



Port of Pasco

Comprehensive Scheme of Harbor Improvements

FINAL

September 9, 2021



TABLE OF CONTENTS

1. INTRODUCTION	1
2. PORT BACKGROUND	3
3. REAL ESTATE OVERVIEW	6
4. DEVELOPMENT AREAS	9
TRI-CITIES AIRPORT, AIRPORT INDUSTRIAL PARK, AND AIRPORT BUSINESS CENTER	
PASCO PROCESSING CENTER	
BIG PASCO INDUSTRIAL CENTER AND BARGE TERMINAL	
OSPREY POINTE	
THE WHARF	
REIMANN INDUSTRIAL CENTER	
PASCO INDUSTRIAL CENTER HWY 395 (PIC395)	
HERITAGE RAIL LINE	
5. SPECIAL PROGRAMS OR INITIATIVES	30

FIGURES & TABLES

FIGURES

2.1 THE PORT OF PASCO IN WASHINGTON	3
2.2 PORT OF PASCO DISTRICT BOUNDARIES	4
3.1 DEVELOPMENT AREAS	7
4.1 TRI-CITIES AIRPORT, AIRPORT INDUSTRIAL PARK, AND AIRPORT BUSINESS CENTER	9
4.2 AIRPORT INDUSTRIAL PARK	11
4.3 AIRPORT BUSINESS CENTER	12
4.4 PASCO PROCESSING CENTER	14
4.5 BIG PASCO INDUSTRIAL CENTER AND BARGE TERMINAL	17
4.6 OSPREY POINTE	21
4.7 THE WHARF PROPERTY	24
4.8 REIMANN INDUSTRIAL CENTER	26
4.9 PASCO INDUSTRIAL CENTER 395	29
4.10 HERITAGE RAIL SPUR	32

TABLES

3.1 AGGREGATE ACREAGE OF DEVELOPMENT AREAS BY FUNCTIONAL CLASSIFICATION	6
3.2 FUNCTIONAL CLASSIFICATION OF DEVELOPMENT AREAS	8

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 September 9, 2021 and published the notice on the dates of August 26, 2021 and September 2, 2021 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.

CONSISTENCY WITH OTHER PLANS

The Port of Pasco (the Port) approved its first CSHI in 1940 (Resolution No. 6). And periodically amended its CSHI to accommodate changing conditions and opportunities. The last

Comprehensive plan update was approved in September 2020. This CSHI supersedes past revisions, incorporates the most recent Tri-Cities Airport Master Plan, and is consistent with the City's and County's Comprehensive land use plan.

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

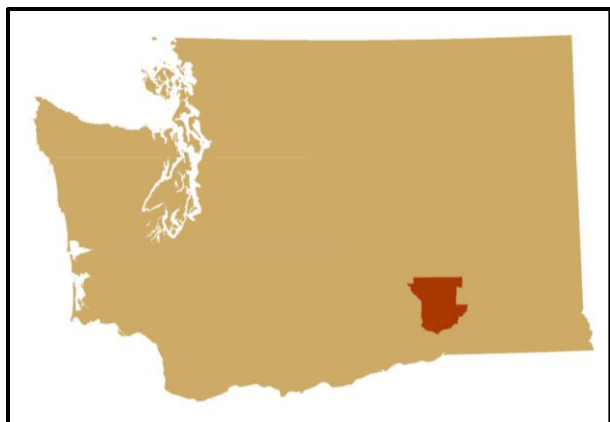
- Port of Pasco Strategic Plan: The Strategic Plan is used to define the Port's overall mission, values, and planned strategies. Its primary purpose is to set the strategic direction and goals for the Port and staff rather than focusing on specific property development plans.
- Port of Pasco Capital 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.
- Tri-Cities Airport Master Plan: The Airport Master Plan is an FAA required document for all airports. The plan is updated approximately every 6-10 years and governs development at the Tri-Cities Airport per FAA regulations.

• 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 and Barge Terminal, the Pasco Processing Center (PPC), The Wharf property, The Reimann Industrial Center (RIC), the Pasco Industrial Center 395 (PIC395), and the Heritage Railspur totaling assets worth in excess of \$160 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 1,500 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 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

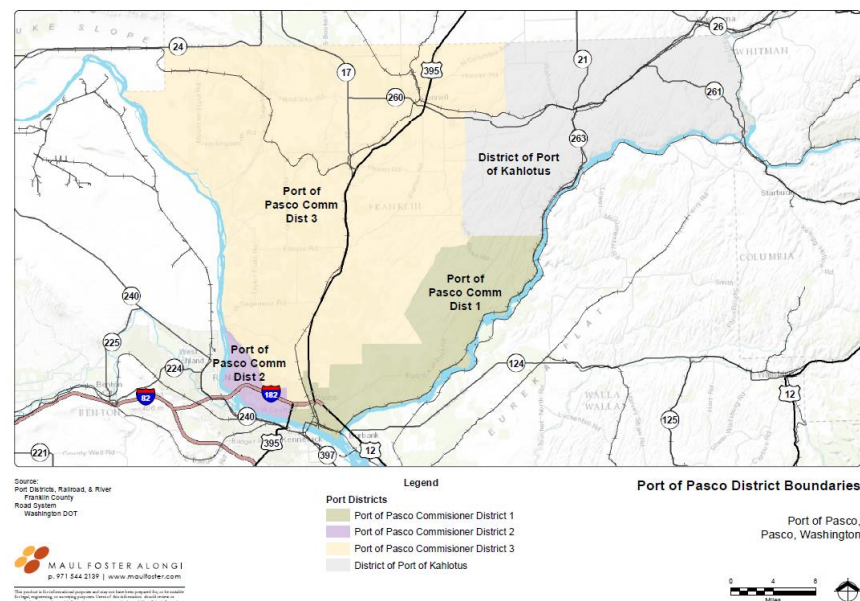
The Port is governed by a three-member, nonpartisan board of commissioners. Commissioner six-year terms are staggered so that only one position is up for election every two years. The Port jurisdiction is subdivided into commissioner districts in the western portion of Franklin County, while east Franklin 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 2021 CSHI adoption are:

- Vicki Gordon, 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 values maintaining a livable community with a unique sense of place that is attractive to businesses and working families while balancing the need for financial viability.

- The Port appreciates the contributions that travelers using the Tri-Cities Airport make to the region, as well as all the visitors and customers at other Port facilities.
- The Port places a special emphasis on supporting its tenants to improve their chances of success and growth.
- 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 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(s).
- The Port values its relationship with its vendors and suppliers.

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) utilizing 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 or is in the process of purchasing/selling approximately 3,500 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 seven separate land groups, referred to as *development areas*. Figure 3.1 shows the locations of the Port's seven 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	1,928.8
Runway-Dependent Property	79.6
Barge Operations	28.9
Industrial	909.2
Mixed Use Commercial/Office/Residential	185.6
Recreation / Open Space	205.7
TOTAL ACREAGE	3,282.8

Figure 3.1 Development Areas



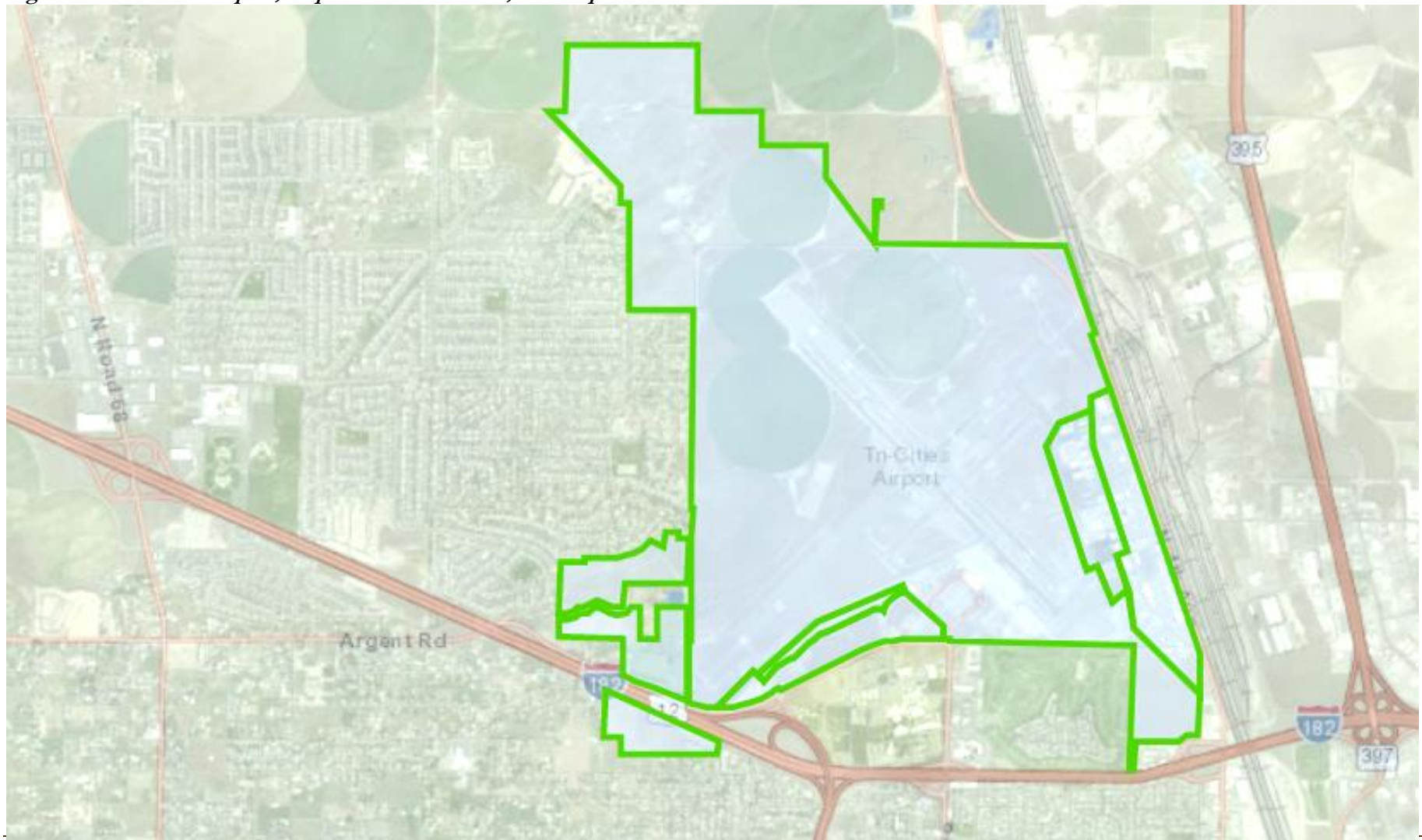
Table 3.2 Functional Classification of Development Areas

Development Area		Planning Area	Sub-Area Function	Acreage
1	Tri-Cities Airport, Airport Industrial Park & Airport Business Center	1. Airport Operations	Airport Operations	1,928.8
		2a. Airport Industrial Park	Runway-Dependent Uses	60.8
		2b. Airport Industrial Park	Industrial	169.4
		3a. Airport Business Center	Runway-Dependent Uses	18.8
		3b. Airport Business Center	Commercial	71.5
		4. Buffer Area	Recreation/Open Space	136.1
		TOTAL		2,365.0
2	Pasco Processing Center	1. PPC Remaining Property	Industrial	16.7
			TOTAL	16.7
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. Osprey Pointe North	Industrial	34.5
		2. Osprey Pointe Waterfront	Waterfront Mixed Use	55.3
		3. Open Space	Recreation/Open Space	11.8
		TOTAL		101.6
5	The Wharf		Mixed Use	58.8
			TOTAL	58.8
6	Reimann Industrial Center		Industrial	297.8
			TOTAL	297.8
7	Pasco Industrial Center 395		Industrial	55.0
			TOTAL	55.0

4. DEVELOPMENT AREAS

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

Figure 4.1 Tri-Cities Airport, Airport 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, 114310013
Jurisdiction:	Primarily City of Pasco. However, some buffer area parcels to the north are located in unincorporated Franklin County.
Size:	2,365.0 acres.
Utilization:	Commercial and general aviation, light industrial, agricultural-related production, recreation, and commercial business parks.
Current Use:	Airport Operation, Runway-Dependent Uses, Industrial, Commercial, Ag Production 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); County AP-20. There are also “Airport Overlay Zones” in both the City and County adding additional land use restrictions to protect airport operations.
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 2019, PSC accommodated 437,000 total passenger enplanements, the third 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. A new master plan is expected later in 2020.

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 and 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 Airport Industrial Park.
- Four buildings for airport-dependent uses exist in the ABC.

PLANNING AREAS

This development area has four planning areas:

1. Operations Area
2. Airport 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.
- Airport 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 or lease master plan then turn facilities over to the City of Pasco

1. OPERATIONS AREA

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
- Expanding aprons to accommodate development
- Expanding parking facilities
- Updating lighting
- Other improvements as required to support commercial airport

2. AIRPORT INDUSTRIAL PARK



Figure 4.2 Airport Industrial Park

The Airport 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 Apollo, Franklin County Public Works and Planning, 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 or master plan
- Completion of site roads and utilities with dedication to City
- Signage
- Landscaping
- Port or Tenant buildings (as necessary)
- Other improvements as required to support business park

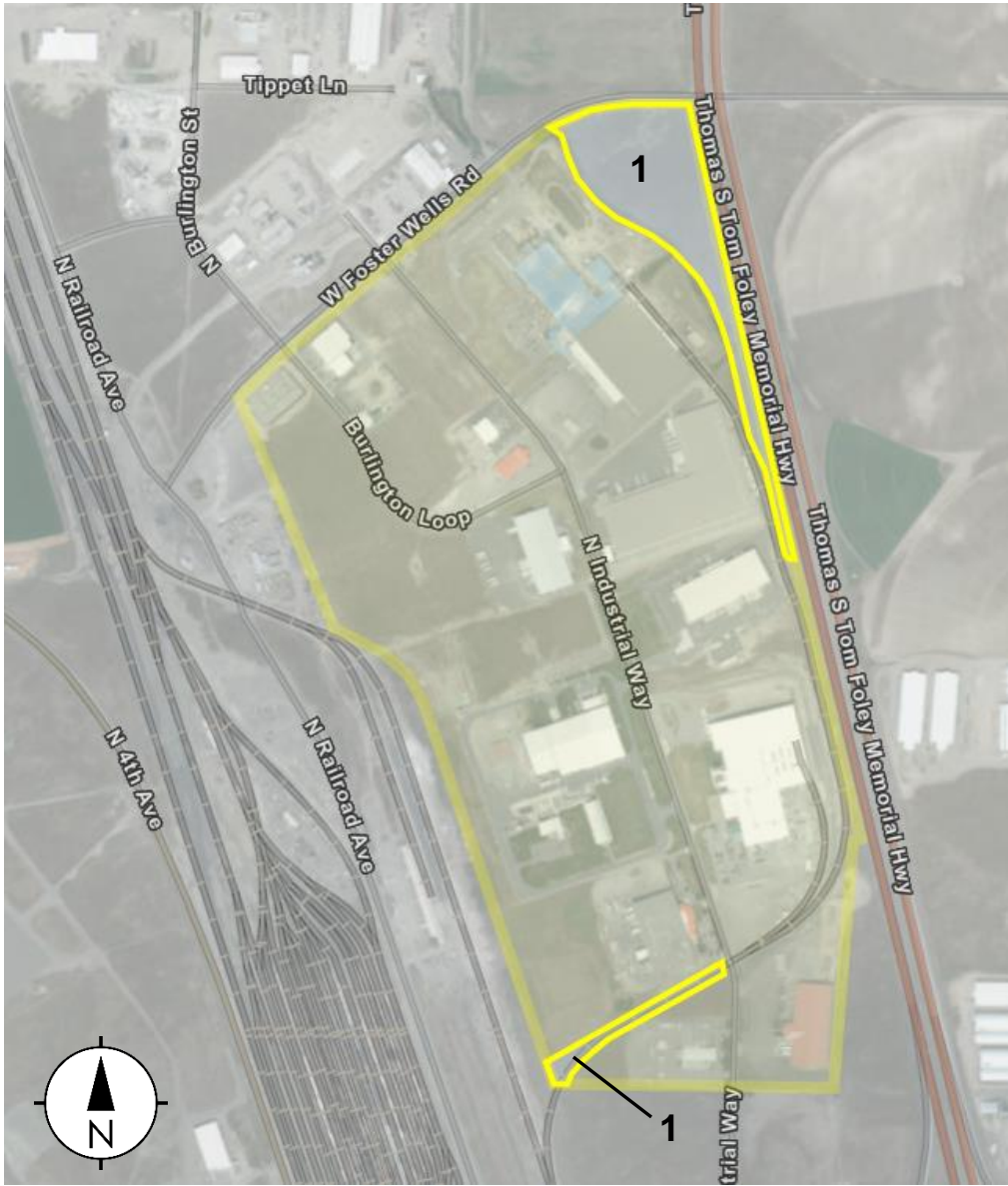
4. BUFFER AREA

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, soccer fields, and a trail walking area are 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

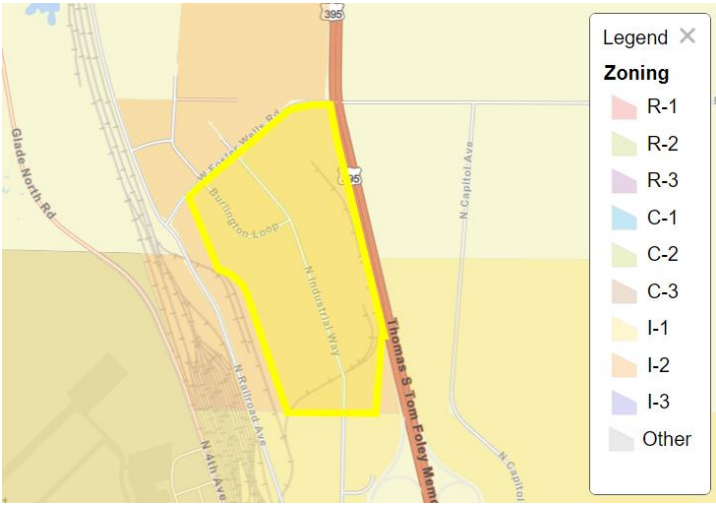
Figure 4.4 Pasco Processing Center and Foster Wells Business Park



Legend

- Port Development Areas
- Previously Developed Areas

1. REMAINING PORT PROPERTY OF PPC
Total Acres = 16.7



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 support businesses and currently supports 1,600 jobs. All of the PPC, except Planning Area 1, has been sold to private owners. The northwest corner of smaller lots was known as the Foster Wells Business Park which has also been sold to private owners.

CURRENT CONDITIONS

Port Parcels:	113120368, 113120570, 113120577, 113120578, 113120579, 113120582, 113120583, 113120584, 113120585, 113120586, 113120575, 113120576, 113130041, 113130494.
Jurisdiction:	City of Pasco.
Size:	16.7 acres under current ownership.
Utilization:	Industrial Uses, Food Processing, Support Businesses.
Current Use:	Former port-owned parcels are used for light and medium industrial; manufacturing and warehousing; agricultural uses. 2 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 and support businesses 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 has also now fully developed the adjacent Foster Wells Business Park, which focused on light and medium industrial uses that benefit from its close proximity to large agricultural uses. These sites were sold for manufacturing, warehousing, distribution, and other light industrial uses that may or may not be tied to agricultural use. The remaining parcels of the Foster Wells Business Park were sold in 2020.

EXISTING IMPROVEMENTS

- A 250-acre development
- 20 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 Industrial Way and 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.

1. REMAINING PORT PROPERTY OF PPC

The Port intends to maintain ownership of Planning Area 1 for possible future development of an interchange on U.S. Route 395, at which time it would be sold. If an interchange is not built, the site could also be used for industrial or highway related commercial use. The site is zoned I-2.

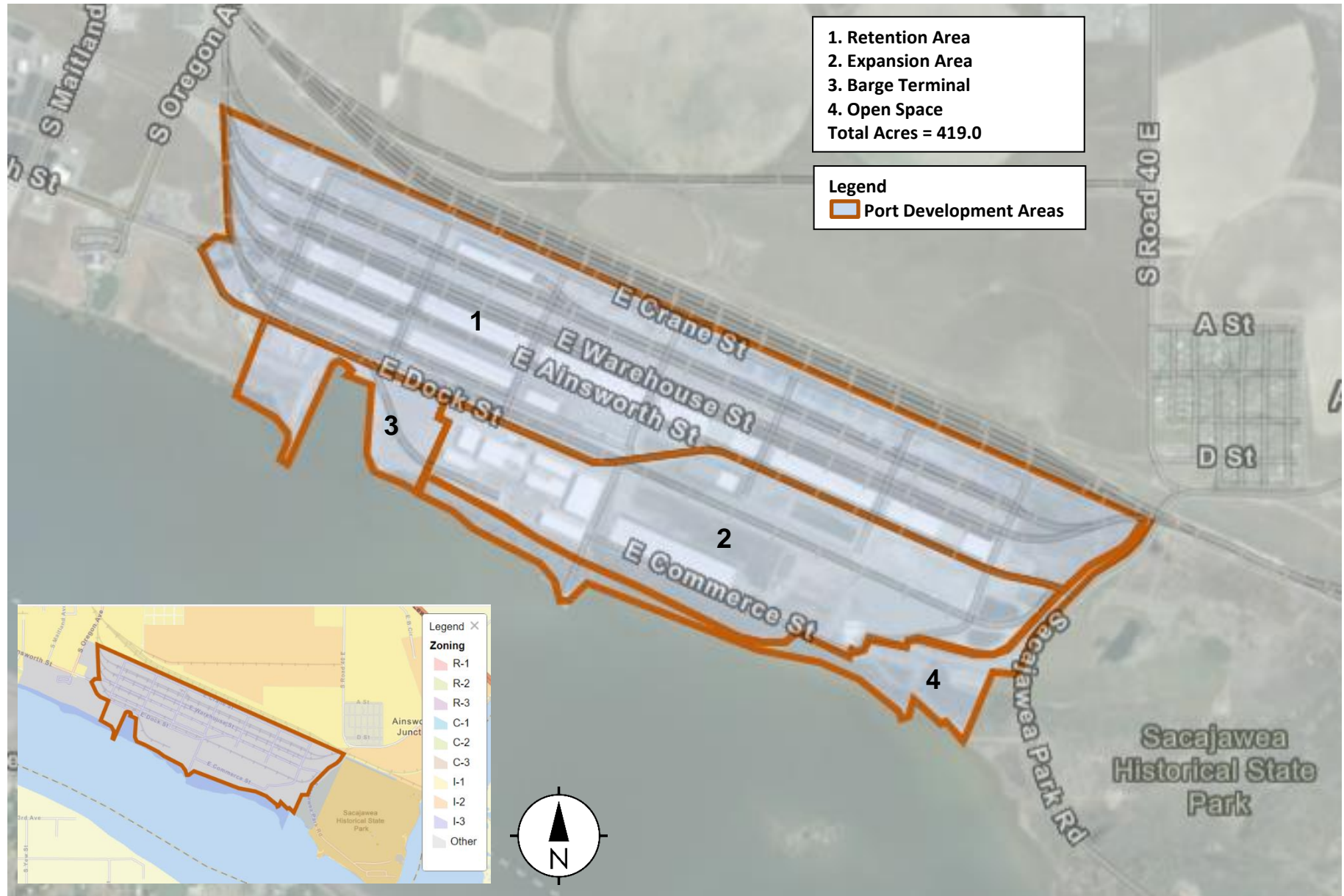
A small portion of Planning Area 1 is right-of-way for the Port owned railroad serving industry at the PPC. The Port will retain ownership of this right-of-way and the railroad spur to serve current customers.

Intended improvements to this area could include:

- Highway interchange
- Non-speculative construction of buildings
- Fencing and landscaping
- Utility extensions
- Rail maintenance and upgrades
- Other improvements as needed to support industrial or commercial development

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:	112420028; 112420029
Jurisdiction:	City of Pasco
Size:	419 acres
Utilization:	Big Pasco—Manufacturing, warehousing, industrial office, 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, industrial office, 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, possible commercial, 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/bulk 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:

- 419 acres, including barge terminal
- Rail and truck connectivity
- Barge/water access

Barge Terminal Facilities:

- 25 acres, with 15 acres for storage
- Refrigeration unit plugs for 24 containers
- 3-phase power
- On-dock rail

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 1,252,800 square feet not including 3 bays that have been demolished). The area also includes a number of smaller industrial buildings and outdoor 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 also a 20,000-square-foot office building. 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, distribution, 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
- Roads, rail, and utilities
- Other improvements as needed to support industrial park

3. BARGE TERMINAL

The existing multi-modal Barge Terminal encompasses approximately 25 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 could double in size by improving the west side of the slip. This area could also be used for office or industrial expansion to take advantage of the waterfront location. The barge terminal has easy access to major highway systems, BNSF mainline service to Tacoma, Portland and Seattle, and barge service to Portland, Oregon. A large portion of the barge slip is currently leased to a bulk wood chip importer.

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
- Improvements to docks in the barge slip

- Improvements to existing buildings
- Roads and utilities

4. OPEN SPACE

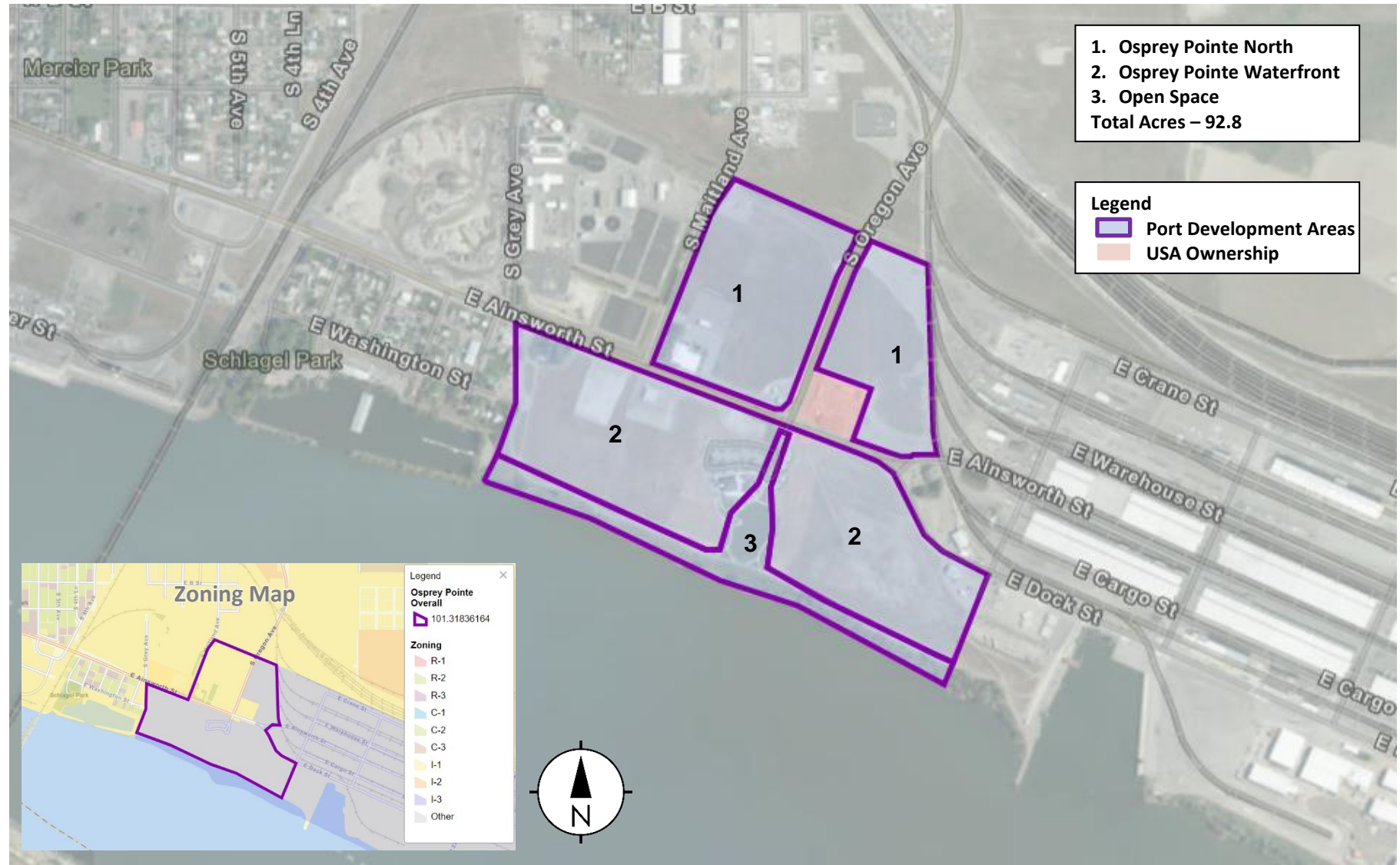
This open space area includes land along the riverfront shoreline and landscape buffer setbacks from adjacent streets and neighboring properties. The Port plans to remove nonnative vegetation and replace it with plants native to this riverine environment or with other, ornamental varieties. Portions 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 waterfront mixed use development 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 economic development, and the Port Commission is authorized to execute any and all documents needed for such purposes. Initial master planning for the 102-acre development resulted in the initial phase of development which included the construction of a 20,000-square-foot office building and associated parking to serve as a catalyst for future development.

In 2019, The Port Commission passed Resolution 1523 promoting economic development through mixed use development at Osprey Pointe. The term “mixed use” refers to developing property with a mix of uses to include office, retail, commercial and residential uses. Osprey Pointe’s unique location along the Columbia River is uniquely suited for the next generation of workforce that seeks an environment that allows for residential, business and retail all within walking distance. Mixed use development of the Waterfront Properties will lead to talent (workforce) attraction and retention promoting economic development

Osprey Pointe has the capacity for nearly 1,000,000 square feet of new space in multi-story buildings. The property is currently zoned I-1 and I-3. The Port is working with the City to develop a new Waterfront Zoning Code for the City which would be applied to Osprey Pointe. Waterfront Zoning would allow for office, professional, light industrial, technological, residential, commercial and retail uses.

CURRENT CONDITIONS

Port Parcels:	112420023, 112420024, 112420025, 112420026, 112420027, 112420029, 112353230, 112353231
Jurisdiction:	City of Pasco
Size:	101.6 acres

Utilization:	Industrial, office, and public waterfront
Current Use:	Office space, public recreation, municipal services
Zoning:	I-1 and I-3
Comp. Plan:	Industrial

GENERAL DESCRIPTION

Osprey Pointe is a unique blend of high-end office space, commercial space, open space, light industrial, 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 waterfront area south of Ainsworth Ave is being developed as both a “Class A” mixed use center and a public waterfront destination. The mixed use designation in Osprey Pointe may include commercial, retail, office, and residential uses. North of Ainsworth Avenue will include 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.
- Municipal services building (City Fire Department headquarters and training facility; Franklin County Emergency Management)

- Landscape park and open space with paved trail leading to Sacajawea Park

PLANNING AREAS

1. Industrial/Warehouse
2. Industrial Office/Flex
3. Mixed Use
4. Open Space

1. OSPREY POINTE NORTH

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 and municipal services. The flex space is large, clear span 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. Oregon Avenue provides easy highway access to and from businesses that locate in this area.

Intended improvements to this area include:

- Utilities and other improvements for industrial, warehouse, and flex space
- Building construction
- New roads as needed
- Landscaping

2. OSPREY POINTE WATERFRONT

This planning area's intended use is as a master planned waterfront mixed use development. Buildings could be used for commercial,

retail, residential, or office purposes. Other allowed uses are for a public market, hotel, and a regional entertainment venue. To spur development, investment, and economic development, working with a private master developer is encouraged. Buildings could be 7 stories or higher.

One of the attractions 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 construction
- Utilities & other improvements for mixed use
- New roads as needed
- Public amenities and landscaping

3. 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

THE WHARF PROPERTY

Figure 4.7 The Wharf Property



The Port is leading an effort to redevelop the The Wharf property 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 Wharf Development Area is a riverfront site that is currently undergoing environmental cleanup efforts over approximately 14 acres or 25% of the property. The site is equipped with utilities and a road network, and fronts the Columbia River with a levee “berm” separating landward property from a wood wharf and adjacent lands.

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

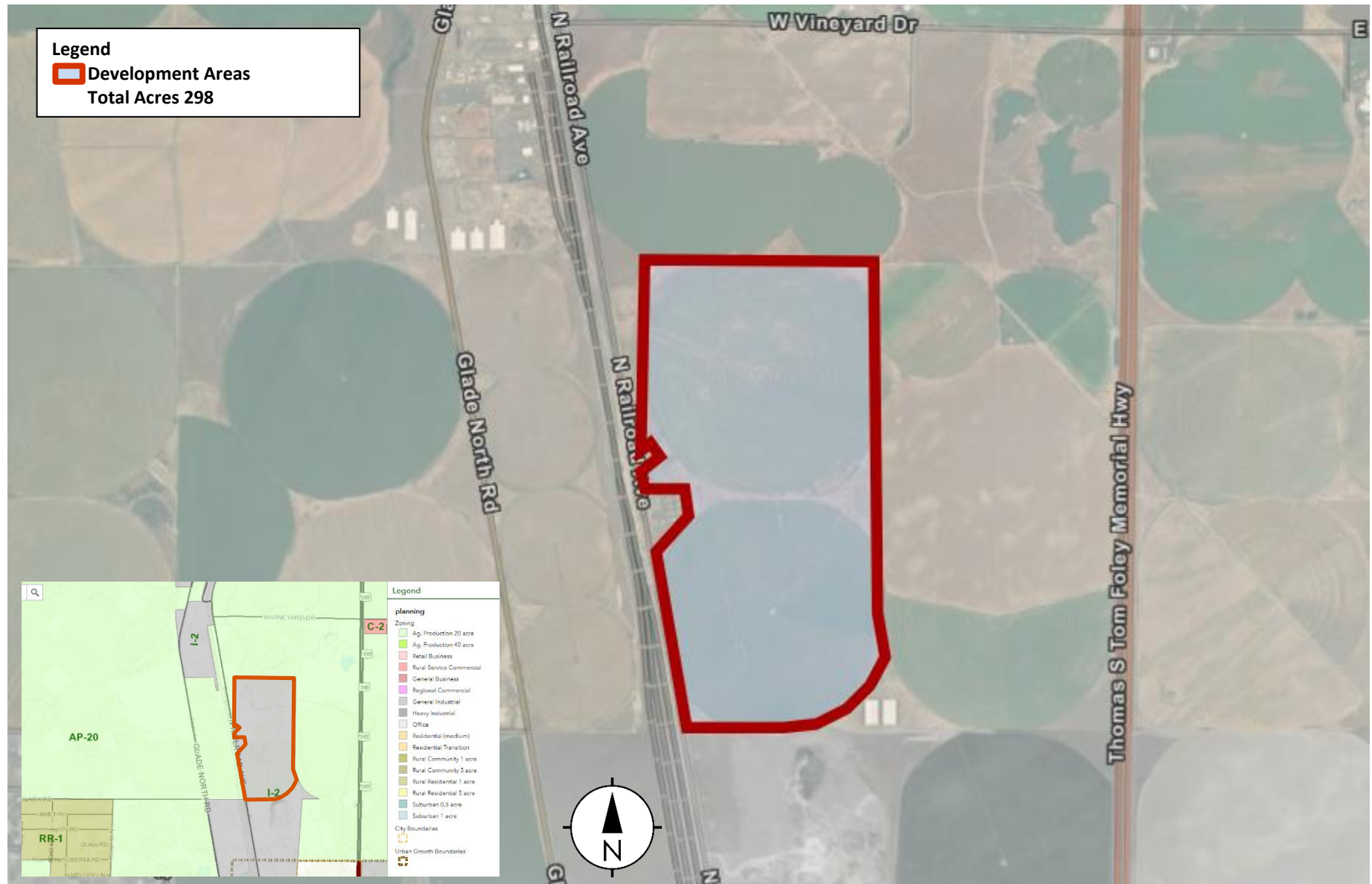
The Wharf Development Area is comprised of one planning area. The Port plans to complete the environmental cleanup effort through monitored natural attenuation while investing in the property through grants or private development. Most near-term improvements will be focused on basic upgrades to the old 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
- Wood wharf rehabilitation

REIMANN INDUSTRIAL CENTER

Figure 4.8 Reimann Industrial Center



The Reimann Industrial Center (RIC) was acquired by the Port in 2019. The property encompasses 298 acres as shown on Figure 4.9. The RIC was purchased by the Port to attract large-scale food processing users, other large industrial users, and support businesses. The property is currently undergoing master planning to determine the optimal lot layout and needed infrastructure. The property is currently being leased for agricultural production and for a cell tower lease as an interim use prior to industrial development.

CURRENT CONDITIONS

Port Parcels: 124680039

Jurisdiction: Franklin County (the southern portion is contained in a proposed City of Pasco UGA expansion which will be considered by the County later in 2020).

Size: 298 acres under current ownership.

Utilization: Industrial Uses, Food Processing, Support Businesses.

Current Use: Site is currently being used for ag production and a cell tower.

Zoning: I-2.

Comp. Plan: Rural Industrial.

GENERAL DESCRIPTION

The Reimann Industrial Center is an industrial area dedicated to large-scale food processing uses, other large industrial uses, and support businesses located between U.S. Route 395 and Railroad Avenue. The Port purchased the property in 2019 when the Pasco Processing Center was fully developed. The property includes water rights of approximately 4 acre feet for 2 large irrigated farm circles on-site.

The Port plans to install sewer, water, natural gas infrastructure, rail, and roads to facilitate large-lot industrial development in cooperation

with its partners at the City of Pasco, Franklin County, and Franklin PUD. The Port will prepare baseline permitting to allow for expedited plant construction.

The Port also plans to develop a portion of the RIC into smaller lots of 2-10 acres to focus on light and medium industrial uses that benefit from its close proximity to large industrial uses. The uses would be similar to those developed at the Foster Wells Business Park.

EXISTING IMPROVEMENTS

- A 298-acre property
- 2 developed ag circles with center pivots and well pumps
- Nearby access to rail, barge, highway, and air

UTILITIES

Water: There is no municipal water at the site, however, there are 2 agricultural production wells which could possibly be used for potable and/or industry use.

Sewer: No sewer facilities are present at the site.

Power: The Franklin PUD has power to a non-operating natural gas peaking plant along the west side of the property. There are no distribution facilities or substation on site.

Natural Gas: Williams Companies and Cascade Natural Gas each have high-pressure natural gas lines running across the site. There are no distribution facilities on site.

Rail: The BNSF operates rail lines adjacent to the site and has indicated they are willing to build a switch to serve the property.

PLANNING AREAS

1. LARGE LOT DEVELOPMENT

Approximately 2/3 of the site will be developed into large lots of 10 acres or more to serve large industry. A site-specific master plan is currently being developed that will guide development.

Intended improvements to support this area could include:

- Off-site highway interchange or intersection improvements to support increased traffic from the site
- Road improvements up to and within the development
- Non-speculative construction of buildings
- Grading, fencing and landscaping
- Utility extensions and relocations up to and within the property including water, sewer (sanitary and process water), natural gas, power, and communications
- Possible on-site sanitary sewer treatment facilities
- Possible on-site or off-site industrial sewer treatment facilities
- Rail installation, maintenance and upgrades

Other improvements as needed to support industrial or commercial development

2. SMALLER LOT DEVELOPMENT

Approximately 1/3 of the site will be developed into smaller lots of under 10 acres. These lots are intended for support businesses to the large lot industry or other commercial and industrial users. A site-specific master plan is currently being developed that will guide development.

Intended improvements to support this area could include:

- Off-site highway interchange or intersection improvements to support increased traffic from the site
- Road improvements within the development
- Speculative or non-speculative construction of buildings
- Grading, fencing and landscaping
- Utility extensions and relocations including water, sewer (sanitary and process water), natural gas, power, and communications
- Possible on-site sanitary sewer treatment facilities
- Other improvements as needed to support industrial or commercial development

Legend

Development Areas
Total Acres 55

Legend

Land Use Classifications

- Airport Reserve
- Commercial
- Confederated Tribes - Colville
- DNR Reserve
- High Density Residential
- Industrial
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- Mixed Residential & Commercial
- Mixed Use Interchange
- Mixed Use Neighborhood
- Mixed Use Regional
- Office
- Open Space Parks
- Public Quasi-Public
- Broadmoor Planning Area
- City Limits
- Proposed - Urban Growth Area

The Pasco Industrial Center 395 (PIC395) is the Port's newest property acquired in 2021. The property encompasses 55 acres as shown on Figure 4.9. PIC395 was purchased by the Port to attract large-scale food processing users, other large industrial users, and support businesses. The property is already served by roads and utilities. The property is currently being leased for agricultural production as an interim use prior to industrial development.

CURRENT CONDITIONS

Port Parcels: 113130450
 Jurisdiction: City of Pasco.
 Size: 55 acres under current ownership.
 Utilization: Industrial Uses, Food Processing, Support Businesses.
 Current Use: Site is currently being used for ag production.
 Zoning: I-2.
 Comp. Plan: Industrial.

GENERAL DESCRIPTION

The Pasco Industrial Center 395 is an industrial area dedicated to large-scale food processing uses, other large industrial uses, and support businesses located between U.S. Route 395 and Capitol Avenue, south of Foster Wells Road. The Port purchased the property in 2021 to have shovel ready industrial ground. The property includes water rights of approximately 4 acre feet for 1 large irrigated farm circle on-site.

The Port plans to market the property for industrial development in cooperation with its partners at the City of Pasco, Franklin County, and Franklin PUD. The Port may prepare baseline permitting to allow for expedited plant construction.

The Port may also develop a portion of the PIC395 into smaller lots of 2-10 acres to focus on light and medium industrial uses that benefit from its close proximity to large industrial uses. The uses would be similar to those developed at the Foster Wells Business Park.

EXISTING IMPROVEMENTS

- A 55-acre property
- 1 developed ag circle with center pivot and well pump
- Nearby access to rail, barge, highway, and air

UTILITIES

Water: Municipal water is available along Capitol Avenue on the east side of the site, along with an agricultural production well which could possibly be used for potable and/or industry use.

Sewer: Municipal sanitary sewer is available along Capitol

Power: The Franklin PUD has power to the site along Capitol Ave. There will likely need to be new conductor run to the site for a large power user. There are no distribution facilities or substation on site.

Natural Gas: Cascade Natural Gas has a high-pressure natural gas line running across the site. There are no distribution facilities on site.

Rail: There is no rail access to the site.

PLANNING AREAS

1. LARGE LOT DEVELOPMENT

The site will be held as a single lot for a large industrial user. However, it may be subdivided into 2 or 3 larger lots as dictated by the market, or perhaps smaller lots of under 10 acres.

Intended improvements to support this area could include:

- Off-site highway interchange or intersection improvements to support increased traffic from the site
- Road improvements up to and within the development
- Non-speculative construction of buildings
- Grading, fencing and landscaping
- Utility extensions and relocations up to and within the property including water, sewer (sanitary and process water), natural gas, power, and communications
- Possible on-site sanitary sewer treatment facilities
- Possible on-site or off-site industrial sewer treatment facilities

Other improvements as needed to support industrial or commercial development

2. SMALLER LOT DEVELOPMENT

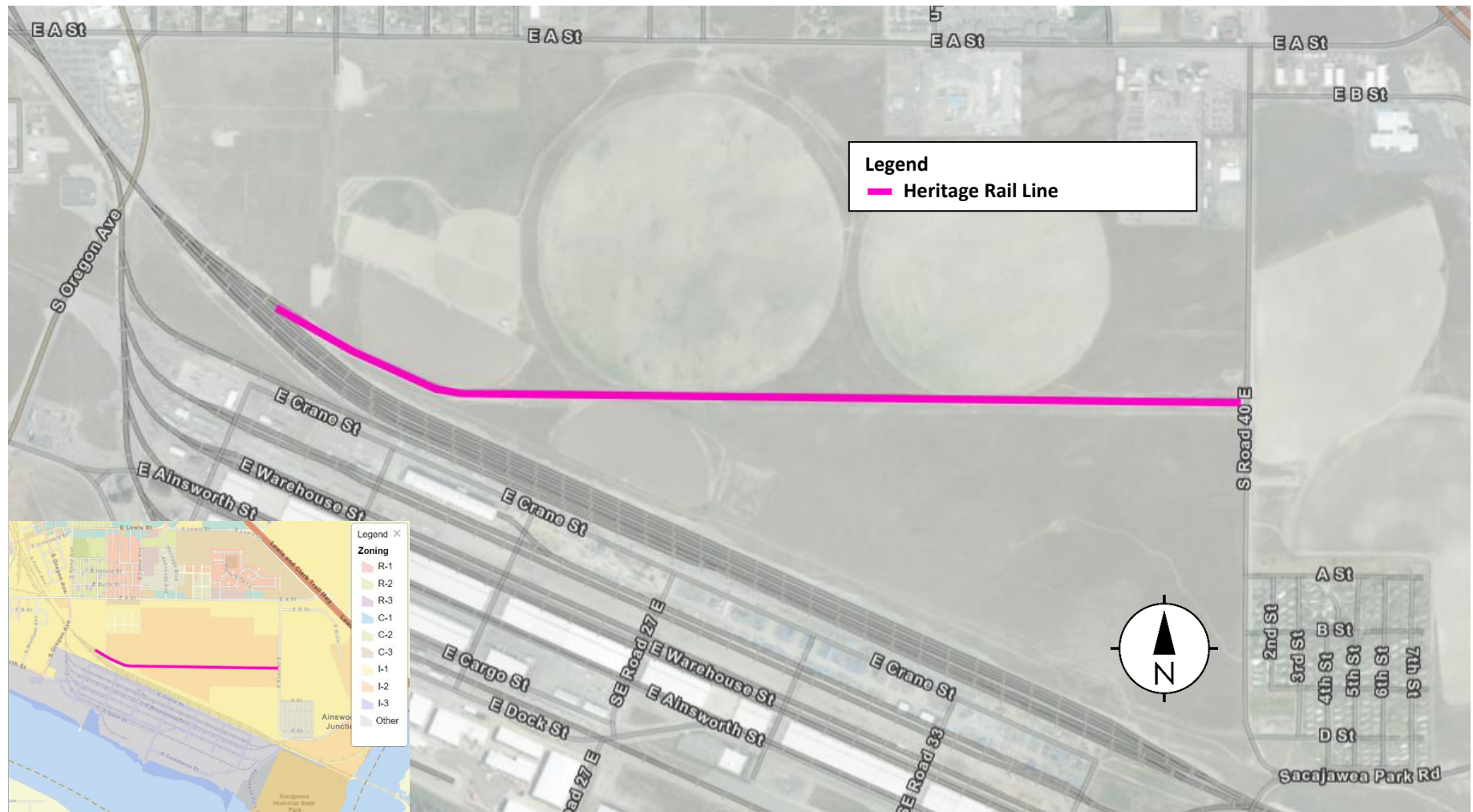
If warranted by market conditions, a portion of the property could be developed into smaller lots of 1 to 10 acres. The lots would be intended as support businesses to the large lot industry or other commercial and industrial users.

Intended improvements to support this area could include:

- Off-site highway interchange or intersection improvements to support increased traffic from the site
- Road improvements within the development
- Speculative or non-speculative construction of buildings
- Grading, fencing and landscaping
- Utility extensions and relocations including water, sewer (sanitary and process water), natural gas, power, and communications
- Possible on-site sanitary sewer treatment facilities
- Other improvements as needed to support industrial or commercial development

HERITAGE RAIL LINE

Figure 4.10 Heritage Rail Line



The Port owns rail and right-of-way for a multi-use rail spur known as the Heritage Industrial Rail Line. Although the Port does not own the adjacent property, it has agreements in place for use of the rail line by adjacent property owners to support industrial development. The Port also allows use of the rail line by short term lease, rail license agreements, or through published tariff rates.

CURRENT CONDITIONS

Related Parcels: 112430021, 112470014, 112530053

Jurisdiction: City of Pasco

Size: 1.3 Miles

Utilization: Industrial

Current Use: Industrial use of rail line; agriculture adjacent

Zoning: I-2

Comp. Plan: Industrial

GENERAL DESCRIPTION

The Heritage Rail Line was a joint project between the City of Pasco and Port of Pasco to install a publicly owned rail line within a major industrial area of the City to spur industrial development. Adjacent landowners are able to tie-in to the line for rail spurs to their property under a joint operating agreement. Users are expected to contribute funds towards the upkeep of the rail line.

EXISTING IMPROVEMENTS

- Rail line
- Adjacent maintenance road

PLANNING AREAS

Intended improvements to this area include:

- Continued maintenance of rail line
- Possible expansion of rail line
- Private industrial development associated with the rail line

5. SPECIAL PROGRAMS AND INITIATIVES

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

TOURISM PROMOTION

- The Port has invested in converting an existing building in Connell into the North Franklin Visitors Center. The building is owned by the City of Connell and located the northwest intersection of S Columbia Ave and E Fir St. The project's purpose is to increase tourism and economic development in the northern part of the Port District.

BROADBAND DEVELOPMENT

- The Port is a member of Petrichor, LLC, a coalition of ports and other entities engaged in expanding broadband access in the state of Washington. As part of Petrichor, the Port may invest in data contracts and facilities both within and outside of the Port of Pasco district to provide affordable, high-speed, wholesale broadband to unserved and underserved regions of the state.