36 acres. All of the Airport Business Center parcels are zoned I-1 and are for lease only.

The Port constructed utilities at both ends of this area and intends to complete the infrastructure through the Area as demand warrants.

Intended improvements to this area include:

- Completion of a binding site plan
- Completion of site roads and utilities
- Signage
- Landscaping
- Port or Tenant buildings (as necessary)
- Other improvements as required to support business park

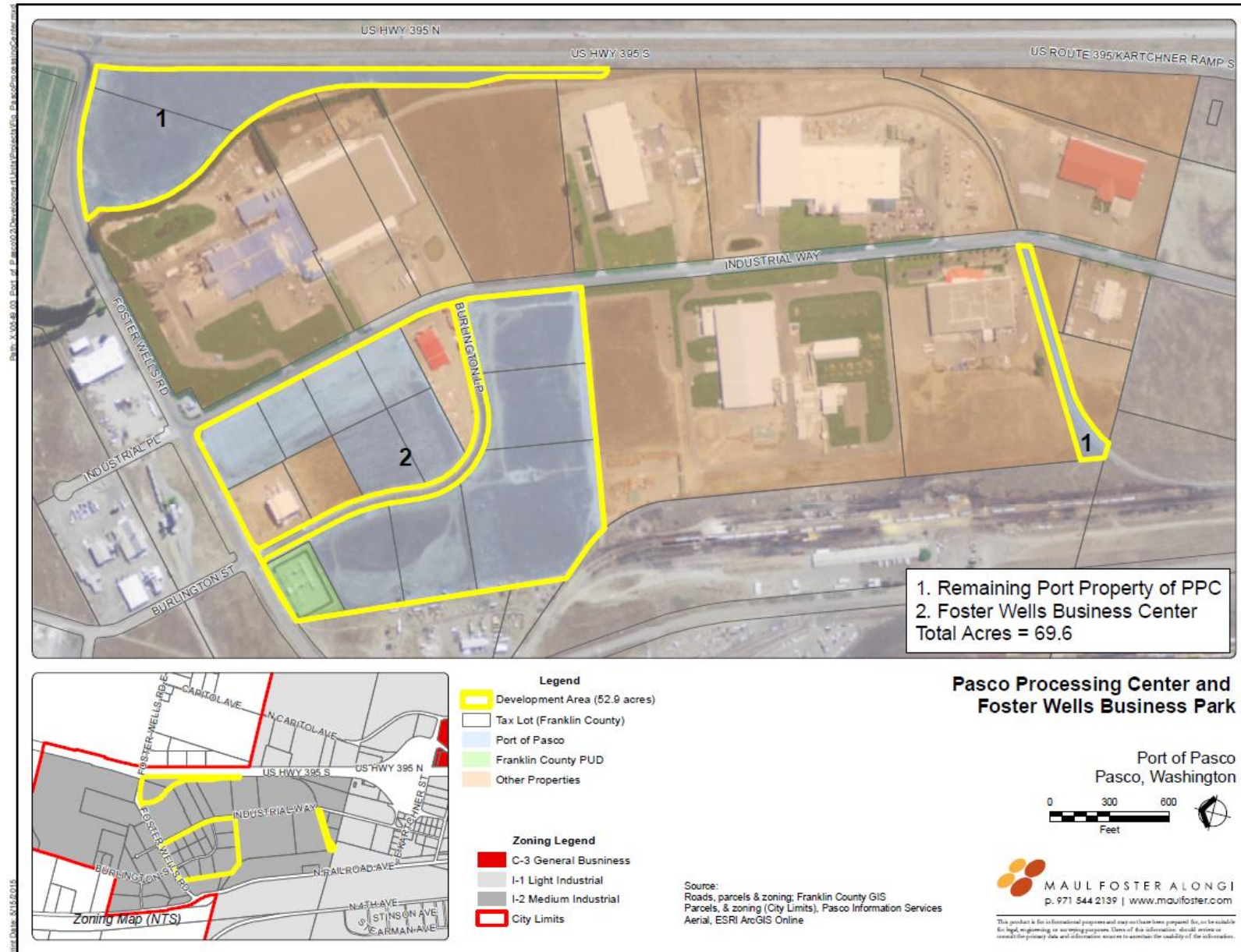
4. BUFFER AREA

The Buffer Area is land intended to protect the integrity of the airport operations and serve as a residential buffer. The planning area is zoned by the City of Pasco as RT north of West Argent Place and zoned RS-12 to the south.

Some of this land is available for recreational activities or low intensity commercial activities upon specific Port approval and is leased by the Port. Pasco Golfland, a nine-hole golf course, is currently located within the buffer area, to the north of West Argent Road in the southeast corner of the planning area. South of I-182 is a vineyard.

PASCO PROCESSING CENTER AND FOSTER WELLS BUSINESS PARK

Figure 4.4 Pasco Processing Center and Foster Wells Business Park



The Pasco Processing Center (PPC) Development Area initially included all of the shaded areas shown in Figure 4.4. PPC was developed by the Port for large-scale food processing users and currently supports 1,200 jobs. All of the PPC, except Planning Area 1, was previously sold to private owners. The Port plans to sell the parcels in Foster Wells Business Park and the vacant properties in the future.

CURRENT CONDITIONS

Port Parcels: 113120368, 113120570, 113120577, 113120578, 113120579, 113120582, 113120583, 113120584, 113120585, 113120586, 113120575, 113120576, 113130041, 113130494.

Jurisdiction: City of Pasco.

Size: 69.9 acres under current ownership.

Utilization: Industrial Uses, Food Processing.

Current Use: Former port-owned parcels are used for light and medium industrial; manufacturing and warehousing; agricultural uses. Port-owned properties remain vacant.

Zoning: I-1 (privately owned parcels), I-2 (Port-owned parcels).

Comp. Plan: Industrial.

GENERAL DESCRIPTION

The Pasco Processing Center is an industrial area dedicated to large-scale food processing uses located along U.S. Route 395. The Port established the park and constructed sewer, water, natural gas infrastructure, and roads to facilitate park development. The Port

assisted with permitting to allow for expedited plant construction. The remaining developable parcels of the Pasco Processing Center were sold to private entities in January 2014.

The Port is replicating the same success at the adjacent Foster Wells Business Park, which focuses on light and medium industrial uses that benefit from its close proximity to large agricultural uses. These sites are considered ideal for manufacturing, warehousing, distribution, and other light industrial uses that may or may not be tied to agricultural use.

EXISTING IMPROVEMENTS

- 63-acre tract
- 11 building sites of various sizes
- Nearby access to rail, barge, highway, and air

UTILITIES

The PPC is served by an process water reuse system that is city-owned, -operated, and -permitted. Potable water and sanitary sewer utilities are also city-owned and -operated. The Port built Burlington Loop Road and associated utilities, and transferred ownership to the city. In addition, the area is served by Cascade Natural Gas, Franklin PUD, and Century Link telecom.

PLANNING AREAS

1. Remaining Port Property of PPC
2. Foster Wells Business Park

1. REMAINING PORT PROPERTY OF PPC

The Port intends to maintain ownership of the expansion area for possible future development of an interchange on U.S. Route 395, at which time it would be sold. The site is zoned I-2.

2. FOSTER WELLS BUSINESS PARK

The Foster Wells Business Park was constructed to encourage light industrial development, which requires a smaller lot size. The Port is authorized to develop, lease, or sell all or portions of the land in the Foster Wells Business Park to supporting industrial development, and the Port Commission is authorized to execute any and all documents needed for such purposes.

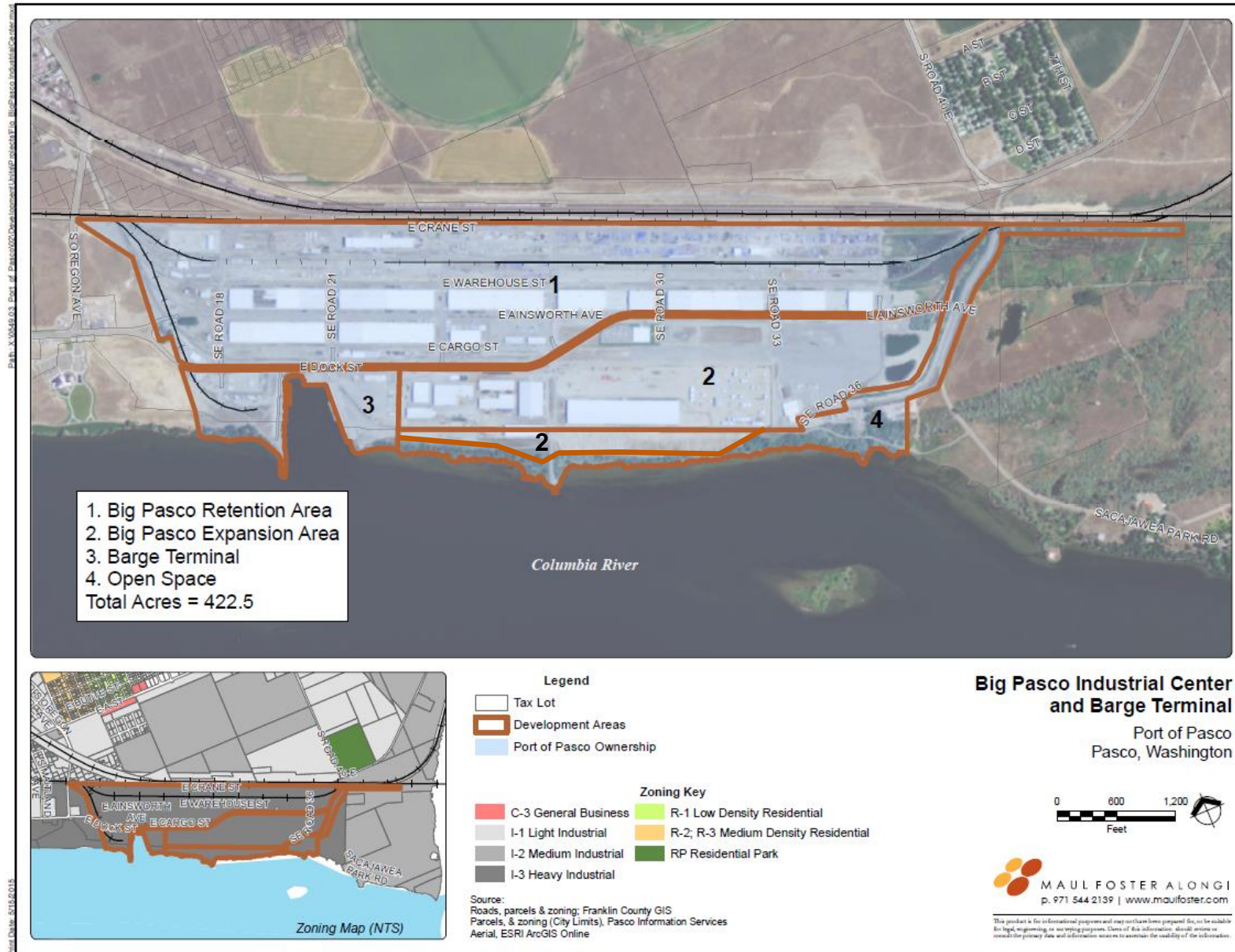
Intended uses include manufacturing, warehousing, packaging, distribution, and goods and services providers; in particular uses that benefit from the proximity to the large agricultural operations at the Pasco Processing Center. The parcels are fully serviced and range in size from 2 to over 10 acres. Because of the property's presence near the flight path of the Tri-Cities Airport, Port covenants restrict building height to 30 feet or less, unless otherwise approved by the Port.

Intended improvements to this area include:

- Non-speculative construction of buildings
- Fencing and landscaping
- Other improvements as needed to support light industrial business park

BIG PASCO INDUSTRIAL CENTER

Figure 4.5 Big Pasco Industrial Center



The Big Pasco Industrial Center (BPIC) is intended for businesses interested in leasing low-cost and low-visibility warehousing, outdoor storage, and land-consumptive production areas. The Port intends to maintain its ongoing industrial facilities and activities in this area and does not intend to make any significant changes to its shoreline at this time. Additional river freight handling facilities may be developed in the future. The Port is authorized to develop, lease, or sell all or portions of the land and/or facilities in the BPIC to further industrial development, and the Port Commission is authorized to execute any and all documents needed for such purposes.

CURRENT CONDITIONS

Port Parcels:	112342340; 112420020; 112420021; 112510080; 112420014
Jurisdiction:	City of Pasco
Size:	422 acres
Utilization:	Big Pasco—Manufacturing, warehousing, and distribution Barge Terminal—container storage and shipping, refrigeration, bulk cargo handling
Current Use:	Big Pasco—Industrial uses and outdoor storage of products and materials Barge Terminal—Maritime and rail use
Zoning:	Heavy Industrial (I-3)
Comp. Plan:	Industrial

GENERAL DESCRIPTION

The BPIC and Barge Terminal areas occupy 422 acres along the Columbia River. This is one of the few areas zoned for I-3 uses in the greater Pasco area. BPIC is intended for manufacturing, warehousing, transloading, and distribution. Planned development within BPIC has been preapproved as part of a 2009 development agreement with the

City of Pasco. The Plan includes almost 46 acres of new buildings and developable land for diverse industrial and speculative development, as well as build-to-suit arrangements.

The Barge Terminal is a 29-acre, multi-modal facility adjacent to the Columbia River. The terminal is a limited-service container/barge facility and has storage capacity for over 1,000 containers and chassis. The terminal has access to downriver ports, rail on dock, and major highway systems.

EXISTING IMPROVEMENTS

Big Pasco Facilities:

- 422 acres (Port and private construction)
- Rail and truck connectivity
- Barge/water access

Barge Terminal Facilities:

- 29 acres, with 15 acres for storage
- Refrigeration unit plugs for 24 containers
- 3-phase power
- On-dock rail
- 46-ton capacity Manitowac Crane

UTILITIES

Although the development area is connected to city sewer and water systems, the sewer, water, and storm drainage systems internal to the area are owned and operated by the Port (see Appendix B). In addition, the area is served by Cascade Natural Gas, Franklin PUD, and Century Link telecom.

PLANNING AREAS

1. Big Pasco Retention Area (BPRA)
2. Big Pasco Expansion Area (BPEA)

3. Barge Terminal
4. Open Space

1. BIG PASCO RETENTION AREA

The BPRA contains approximately 240 acres of I-3–zoned property. The area includes eight World War II-era warehouses, each approximately 173,000 square feet in size (total building capacity of 1,210,000 square feet). The area also includes a number of smaller industrial and agricultural storage activities. The BPRA is located in close proximity and has easy access to highway, rail, and river barge modes of transportation.

Intended improvements to this area include:

- Existing building maintenance and upgrades
- Sewer and water system upgrades, as needed
- Rail facilities upgrades
- Road upgrades
- Other improvements as needed to support industrial park

2. BIG PASCO EXPANSION AREA

The I-3–zoned BPEA is located south of Dock Street and East Ainsworth Avenue between the existing barge slip and Sacajawea Park Road. This area encompasses approximately 155 acres of waterfront property in the eastern portion of the BPIC's shoreline and is intended for large-scale industrial and open storage uses. There is currently a vacant 20,000-square-foot office building available for lease in the BPEA. A large section of the BPEA is under long-term lease to an agricultural manufacturer.

The 2009 BPIC development agreement indicates several large development blocks in this BPEA. It is anticipated that a total maximum of two million square feet of industrial and/or warehouse building space will be created in the future. The seven new industrial/warehouse buildings are expected to range from 100,000 to 600,000 square feet of building floor area each. Buildings may be

developed beyond this range to suit the needs of the business tenants. It is anticipated that buildings in this area will include industrial manufacturing space, warehouse storage of materials and products, and have truck courts capable of serving a trailer up to 53 feet long.

Intended improvements to this area include:

- Non-speculative construction of buildings
- Fencing and landscaping
- Other improvements as needed to support industrial park

3. BARGE TERMINAL

The existing multi-modal Barge Terminal encompasses approximately 15 acres of land located between the BPEA and the Osprey Pointe Development Area. The intent of this facility is to transport products from the terminal to downstream destinations along the river. The capacity of the existing docking facility along the Barge Terminal is anticipated to double in size, and the staging area will be enhanced with improved rail access. From this hub, the terminal operator provides a full service container, refrigeration, and chassis maintenance and repair facility and has easy access to major highway systems, BNSF mainline service to Tacoma and Seattle, and barge service to Portland, Oregon.

To facilitate the Barge Terminal's operations, the existing shoreline in the Barge Terminal area has been protected by 1,000 linear feet of concrete wharf structures and rock armoring and is devoid of vegetation. The Port intends to maintain its ongoing industrial facilities and activities in the Barge Terminal and does not intend to make any significant changes to its shoreline.

Intended improvements to this area include:

- Improvements as needed to support barge terminal

4. OPEN SPACE

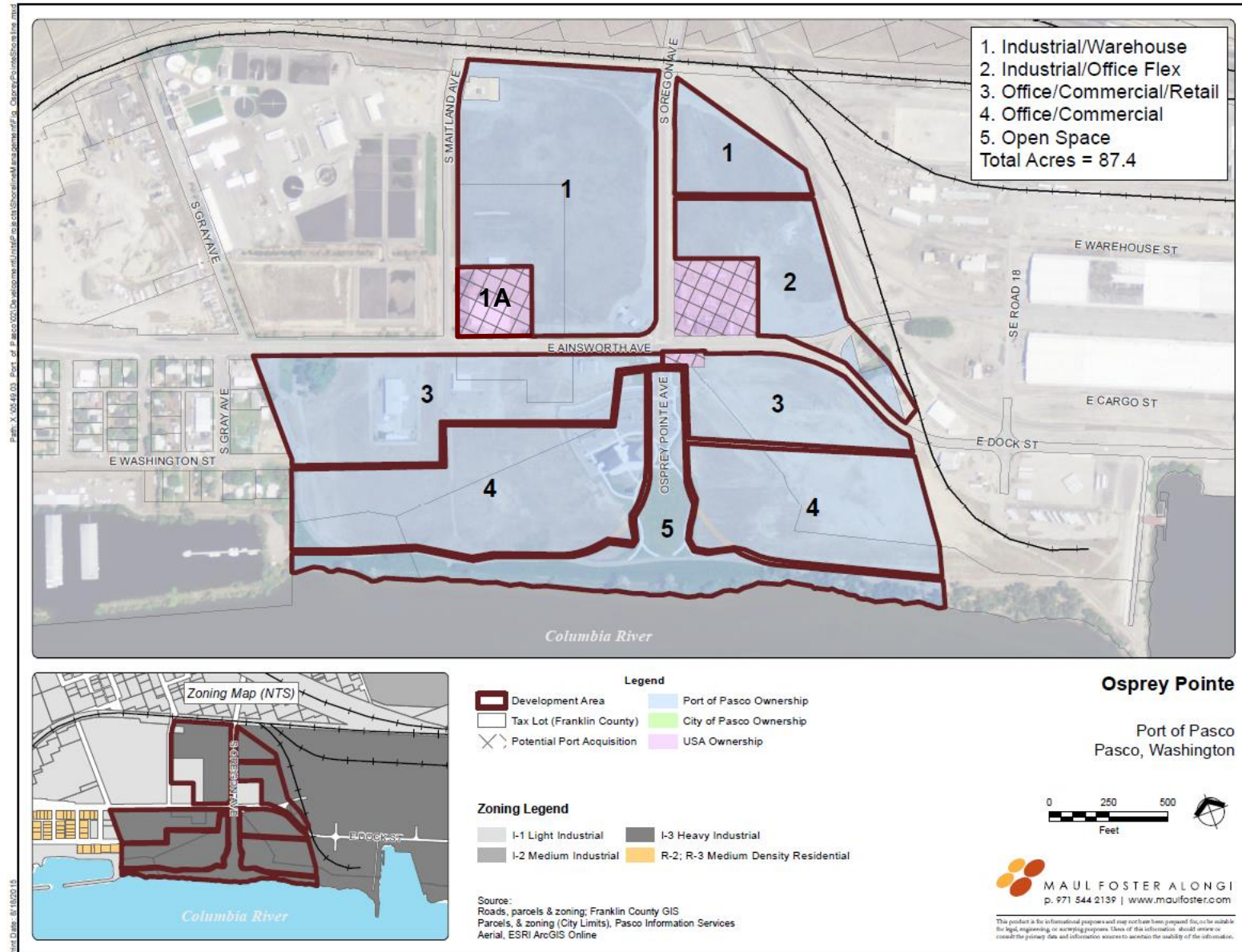
This open space area includes land along the riverfront shoreline and landscape buffer setbacks from adjacent streets and neighboring properties. The Port plans to remove nonnative vegetation and replace it with plants native to this riverine environment or with other, ornamental varieties. Portions of the area may be converted to industrial use in the future as needed.

Intended improvements to this area include:

- Erosion-control measures
- Maintenance of Sacajawea Heritage Trail
- Landscaping and public amenities

OSPREY POINTE

Figure 4.6 Osprey Pointe



Osprey Pointe is being developed as a light industrial, office business center and a public waterfront destination. The Port is authorized to develop, lease, or sell all or portions of the land and/or facilities at Osprey Pointe to further industrial development, and the Port Commission is authorized to execute any and all documents needed for such purposes. The design of the 110-acre development area is complete, and the initial phase of development is under way. This phase included the construction of a 20,000-square-foot office building and associated parking to serve as a catalyst for future development. Future tenant-driven construction will include up to five additional buildings and associated parking.

Together with the additional 20 building sites to be developed throughout the development area, this business park has the capacity for over 700,000 square feet of new space in either two- or three-story buildings. The property is zoned for office, research and development, professional, light industrial, and technological uses.

CURRENT CONDITIONS

Port Parcels:	112420020, 112420021, 112420014, 112342340
Jurisdiction:	City of Pasco
Size:	85.8 acres
Utilization:	Industrial, office, and public waterfront
Current Use:	Office space, public recreation
Zoning:	I-3
Comp. Plan:	Industrial

GENERAL DESCRIPTION

Osprey Pointe is a unique blend of high-end office space, commercial space, open space, and public waterfront trails. Its location on the Columbia River and absence of a levee provides for ground level

waterfront views and access to the river. The area is being developed as both a “Class A” business center and a public waterfront destination. In addition, future uses in Osprey Pointe may include supportive commercial retail and light industrial space along East Ainsworth Street, providing amenities and front office space. Future phases will include redevelopment of Osprey Pointe North into light industrial, commercial, and office space.

UTILITIES

Site utilities are owned and maintained by the Port, but are connected to City systems.

EXISTING IMPROVEMENTS

- Office building (20,000 square feet)
- Common parking lot and access way with approximately 110 stalls, including five handicapped-parking stalls supporting the Office and Public area.
- Landscape park and open space with paved trail leading to Sacajawea Park

PLANNING AREAS

1. Industrial/Warehouse
2. Industrial Office/Flex
3. Office
4. Office/Commercial
5. Open Space

1. INDUSTRIAL/WAREHOUSE

This planning area’s intended use is industrial/warehouse buildings that support light industrial manufacturing activities and warehousing/distribution of materials and products, along with some associated commercial activity. Oregon Avenue provides easy highway access to and from businesses that locate in this area.

Sub Area 1A is currently owned by the USA, but is in the process of being acquired by the Port and will be used for general tenant leased space, a small business incubator, or admin and maintenance space.

Intended improvements to this area include:

- Utilities and other improvements for industrial/warehouse
- Building construction
- New roads as needed
- Landscaping

2. INDUSTRIAL OFFICE/FLEX

This planning area's intended use is manufacturing and/or industrial. The flex space is a large, clear span of industrial buildings for industrial manufacturing space with integrated offices, covered storage, and small-scale warehouse space. Buildings may be one to two stories, and each may be 10,000 to 50,000 square feet. Tracks for a rail spur could be extended into this area as necessary to serve the needs of these businesses.

Intended improvements to this area include:

- Building construction
- Utilities and other improvements for industrial office/flex
- New roads as needed
- Landscaping

3. OFFICE/COMMERCIAL/RETAIL

This planning area's intended use is as an office development park with supporting commercial and retail uses. There are approximately five building sites, each of which can be one to three stories in height and 10,000 to 50,000 square feet in size. The maximum allowable square footage on the site is 300,000 square feet.

Intended improvements to this area include:

- Building construction
- Utilities & other improvements for office/commercial/retail

- New roads as needed
- Landscaping

4. OFFICE/COMMERCIAL

This planning area's intended use is office and commercial space. The space will accommodate up to ten building pads with a planned building size of 15,000 to 65,000 square feet. A total maximum of 600,000 square feet of building floor area may be constructed. The maximum height in this area is three stories. Developers will be expected to provide area parking per city code.

One of the attractions for office tenants is the proximity to the Columbia River and the associated panoramic views. As permitted under city shoreline regulations, buildings can be constructed as close as 50 feet landward of the designated high water line.

Intended improvements to this area include:

- Building improvements
- Utilities and other improvements for office/commercial
- New roads as needed
- Landscaping

5. OPEN SPACE

The open space area in Osprey Pointe includes land along the riverfront shoreline and landscape buffers around the perimeter of the site adjacent to streets and neighboring properties. A significant greenway view corridor and open space are proposed to provide unobstructed views and public access to portions of the Columbia River from Oregon Avenue.

Intended improvements to this area include:

- Osprey Pointe Commons improvements
- Kayak dock
- Landscaping improvements
- Trail development and maintenance

[illegible]

The Port is leading an effort to redevelop the Cable Bridge Development Area due to the significant opportunity it presents for economic development and transformation of the Pasco waterfront. A vision for the property has been created that proposes mixed-use development incorporating light industrial, institutional, commercial, residential, and open space uses. However, redevelopment of a portion of the site is constrained by ongoing environmental cleanup actions and a regulatory restrictive covenant. Efforts are currently under way to complete the cleanup to allow for redevelopment.

CURRENT CONDITIONS

Port Parcels:	112311016, 112312051, 112312042, 112312060, 112312079, 112312088, 112312097, 112312104, 112312131, 112312122, 112312024, 112312015, 112390137, 112390119, 112390084, 112390093, 112390075, 112390066, 112390057, 112390039, 112390011
Jurisdiction:	City of Pasco
Size:	58.8 acres
Utilization:	Business park, mixed use, commercial, light industrial, and open space
Current Use:	Light industrial; Vacant area undergoing cleanup
Zoning:	I-1
Comp. Plan:	Industrial

GENERAL DESCRIPTION

The Cable Bridge Development Area is a riverfront site that is currently undergoing environmental cleanup efforts over a portion of the property. The site is equipped with utilities and a road network, and fronts the Columbia River.

EXISTING IMPROVEMENTS

- Existing road network
- Barge mooring dock (currently unused)
- River access
- Light industrial buildings
- Pedestrian path (owned by the City of Pasco)

UTILITIES

- Water, sewer, and stormwater utilities are city-owned and operated, and are located in the rights-of-way of Washington Street, River Street, South 5th Street, and South 9th Street.
- A Pacific Power and Light substation is located in the eastern half of the property between Washington and River streets, but does not provide electricity to the site. On-site power is provided by Franklin PUD.

PLANNING AREAS

The Cable Bridge Development Area is comprised of one planning area. The Port plans to complete the environmental cleanup effort, and then invest in the property through grants. Most near-term improvements will be focused on basic upgrades to the old industrial uses as funding is available.

Intended improvements to this area include:

- Building construction and improvements
- Utilities and other improvements for mixed-use development
- New roads as needed
- Landscaping

5. SPECIAL PROGRAMS AND INITIATIVES

The programs and initiatives listed below are new efforts which the Port will be pursuing as part of its CSHI.

PROPERTY ACQUISITION

- The Wagenar Building is in the process of being acquired by the Port for incorporation into Osprey Pointe.
- Some Bureau of Reclamation land to the north of the Tri-Cities Airport is being considered for acquisition by the Port as an airport buffer and expansion area.
- The Port will continue to assess additional properties within their jurisdiction that are viable, large, industrial properties in growth areas.

APPENDIX A

PAST COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT
RESOLUTIONS

Port of Pasco Scheme of Harbor Resolution Matrix

Resolution No.	Date	General Subject	Purpose
3	1940	Set Hearing Date for Comprehensive Scheme	
6	Oct. 1940	Approval of first Port Comprehensive Scheme	Identification of six potential areas (units) along various points of the river in anticipation of future construction of a barge terminal for the transport and storage of grain, together with the anticipated improvements related to the facility.
95	Sept. 1953	Hearing / Review of Comp Plan Amendment	Proposed land acquisition and rights for construction of an oil pipeline from Snake River to Port property.
101	May 1954	Comp Scheme Amendment	Amend Plan for Unit 5 providing specifics for warehouses, dock, pipe capacity, land acquisition and easements.
138	July 1958	Comp Scheme Amendment	Amend Plan by acquiring a larger parcel for Unit 4.
139	July 1958	Forming an Industrial Development District	Industrial Development District (IDD) Formation.
202	Nov. 1962	Comp Scheme Amendment Hearing	On acquiring new unit 7 (Airport) from city.
204	Nov. 1962	Comp Scheme Amendment	Formal approval of adding airport (Unit 7) to comp scheme.

Resolution No.	Date	General Subject	Purpose
Unknown	Nov. 1962	General Resolution of Opposition to Fed action	Opposes contemplated user charges on inland waterways.
496	Dec. 1973	Comp Scheme Amendment	Improvements related to Unit 4: excavation, cranes, rail spur, paving, utilities, and buildings.
756	July 1984	Comp Scheme Amendment	Improvements to the airport (Unit 7), terminal, apron, and parking.
768	Jan. 1986	Comp Scheme Amendment	Acquiring lots in Riverside Addition for marine terminal / industrial development.
861	Unknown	Set Hearing Date	
862	July 1990	Comp Scheme Amendment	Acquiring and adding Unit 8 to Comp Scheme for the purpose of industrial development.
913	Jan. 1993	Comp Scheme Amendment	Declaring certain property surplus to sell to City of Pasco for sewage treatment plant (17.07 acres).
953	Sept. 1994	Comp Scheme Amendment	Declaring certain property surplus (34 acres) to sell to J.R. Simplot for food-processing facility and retaining easement.
990	July 1996	Comp Scheme Amendment	Declaring certain property surplus (34 acres) to sell to Americold for a cold-storage facility.
1010	June 1997	Comp Scheme Amendment	Declaring certain property surplus to sell to Twin City Foods for a food-processing facility.
1012	July 1997	Comp Scheme Amendment	Declaring certain property surplus to transfer lands within an Industrial Development District

Resolution No.	Date	General Subject	Purpose
1072	Dec. 1999	Comp Scheme Amendment	Declaring certain property surplus (16 acres) to sell to Fluor Hanford for a speculative building.
1073	Jan. 2000	Comp Scheme Amendment	Declaring certain property surplus to exchange other properties owned by Harold and Bonnie Cox.
1080	Feb. 2000	Comp Scheme Amendment	Declaring an additional strip of land surplus to sell to City of Pasco for sewage treatment plant.
1164	Oct. 2003	Comp Scheme Amendment	Declaring certain property surplus to sell to Teton Gold, LLC, to construct a building.
1178	Apr. 2004	Comp Scheme Amendment	Declaring certain property surplus to sell to Orvis Kutschkau to construct highway-oriented commercial development.
1182	May 2004	Comp Scheme Amendment	Declaring additional property surplus to sell to Teton Gold.
1192	Sept. 2006	Comp Scheme Amendment	Conveyance of property to City of Pasco for Ainsworth Overpass
1220	Sept. 2006	Comp Scheme Amendment	Declaring certain property surplus for construction of a road to the Port's Pasco Processing Center.
1249	May 2008	Comp Scheme Amendment	Declaring certain property surplus (39.5 acres) to sell to Syngenta Seeds Inc.
1265	June 2009	Comp Scheme Amendment	Amends Unit 4 to allow for construction of an industrial office building and plan for rail spur/easement.

Resolution No.	Date	General Subject	Purpose
1270	July 2009	Comp Scheme Amendment	Declaring certain property surplus (12.6 acres) to sell to 3-E Properties under the condition that they construct a potato-packing facility.
1278	Dec. 2009	Comp Scheme Amendment	Declaring certain property surplus to sell to Americold.
1286	Mar. 2010	Comp Scheme Amendment	Improvements to Unit 4 (Big Pasco Industrial Center), including building construction and waterfront trails.
1324	Jan. 2012	Comp Scheme Amendment	Declaring certain property surplus (2.5+ acres) to sell to Second Harvest Food Bank on condition of constructing building.
1377	Jan. 2014	Comp Scheme Amendment	Declaring certain property surplus (16.66 acres) to sell to Kenyon Zero Storage.
1387	Aug. 2014	Comp Scheme Amendment	Creating a new unit for agricultural purposes, including structures and buildings to facilitate future airport expansion.
1389	Oct. 2014	Comp Scheme Amendment	Declaring certain property surplus to sell to Rock Placing Co.
1417	Oct. 2015	Comp Scheme Amendment	Declaring Certain property surplus to sell to Volm Companies, Inc.