

PORT OF ROYAL SLOPE



COMPREHENSIVE PLAN



Port of Royal Slope

Comprehensive Plan

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Cathy Potter

Adopted November 2017

TABLE OF CONTENTS

INTRODUCTION	4
PORT DISTRICTS' RCWS	6
COMPREHENSIVE PLANNING RCWS.....	9
MISSION STATEMENT.....	10
PORT DISTRICTS & BOUNDARIES	11
LAND USE	13
DEMOGRAPHICS.....	15
INDUSTRIAL PARK HISTORY.....	22
SADDLE MOUNTAIN PARK TENANTS	26
PORT'S WELL FACILITIES AND LAND	29
PORT'S WATER SERVICE AREA	33
VALUES.....	36
GOALS.....	37
OBJECTIVES.....	38
CAPITAL IMPROVEMENT PLAN.....	44
RESOLUTION	45

COMPREHENSIVE PLAN FOR THE PORT OF ROYAL SLOPE

Introduction

This Comprehensive Plan for the Port of Royal Slope serves as a planning tool for decision makers to use now and in the future in their efforts to increase the economy of the area and capitalize on opportunities for local residents.

It represents an ongoing process of planning for growth and change while encouraging sensible public and private actions that best serve the needs of the Royal Slope community.

This document includes the history and background of the Port of Royal Slope, demographics, mission statement, values, goals and objectives.

Contributions by:

Port of Royal Slope Commissioners

- Davey Miller
- Frank Miannecki, Jr.
- Alan Schrom

Cathy Potter, Executive Director

Planning Facilitator, Joe Rogers

References From:

Port of Royal Slope Comprehensive Plan of November, 2016

Port of Royal Slope Comprehensive Plan of 1997

Revised Code of Washington (2007 Edition)

US Census 2000

USBR

The Planning Process

The Port of Royal Slope was formed in 1958 to promote an agricultural and industrial economy. The Port's primary role has been to foster economic development within its jurisdiction by encouraging agricultural, industrial, and commercial businesses to locate in the region while also supporting tourism and recreational opportunities. It is committed to improving the area's economic base by utilizing the Port's assets effectively.

The Port of Royal Slope Commission also acts as a committee for citizen involvement to:

- Ensure that adequate publicity and information are available to the public and parties affected by planning-related actions of the Commission.
- Review the planning processes and the effectiveness of public involvement and agency coordination in local planning.
- Offer other agencies an opportunity to review and comment on any planning studies, policies, or actions that may affect them.

WASHINGTON LAWS RELEVANT TO PORT DISTRICTS

Washington Ports are formed and governed by RCW Title 53

Port districts are established for the purpose of a variety of industrial improvements.

RCW 53.04.010 Port districts authorized—Purposes-Powers-Public hearing

Port districts are hereby authorized to be established in the various counties of the state for the purposes of acquisition, construction, maintenance, operation, development and regulation within the district of harbor improvements, rail or motor vehicle transfer and terminal facilities, water transfer and terminal facilities, air transfer and terminal facilities, or any combination of such transfer and terminal facilities, and other commercial transportation, transfer, handling, storage and terminal facilities, and industrial improvements...

A port district can acquire, construct and operate facilities.

RCW 53.08.020 Acquisition and operation of facilities

A port district may construct, condemn, purchase, acquire, add to, maintain, conduct, and operate sea walls, jetties, piers, wharves, docks, boat landings and other harbor improvements, warehouses, storehouses, elevators, grain-bins, cold storage plants, terminal icing plants, bunkers, oil tanks, ferries, canals, locks, tidal basins, bridges, subways, tramways, cableways, conveyors, administration buildings, fishing terminals, together with modern appliances and buildings for the economical handling, packaging, storing, and transporting of freight and handling of passenger traffic, rail and motor vehicle transfer and terminal facilities, water transfer and terminal facilities, air transfer and terminal facilities, and any combination of such transfer and terminal facilities, commercial transportation, transfer, handling, storage and terminal facilities, and improvements relating to industrial and manufacturing activities within the district, and in connection with the operation of the facilities and improvements of the district, it may perform all customary services including the handling, weighing, measuring and reconditioning of all commodities received. A port district may also construct, condemn, purchase, acquire, add to and maintain facilities for the freezing or processing of goods, agricultural products, meats or perishable commodities....

A port district may improve lands for industrial and commercial purposes and operate sewer and water utilities and pollution control facilities.

RCW 53.08.040 Improvement of lands for industrial and commercial purposes—Providing sewer and water utilities—Providing pollution control facilities

A district may improve its lands by dredging, filling, bulk-heading, providing waterways or otherwise developing such lands for industrial and commercial purposes. A district may also acquire, construct, install, improve, and operate sewer and water utilities to serve its own property and other property owners under terms, conditions, and rates to be fixed and approved by the port commission.. A district may also acquire, by purchase, construction, lease, or in any other manner, and may maintain and operate other facilities for the control or elimination of air, water, or other pollution, including, but not limited to facilities for the treatment and/or disposal of industrial wastes, and may make such facilities available to others under terms, conditions and rates to be fixed and approved by the port commission. Such conditions and rates shall be sufficient to reimburse the port for all costs, including reasonable amortization of capital outlays caused by or incidental to providing such other pollution control facilities:...

A port district may lease land and real and personal property.

RCW 53.08.080 Lease of property—Authorized—Duration

A district may lease all lands, wharves, docks and real and personal property owned and controlled by it, for such purposes and upon such terms as the port commission deems proper; PROVIDED, That no lease shall be for a period longer than fifty years with option for extensions for up to an additional thirty years, except where the property involved is or is to be devoted to airport purposes the port commission may lease said property for such period as may equal the estimated useful life of such work or facilities, but not to exceed seventy-five years;.....

Port districts may expend money on promoting tourism.

RCW 53.08.255 Tourism promotion authorized

Any port district in this state, acting through its commission, has power to expend moneys and conduct promotion resources and facilities in the district or general area by advertising publicizing or otherwise distributing information to attract visitors and encourage tourist expansion.

Port districts may construct, improve and operate recreation facilities.

RCW 53.08.260 Park and recreation facilities

A port district may construct, improve, maintain, and operate public park and recreation facilities when such facilities are necessary to more fully utilize boat landings, harbors, wharves and piers, air, land, and water passenger and transfer terminals, waterways, and other port facilities authorized by law pursuant to the port's comprehensive plan of harbor improvements and industrial development.

Port districts can acquire land for the purpose of harbor and industrial development and other improvements. They can provide, maintain and operate water, light, power and fire protection facilities.

RCW 53.25.100 Powers as to industrial development districts

All port districts wherein industrial development districts have been established are authorized and empowered to acquire by purchase or condemnation or both, all lands, property and property rights necessary for the purpose of the development and improvement of such industrial development district and to exercise the right of eminent domain in the acquirement or damaging of all lands, property and property rights and the levying and collecting of assessments upon property for the payment of all damages and compensation in carrying out the provisions for which said industrial development district has been created; to develop and improve the lands within such industrial development district to make the same suitable and available for industrial uses and purposes; to dredge, bulk-head, fill grade, and protect such property; to provide, maintain and operate water, light, power and fire protection facilities and services, streets, roads, bridges, highways, waterways, tracks, and rail and water transfer and terminal facilities and other harbor and industrial improvements; to execute leases of such lands or property.....

Port districts can sell property within an industrial district when the commission deems it for the best interests of the district.

RCW 53.25.110 Sale authorized in industrial development district

When a port commission deems it for the best interests of the district and the people thereof and in furtherance of its general plan of harbor improvement, or industrial development, or both, it may sell and convey any property or part thereof owned by it within an industrial district...

COMPREHENSIVE PLAN

RCWs Relevant to Port Comprehensive Planning

The Port Commissioners need to adopt a comprehensive plan before creating any improvements.

RCW 53.20.010 Adoption of harbor improvement plan.

It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvements in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure of the carrying on of any harbor improvements shall be made by the port commission other than the necessary salaries, ... preparation and collection of data necessary for the making and adoption of a general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvement has been so officially adopted by the port commission.

Any improvements made, should be listed in the Comprehensive Plan that the Commissioners adopted. The public should be notified of any changes.

53.20.020 Improvement to follow plans adopted.

When such general plans shall have been adopted or approved, as aforesaid, every improvement to be made by said commission shall be made substantially in accordance therewith unless and until such general plans shall have been officially changed by the port commission after a public hearing thereon, of which at least ten days' notice shall be published in a newspaper in general circulation in such port district.

Improvements must be publicly owned.

53.20.030 Improvements – Ownership of.

No improvements shall be acquired or constructed, by the port district, unless such improvements shall, when completed, be the property of such port district, the county in which such port district is located, any city within such port district, the state of Washington or the United States of America, and the funds of such port district may be expended in the acquirement or construction of any harbor improvement embraced in such general plan adopted as in this chapter provided in conjunction with the county in which such port district is located, any city in such port district, the state of Washington or the United States of America, or all or any of them.

If improvements are to be paid for from the general fund for more than 50% of the cost, it will need voter approval.

53.20.040 Fifty percent of cost of local improvement may be paid from general fund.

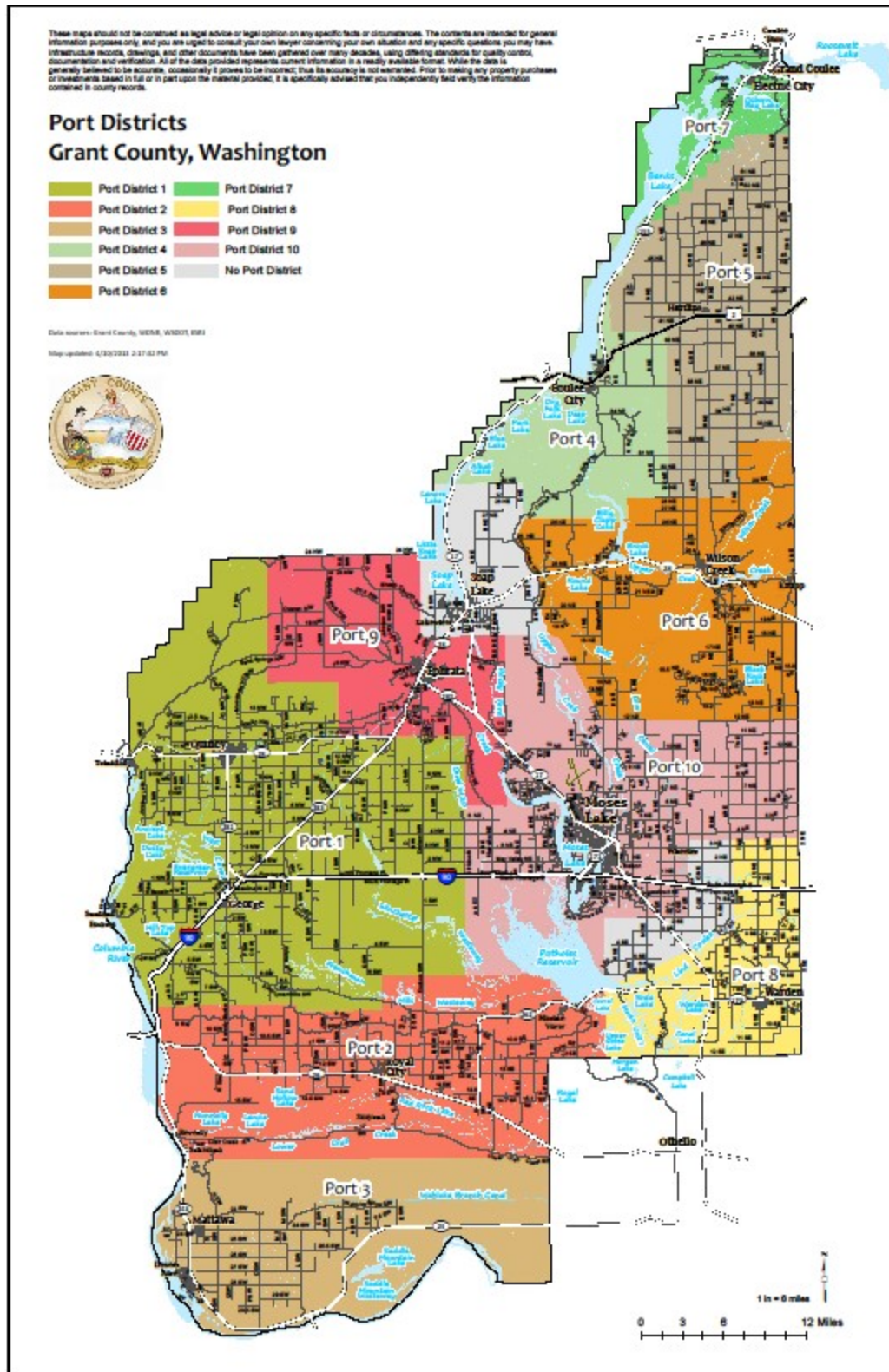
Whenever any improvement shall be ordered, payment for which shall be made in part from assessments against property specially benefited, not more than fifty percent of the cost thereof shall ever be borne by the entire port district, nor shall any sum be contributed by it to any improvement acquired or constructed with or by any other body, exceeding such amount, unless a majority vote of the electors of the port district shall consent to or ratify the making of such expenditure.

**“The mission of
the Port of Royal Slope
is to broaden and strengthen
the economic base for
the Port District and its residents
by developing the
necessary infrastructure
to attract and support business,
industry, tourism, and recreation.”**



History:

The Port of Royal Slope was formed in 1958 as a local government agency that operates under RCW Title 53. The Royal Slope Port was the 2nd Port to form in Grant County. Eight others followed to make a county total of ten Ports. The Port district encompasses an area from the Columbia River to the Grant/Adams County line running east/west and from Frenchman Hills Road south, approximately 14 miles towards the Saddle Mountains. It covers approximately 400 square miles.



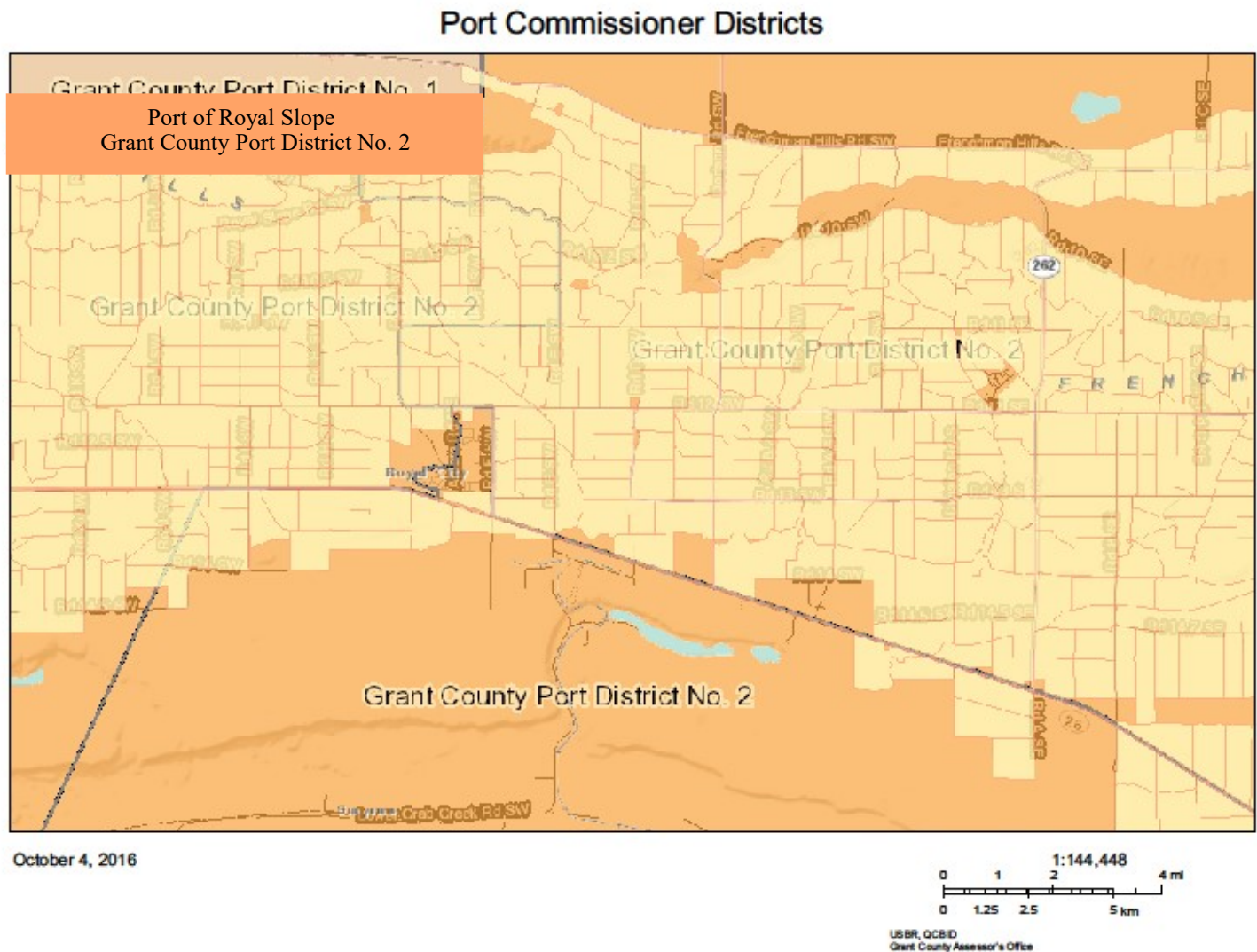
Land:

The Port is governed by three commissioners, each elected for a 6 year term.

District #1 includes an area running east from the Columbia River to just west and north of Royal City and north from the Saddle Mountains to Frenchman Hills. December 2015, Commissioner Frank Mianeki retired. His son, Frank Mianeki, Jr. was appointed to finish his term in February 2016.

District #2 encompasses the town of Royal City and the area south of State Highway 26 from the Adams County line running west to the main power lines between Road "I" SW and Road "J" SW. Alan Schrom is the Commissioner from District #2.

District #3 includes the area north of State Highway 26 from the Adams County line running west to the eastern boundary of Royal City and north to Frenchman Hills Road. Davey Miller is the Commissioner representing District #3.



Land Use

There are approximately 90,000 acres of land in the Port district which are irrigated through the Bureau of Reclamation/Columbia Basin Project and private wells. Although the primary use of the land in the district is for agriculture, Columbia National Wildlife Refuge, Columbia River and Potholes Reservoir offer fishing, hunting recreation and water sports.

In 1956 irrigation water was first delivered via the West Canal to the dry-land farms. Now, with the abundant and inexpensive water, low-cost power, deep sandy alluvial soil and 180 to 200 frost-free days per year, Royal Slope has become a superior crop-growing area. Crops grown in the area include hay, mint, green peas, beans, corn, potatoes, carrots, onions, wheat, apples, cherries, peaches, grapes, and specialty seed crops.

These crops are supported by three large dairies, seven grain shipping facilities, three bean shipping facilities, one potato packing operation, three apple packing facilities and storages, two onion packing facilities, a cherry processing plant and cold storage, several controlled atmosphere storages and four fertilizer plants.



2015 Acres of Crops Grown in Our Area

Blocks 80, 81, 82, 83, 85, 86, 87, 88, &

881

CROPS	ACRES	TOTAL YIELD	UNIT
Alafalfa - Hay	20,325	138,340	TON
Apples	16,385	269,683	TON
Apricots	37	221	TON
Asparagus	27	675	CWT
Beans - Dry	2,406	52,619	CWT
Beans - Seed	59	1,534	CWT
Berries	89	712	CWT
Buckwheat	131	3,275	BU
Cantaloupe	11	400	CWT
Carrots	433	204,400	CWT
Cherries	1,920	14,425	TON
Corn - Diversion	1,582	0	
Corn - Feed	3,102	14,791	TON
Corn - Seed	246	18,140	CWT
Corn - Sweet	1,481	12,336	TON
Grapes	556	3,232	TON
Hay - Other	5,945	34,177	TON
Nursery	109	2,310	M
Onions - Dry	1,861	1,049,169	CWT
Onions - Green	78	13,650	CWT
Onion - Seed	172	1,609	CWT
Pasture	297	0	
Peaches	40	240	TON
Pears	294	20,760	TON
Peas - Green	4,415	8,122	TON
Peas - Seed	100	1,500	CWT
Peppermint	2,495	170,491	LB
Potatoes - Early	612	8,216	TON
Potatoes	2,557	69,077	TON
Prunes, Plums	13	68	TON
Silage	2,379	63,446	TON
Spearmint	3,211	262,120	LB
Sudan Grass	85	340	CWT
Sugar Snap Peas	175	175	TON
Sunflower Seed	257	6,388	CWT
Triticale	486	3,786	TON
Watermelon	310	130,550	CWT
Wheat	5,008	528,741	BU
Total Acres	79,689		

Demographics:

Although the population of the Port's district is approximately 5604, Royal City is the only incorporated city within the Port of Royal Slope's district and has a population of approximately 1885. The growth rate from 1997 to 2000 was 6% a year. 53% of the 1,204 employed are working in the agricultural industry with 9.8% in the educational & health category and another 9.2% in wholesale trade as the leading three types of industries. The 2010 top annual income for households were \$35,000 to \$49,999 for 23.2% of the workers, \$15,000 to \$24,999 for 22.1% of the workers and another 20% made under \$15,000.

Businesses include US Bank, a post office, library, three grocery stores. 4 tire businesses and two gas station facilities – one toting a car wash and storage units and the other one emphasizes being a mini-mart. There is a Moose Lodge, and a several Mexican department stores. Another addition to Royal City is Les Schwab Tires. Grant County Public Utility District and CenturyTel, both have office facilities. There is also a bakery, car lot, and three small restaurants. Other businesses include, Saddle Mountain Supply, Central Basin Hardware, a laundry mat, a video store, Golden West Bean, Parts City Auto Supply, City Hall, a Medical Clinic, Smile Quest Dentistry, La Cabana, Casa Miguel, Sandoval's, Estudio's, Harvest Foods, Lions Park and a new building that has a beauty shop and GC joint offices all conveniently located on Camelia Street. Grant County Fire District #10 is also located on Camelia Street. To the west of them is a new organic flour mill called Cascade Flour Mill. A new car wash is the latest business in Royal City.

The Port purchased the former Bank of Whitman building located in the industrial area off of Highway 26 and moved in November 2012.



Located in the middle of town is Lions Park which is the location for many events including the annual Summerfest which is held the second weekend of July each year. There is always lots of fun and food for everyone!



Included in Summerfest is the annual Friday night BBQ & talent show, Saturday parade with a lot of activities in the park and a motorcycle poker run on Sunday.



The Confluence Health Clinic became part of the community in 2007. They provide the medical needs of the area. They underwent some building improvements in October 2011. They also have the pharmacy next door.



Grant County Fire District 10



Grant County Fire District #10 is located on Camelia Street. Chief Eric Linn spends time between Fire District #10 and #11. There are three elected Fire District Commissioners. This year they were able to order a new ambulance which cost approximately \$180,000 and they will receive it in June 2017. They were also able to update their fleet and ordered new pumpers for Fire Districts #10 & 11 at the cost of \$400,000 each.



The Royal School District has an enrollment of approximately 1407 students with 185 staff members. They passed a school bond to expand and finished the construction in late 2015.



The Royal Booster organization is very active with the school. The local farmers donate their ground for hunting purposes. The Boosters post the ground and sell hunting passes. This organization brings in thousands of dollars each year and supports a lot of the youth sports programs in the community. With the Boosters' help, a field-turf was put on the sports field in 2008 allowing football and soccer to be played there along with the marching band performances.

About three miles to the east of Royal City is a 9-hole golf course with hook-up facilities for travel trailer/motor homes and a breathtaking view.



Twenty miles to the northeast of Royal City is O'Sullivan Dam and the expansive Pot-holes Reservoir which offers great fishing, hunting, camping, water skiing and jet skiing. A State Park is located on one side of the reservoir along with an 18-hole golf course, a restaurant, gas station/mini-mart and a couple of resorts.



Several lakes south of Royal City offer great public fishing and hunting on Department of Game land.



Hiawatha Industrial Park is located east of the Port's ground. Here, there is an apple warehouse, a concrete company, a brick & stone manufacturing company, an orchard supply company, a fertilizer/chemical company, and a potato & onion warehouse and storage. There is also a shallot/onion packing facility. The latest business to locate here is Bartelson Trucking. There is a gas station/mini-mart close by.



Eldorado Stone is the largest employer in the area with approximately 250 employees when in full operation. They manufacture artificial stone and this plant is one of five that they have in the United States.



A new flying service owned by Red Bierle has located behind the Hiawatha Industrial Park and flies off of Randy Niessenr's air strip. This flying service supports local farmers by spray applications of fertilizers and chemicals.

History of the Port's Saddle Mountain Industrial Park

The Port's primary role has been to promote economic development by encouraging industrial, commercial and agricultural businesses to locate in our area while also supporting tourism and recreational opportunities.

May 1967 the County Commissioners deeded to the Port of Royal Slope for the sum of \$430.31 approximately 280 acres for industrial development. This is located south of Highway 26 between Roads "E" SW and "F" SW.

This 280 acres of industrial ground is known as "Saddle Mountain Industrial Park". The Port drilled a 534' deep well in 1993 which tested at 1100gpm. The industrial park was platted and zoned light to heavy industrial. The Port then, built two paved roads, Road "F" SW and Road 13.9 SW, so each lot could have paved road access.

Completion of a pump house, tank and well pump occurred in October 2001 with the Port owning a vertical turbine 150hp well pump motor, a 10,000 gallon steel storage tank, a 1,000gpm, 75hp fire booster pump, two 60gpm, 10hp booster pumps and an emergency CAT 300KW generator. 12" water distribution lines were constructed to the west side of the industrial park to our first tenant, Royal Ridge Fruit and Cold Storage and to the east side of the park to our second tenant, Grant County Public Works. A 95,500 water reservoir was completed in 2003.

In 2002 the Port purchased approximately 19 acres north of Grant County Public Works. In 2004, 1.25 of those acres were sold to PUD for an electrical substation to help supply future electrical power to the Port's Industrial Park.

In 2004 our third tenant, Norwest Ingredients, located in the Port's industrial park. They expanded later and completed construction on a large warehouse facility in 2012.

The Port also extended the 12" water main to the remainder of the lots to "loop" the system in 2004. The pumping facility was also reconfigured to include 100hp fire pump, and 75hp variable speed pump.

Royal Ridge Fruit and Cold Storage purchased an additional 12 acres of land to the south of their facility in 2005, to expand their cold storage area to hold 18 million pounds of product. They also modified their offices. In 2013, they did a large expansion and purchased 10 acres to the north of them.

Because of a well pump failure, the Port rebuilt the current well pump and purchased a larger motor (200hp). Improvements were also made adding a pre-lube valve.

Blue Sky Management purchased 15.4 acres in 2007 and constructed an onion packing facility and an onion storage. They used the facility in the late fall of 2007 but completed construction of offices and moved in around March, 2008. Their second onion storage was constructed in 2010. In 2013 the purchased an additional 18.65 acres and started constructing two onion storages and two potato storages. These were completed in time for harvest in 2014.

Due to the fact that our current tenants chose to purchase the lots instead of leasing them along with there being outside interest of an ethanol company needing 70 acres, the Port decided to purchase approximately 176 acres of land bordering the Port's Industrial Park on the south side in 2007. There was also an opportunity to purchase a 4 acre lot in the Hiawatha Industrial Park that has an 8" well and rail access. The Port purchased 240 acres previously owned by the county located on the west end of the Slope in 2008 for the purpose of trading it for 240 acres adjacent to the Port's Industrial Park. The trade was completed in 2010. The Port's current infrastructure can be extended to this additional 416 acres in the future. In 2012 the Port's additional land was permitted to be in the City's UGA for industrial development.

The Port purchased the former Bank of Whitman building for a bid of \$250,000 in 2012. This new location will get us closer to the industrial area. The former office building was advertised for bid and Gerald Brown was high bidder of \$137,000. This is now called Karen's Hair Salon. Unfortunately, in 2014 the building caught fire and burned down. They have since rebuilt and lease part of it to Grant County Integrated Services.

Because of the need for a second well, the Port kept pursuing funding and was awarded a U.S. Department of Commerce Economic Development Administration grant in 2011 for \$1.4 million to not only drill a second well, build a pumping facility and 100,000 gallon reservoir, but to also extend the 12" water main to the adjacent Hiawatha Industrial Park. Grant County SIP awarded us a \$175,000 grant and \$25,000 loan. The Port committed \$150,000 from our reserves, as well. The total price of the project is estimated to be \$1.75 million. The well drilling began in July 2012. The well ended up having to be drilled deeper, costing more than estimated. The second phase of the project was bid in August, 2013 which also came in higher than estimated. The second well came on line in July 2014 just in time for cherry processing! With very few funds left, the Port tried unsuccessfully to get additional funds from the EDA and CERB. However, Grant County SIP granted us \$260,000 and the Port committed another \$150,000 to do Phase 3; the waterline extension to the Hiawatha Industrial Park where businesses are asking for the water and fire flow protection. They are stifled by the exempt well limitation of 5,000 gallons of water a day and insufficient to no fire flow protection. The waterline extension project was started in September 2014. We only had enough funds to go to the east side of the Paradise Orchards' lot. The Port took advantage of purchasing the 12" mainline built by Jenks Bros. in 2015. In order for them to expand, they needed to have fire flow protection. When they said they were going to connect a 6" waterline to the Port's and extend it north to their apple facility, the Port said they would pay the difference to make it a 12" line and be owned by the Port.

The Port was also awarded \$750,000 from the Transportation Budget to rehabilitate the Royal Slope Railroad. The Port hired U.S. Rail Partners Ltd. to do a track inspection report and to mark the ties that needed replacing for "excepted" status of operation. The Port held a Shippers/Operators Forum in December 2012 with five short line operators saying they were interested in operating this line. It was suggested to put out the RFP for an operator at that time. However, it wasn't until much later — February 2014 that WSDOT finally advertised for RFPs.

The Port advertised for a contractor to do the rehabilitation and Railworks Track Systems was awarded the bid. They finished up with the rehabilitation work and repairing an unbudgeted washout by the first week in July, 2013. Along with completing the above work, the Port has on inventory approximately \$60,000 of railroad supplies including ties, crossing timbers, bolts, etc.

An Operator Selection Committee was formed in September 2013. WSDOT finally made an announcement that ARG was the selected operator in August, 2014. The Port held an Open House in September for the community and potential shippers to meet ARG. Unfortunately, ARG Transportation wasn't able to get enough shippers to find it feasible to operate the railroad.

The Port asked our legislators; Representative Manweller and Senator Warnick to create a bill to transfer the title of the railroad to the Port. Having local control over the railroad will give us the ability to move forward in acquiring an operator along with being able to maintain the railroad. The Bill was created and was passed unanimously in both the Senate and House. Governor Inslee finally signed it about the last week of session 2015.

The Port advertised for an operator and selected Frontier Rail/ Paul Didelius. It has taken time to work through the legalities and for him to get approval from the Surface Transportation Board to be the operator of the line. Finally, in August 2016, he received approval. Paul has been storing empty oil tankers on the rail to generate some income. He has started moving the tank cars around and has recently located some of them in the Hiawatha Industrial Park area. He has been testing the rail for any soft spots or problem areas. Having the rail cars visible shows the community that rail service has been restored.



Port Commissioner Frank Mianeki



Railroad operator, Paul Didelius purchased this locomotive and located it in the Royal area. He named this railroad the WRL which stands for the Washington Royal Line.



In the winter of 2016 and spring of 2017 corn was shipped out and fertilizer was brought in by rail. These are the first shipments by rail in at least two decades!

SADDLE MOUNTAIN INDUSTRIAL PARK TENANTS

Royal Ridge Fruit & Cold Storage

In 2001, the Port had an interest of a fruit processing plant locating in the industrial park. The Port constructed water lines to the west side of industrial park for this company. Royal Ridge Fruit & Cold Storage became the Port's first tenant. They process sour cherries and hydro-cool sweet cherries. They are the nation's largest independent producer of the Montmorency red tart cherry for juice concentrate in the United States. In 2005 they expanded their facility and increased their freezer space area to hold up to 18 million pounds of product. They purchased 10 acres to the north of them from the Port in 2013 and again expanded. They also dehydrate cherries, strawberries, and process blueberries. They have coated some of the berries with yogurt and some with chocolate. They are sold under the brand of Stoneridge.

Royal Ridge Fruit & Cold Storage
13215 Road "F" SW
Saddle Mountain Industrial Park
P.O. Box 428
Royal City, WA 99357

Telephone: 509-346-1520
Fax: 509-346-2098
Email: kevin@royalridgefruits.com
Website: www.royalridgefruits.com



Grant County Public Works Road District #3

Another entity purchased land on the east side of the industrial park of which the water line was also extended to their lot. Grant County Public Works became the 2nd tenant in the Industrial Park and moved into their new facility around January of 2003. Road District #3 is the largest in Grant County and this office and shop is a great addition to the Royal area. In 2017 the Port hopes to complete a land trade with GCPW. They would like the additional 5 acres to the west of them and the Port would like the former refuse station consisting of about 21 acres.

Grant County Public Works
13766 Road "E" SW
Saddle Mountain Industrial Park
Royal City, WA 99357
Foreman Jason Collings



Norwest Ingredients build a warehouse and office facility in 2004. In 2012, they completed construction, adding a large warehouse. They are a manufacturer and distributor of natural mint oils and mint fractions, specialty essential oils and fruit essence products. They specialize in flavor and fragrance development and duplication for the food, personal and oral care industries. In October 2016, they purchased 3.35 acres to the south of them for expansion.

Norwest Ingredients, LLC

Norwest Ingredients, LLC
 5314 Road 13.9 SW
 Saddle Mountain Industrial Park
 Royal City, WA 99357
 Telephone 509-346-2200
 Fax: 509-346-2320
 Email: info@norwestingredients.com
 Website: www.norwestingredients.com



Blue Sky Management, LLC moved into their facility in early 2008. They have an onion packing facility and a large onion storage. They built their second onion storage in 2010. They purchased an additional 18 acres from the Port in 2013 and built two onion storages and two potato storages ready for harvest in 2014.

Blue Sky Management, LLC

4681 Road 13 SW
 Saddle Mountain Industrial Park
 Royal City, WA 99357
 509-346-0019



In 2015 the Port sold 4 acres in the Hiawatha Industrial Park to a trucking company named Bartelson Trucking, that was established in Tacoma. They plan to haul agriculture products from Idaho and further east to this lot and use it as a staging area. They have two top-picks that will take the containers off the long-haul trucks and put them on trucks that will ferry to the Port of Tacoma and back. As their business grows they anticipate they will need rail service to replace the long-haul trucking. This was our first business from outside our area.



In January 2016, the Port sold 8.72 acres next to Well facility #1 to Sannar and White, partners. They have the Agro-Synergies business on the north side of Highway 26 that used to be Jock's Flying Service. They plan to build a rail siding to their property and start railing up minerals and other items to mix with the soil. They also plan to rail this mixture back to California where their base is.

The Port started to Plat the 18 acre Verbrugge property in the winter of 2015 because Lad Irrigation had interest in locating a store here. In October 2016, the Port signed an Earnest Money Agreement with them for 7 acres of the new plat. They will be located right off of Highway 26 and just west of the Port's office. Lad is currently in the construction phase.

Port's Well Facility

The construction of the Port's 95,500 gallon water storage tank and telemetry project was completed in February 2003 which completed Phase 1 of the Port's planned water distribution system.



Pumps include a 200hp Vertical Turbine Well Pump; 75hp VFD Medium Flow Pump; (2) 10hp VFD Pumps & 100hp Fire Pump

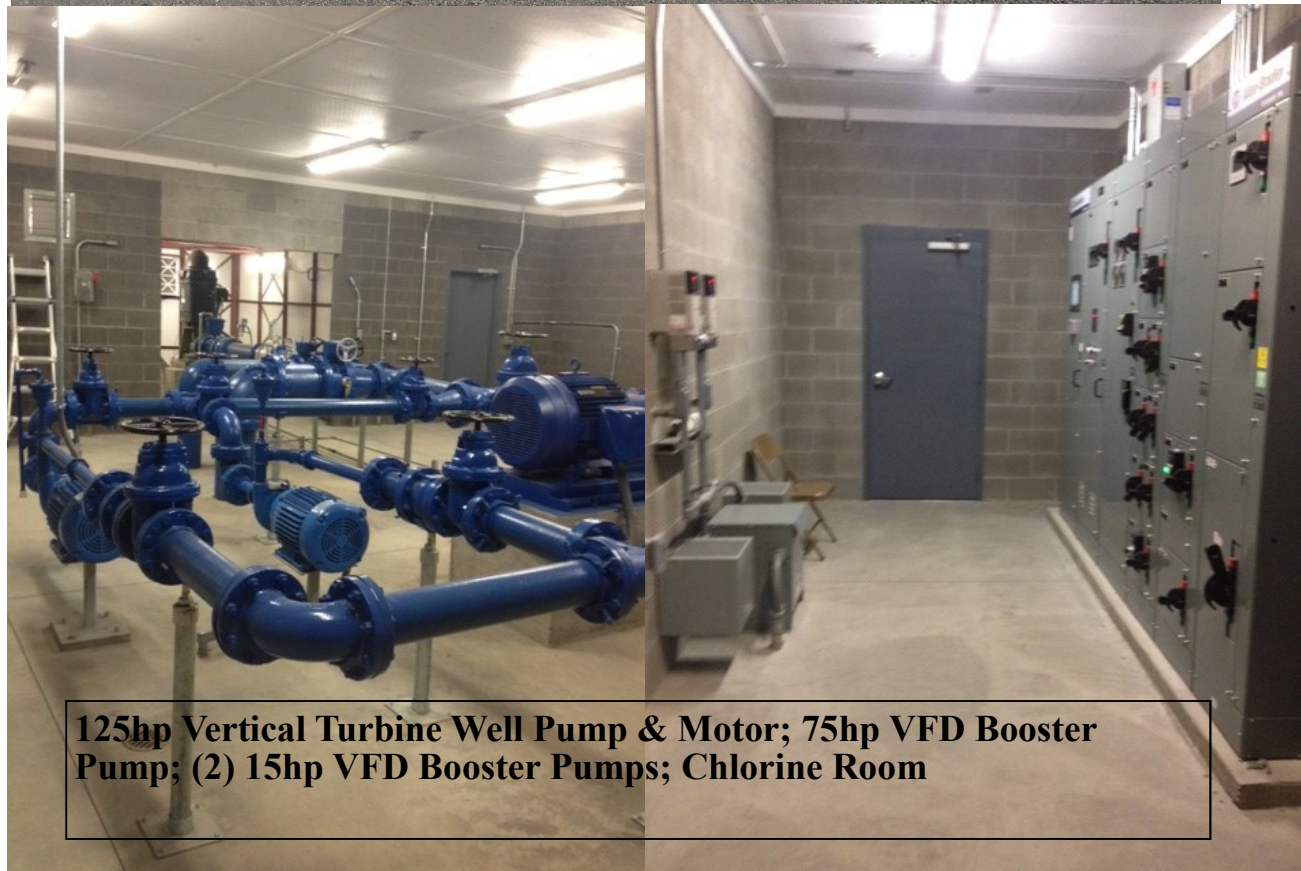
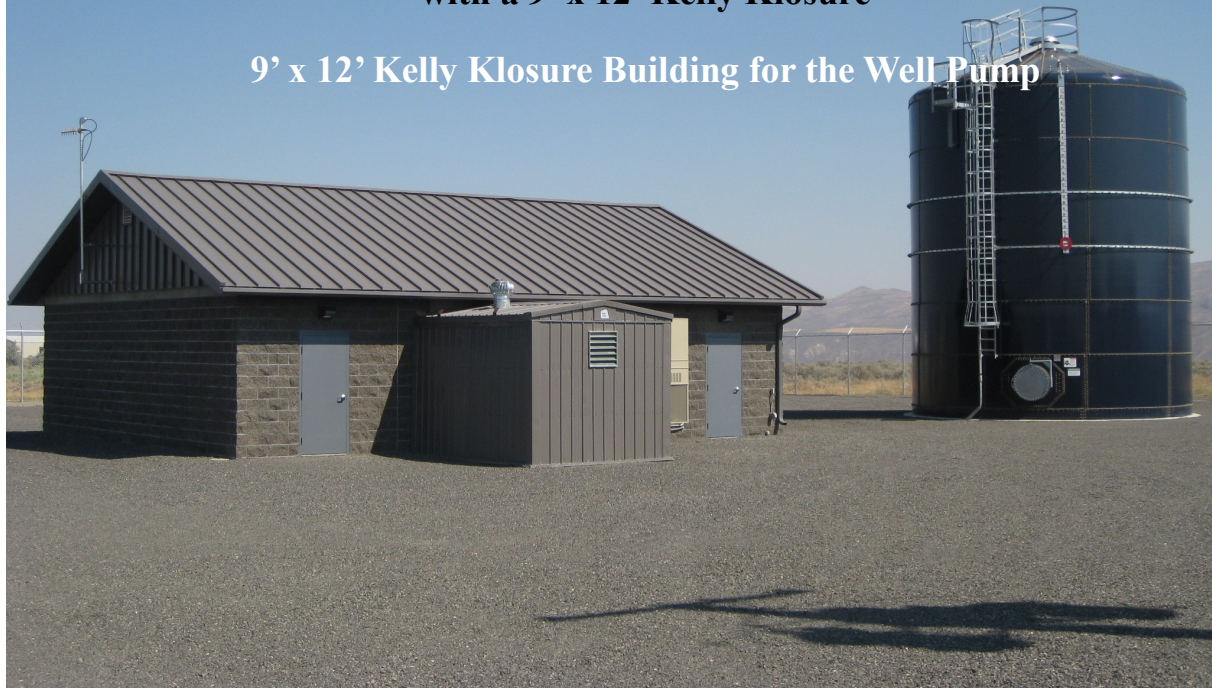


Phase 2 included extending the 12" water mainline to the remaining 14 of the original 19 lots, thereby connecting the system into one continuous loop. Fire hydrants were also placed along the distribution system. This was completed in 2005.

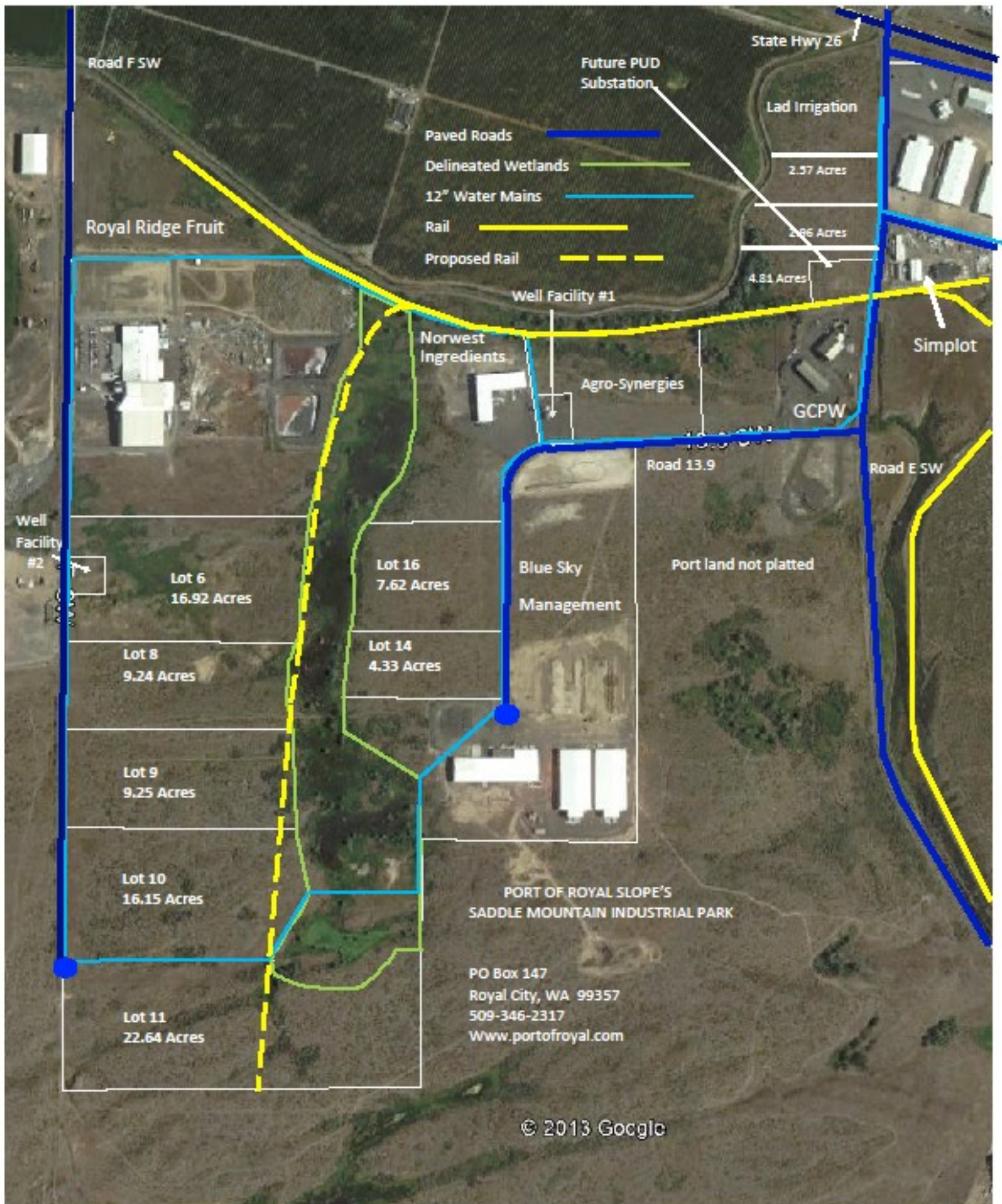
Well Facility #2 Completed in June 2014

100,000 Gallon Bolted Steel Tank; 33' x 42' Concrete Block Building with a 9' x 12' Kelly Klosure

9' x 12' Kelly Klosure Building for the Well Pump



125hp Vertical Turbine Well Pump & Motor; 75hp VFD Booster Pump; (2) 15hp VFD Booster Pumps; Chlorine Room



Aerial View of the Royal City Area and the Port's Industrial Park



Railroad Spur



Hiawatha Industrial Park



Royal City Area



Port's Industrial Park



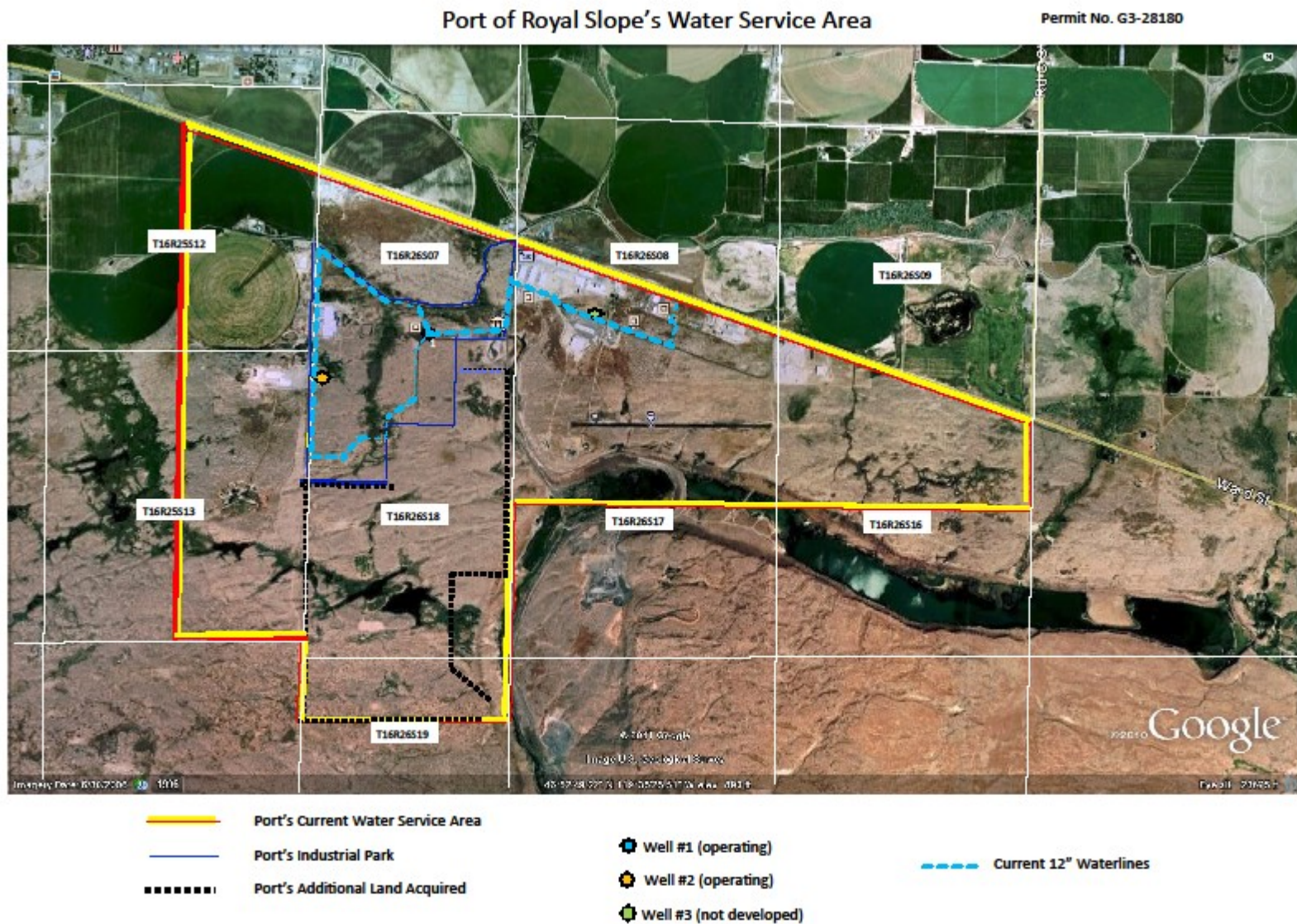
Port's Un-Platted Land



State Highway 26



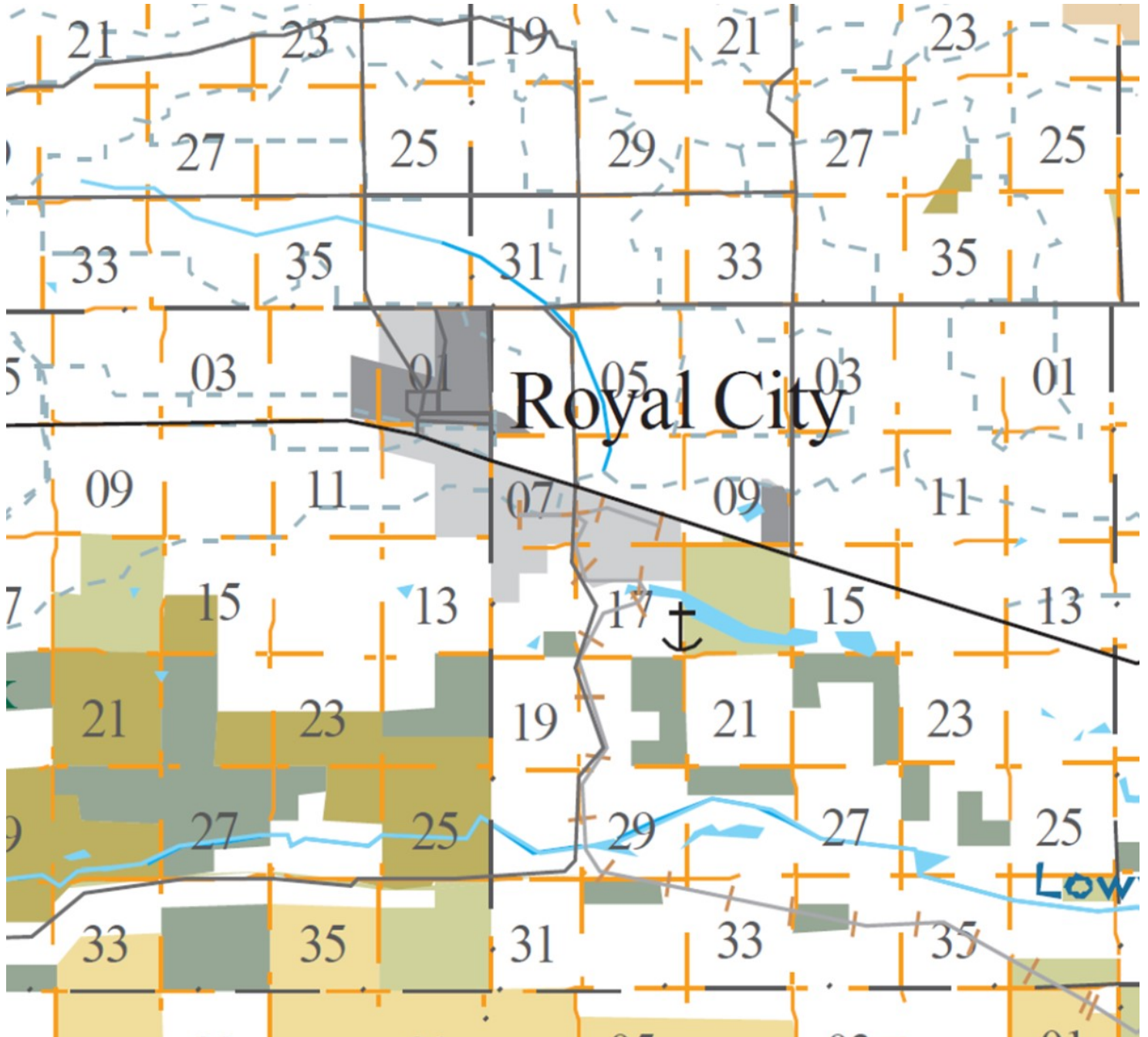
In 2015 the Port applied through the Department of Ecology's Water Conservancy Board to increase their water service area to include the over 400 acres of additional land the Port had purchased, Brown Boy Onions and the land to the north of them to Highway 26 and south of them to run along the same property boundary as the Port's southern border. The Port received approval of this in November 2015.



Those portions of Sec 07,08,09, N ½ 16 in T16R26 and E ½ of Sec 12 in T16R25 lying south of State Highway 26; and E ½ of Sec 13 in T16R25; and Sec 18, N ½ 17 in T16R26; and N ½ of N ½ of Sec 19 in T16R26 E.W. M.

In August 2016, with the encouragement of DOH, the Port connected the Sunfresh Water System to the Port's water system as a bulk customer.

Section Map





**PORT OF ROYAL SLOPE
RESOLUTION 2016.12**

A Resolution changing the Port's "Water Service Area"

Whereas, the Port of Royal Slope is authorized under RCW 53.08.040 to own and operate a water system to serve its own property and other property owners under terms, conditions and rates to be fixed and approved by the port commission.

Whereas, the Port has water permit #G3-28180 issued from Department of Ecology for commercial supply and fire protection allowing three (3) wells, with the maximum gallons of 2250gpm and maximum acre feet of 2400 per year.

Whereas, the current water service area does not include the additional land the Port acquired; and with future development and requests from property owners for fire protection, the Port Commissioners deem it is necessary to expand the water service area to now read:

Those portions of Section 7, 8, and 9 in T. 16 N. R. 26 E.W.M., lying South of State Highway 26; the E ½ of Section 12 and 13, T. 16 N., R. 25 E.W.M., Lying south of State Highway 26; all of Section 18, T. 16 N., R. 26 E.W.M.; N ½ of Sections 16 and 17, T. 16 N., R. 26 E.W.M.; and N ½ of Section 19, T. 16 N., R. 26 E.W.M.

Therefore, the Port of Royal Slope Commissioners do approve and adopt the new "Water Service Area" at a regular meeting of the Board of Commissioners, Grant County Port District No. 2, this 25th day of October, 2016.


Alan Schrom, Chairman


Davey Miller, Vice Chairman


Frank Mianeccki, Jr., Secretary

ATTEST:


Cathy Potter, Executive Director

PORT OF ROYAL SLOPE VALUES, GOALS AND OBJECTIVES

VALUES are the guiding principles of the Port Commission.

GOALS outline the broad picture of what we are trying to do.

OBJECTIVES are the details of how we plan to accomplish our goals.
They more specifically define what we are planning to do.

PORT VALUES:

- Be fiscally responsible
- Be responsive and open with residents of the district
- Treat tenants and residents of the district with respect and fairness
- Enhance the quality of life of our residents
- Build positive communications and partnerships with other agencies
- Preserve private industry
- Emphasize improvements of local agri-business opportunities
- Be environmentally responsible
- Ensure long term sustainability of the business community

PORT OF ROYAL SLOPE GOALS

1. Manage and maintain a sound fiscal ability to provide needed resources
2. Increase jobs by fostering economic development
3. Foster partnerships with other entities for economic and community development
4. Promote a diversity of transportation modes that serve agriculture, industry and other economic interests
5. Explore opportunities to aid in the development of alternative fuel supplies
6. Take advantage of opportunities to acquire property within the district useful to the port for economic development
7. Improve, maintain and operate port property and infrastructure.

OBJECTIVES FOR EACH GOAL

Goal #1. Manage and maintain a sound fiscal ability to provide needed resources

Objectives for Goal #1:

- Keep residents of the district informed each month of Port budgeting and expenditure process
 - Work toward limiting amount of annual debt payment to 25% of annual tax revenue.
 - Keep public informed about the consequences of initiatives that could drastically lower port revenues
 - Monitor and review budgets monthly
 - Take advantage of sources for matching funds, grants, or low interest loans whenever possible to fund worthy projects.
 - Maintain regular outside review of monthly income and expenses
 - Work for a levy lift when our taxing authority goes below \$.35 per \$1,000.
-

Goal #2. Increase jobs by fostering economic development

Objectives for Goal #2:

- Work to retain existing district businesses by supporting their needs whenever appropriate
- Provide educational opportunities and start-up services for local business interests
- Explore development opportunities beyond the current industrial park
- Continue marketing the district in order to attract new business, and to foster recreation and tourism

Goal #3. Foster partnerships with other entities for economic and community development

Objectives for Goal #3:

- Maintain ties and coordination with organizations engaging in economic development
 - Pursue opportunities to work with other entities in community development projects as allowed by port law
 - Encourage people from other entities to attend port meetings
 - Allow the use of port facilities and personnel as resources permit
 - Work with GC Planning Department to get the Port's Comprehensive Plan adopted into the County's Comprehensive Plan
-

Goal #4. Promote a diversity of transportation modes that serve agriculture, industry and other economic interests

Objectives for Goal #4:

- **Rail**
 - * Continue efforts to restore the Marengo to Ellensburg main rail line
 - *Install new sidings in the industrial park
 - *Work to increase the public awareness of the efficiency of rail transport
- **Airport**
 - *Pursue the possibility of acquiring a private landing strip for a municipal airport
 - *Explore the possibility of constructing a municipal airport

Continued. . . Objectives for Goal #4. Promote a diversity of transportation modes that serve agriculture, industry and other economic interests

- **Roads**

- *Work toward building a road that connects the Port's industrial park on the east side to the west side property

- *Extend Road "F" SW to the southern most part of Port property.

- *Work with the county to increase the efficiency of road use in and around the Port's industrial park

- *Explore the possibility of the Port resuming responsibility for roads inside the industrial park

- *Support road improvements throughout the district, county and state

Goal #5. Explore opportunities to aid in the development of alternative fuel supplies

Objectives for Goal #5:

- Welcome the ongoing exploration of natural gas and promote local uses if the gas becomes available
- Explore opportunities for cogeneration in the industrial park
- Make port resources available to companies pursuing alternative fuel sources
- Pursue the possibility of renewable farm source fuel development in the district
- Look into the feasibility of building farm fuel processing facilities

Goal #6. Take advantage of opportunities to acquire property within the district useful to the Port for economic development

Objectives for Goal #6:

- Review possible parcels of land that might be useful for future development projects
 - Inform land owners of identified parcels of our interest in acquiring additional land
 - Maintain contact with public land managers about our interest in acquiring additional land
-

Goal #7. Improve, maintain and operate Port property and infrastructure

Objectives for Goal #7:

- Continue to pursue the needed public utilities with the PUD
- Expand the port's water system to additional port land and to neighboring industries, when the need is documented and funding is available
- Provide wastewater treatment when feasible
- Work towards eliminating the wetland designation in the industrial park by "wetland mitigation banking"
- Develop a road across the industrial park for improved access to industries
- Develop plans for the DeHope Property
- Develop plans for the traded 240 acres
- Investigate the need to build "incubator" buildings to help new businesses get a healthy start
- Continue maintenance on port facilities including;
 - *Locating survey markers
 - *Repairing rolling fence
 - *Maintaining weed control
 - *Setting up well telemetry to report on status

Review Schedule

This Comprehensive Plan will be reviewed annually at the October monthly meeting. Public input is always appreciated.

CAPITAL IMPROVEMENT PLAN

Project	Estimated Cost	Estimated Completion	Funding Sources
Build Rail Sidings in Industrial Park	\$2,000,000	2020	EDA, CERB, SIP, Port Reserves
Plat 160 “T” Shape, DeHope Property . . . And 80 Acres	\$70,000	2019	State & Port Reserves
Build Roads for New Plat	\$1,000,000	2020	TIB, USDA
Extend Waterlines to New Plat	\$2,000,000	2024	CERB, Port Reserves
Build Road Connecting Industrial Park . . . East & West	\$150,000	2020	Port Reserves
Rail - Build on loading/off loading Facility	\$200,000	2022	Federal Rail Funding
Build Incubator Building	\$950,000	When Needed	USDA, SIP, Port Reserves
Wetland—Mitigation Banking	\$30,000	2020	Port Reserves
Do Planned Action EIS For Entire Industrial . Park	\$300,000	2019	Port Reserves & CERB
Wastewater Treatment Plant	\$8,000,000	When Needed	GO Bond, DOE, USDA
Look for Land to Buy/Trade for Port Expansion	\$1,000,000	Continuously	CTED & Port Reserves
Possible Land Trade with DNR	\$10,000	2020	Port Reserves



**PORT OF ROYAL SLOPE
RESOLUTION 2016.13**

**A RESOLUTION OF THE PORT OF ROYAL SLOPE ADOPTING A NEW
COMPREHENSIVE PLAN FOR THE PORT THAT WILL BE USED AS A PLANNING
GUIDE**

WHEREAS, this new Comprehensive Plan, in accordance with RCW 53.20, includes port goals and objectives and updates the Comprehensive Plan adopted November 2015

WHEREAS, said new Comprehensive Plan has been presented to and discussed with the Port Commission with revisions made; and

WHEREAS, it was advertised in the local newspaper for two weeks for the community to participate in the planning process

WHEREAS, at 4:00 PM on November 29th 2016, a public hearing was duly conducted by the Port Commission concerning the new Comprehensive Plan, and there being no objections and it is in the best interest of all concerned that it be adopted and the full and complete Comprehensive Plan of the Port of Royal Slope, superseding all other plans and amendments.

NOW, THEREFORE BE IT RESOLVED that said plan is hereby adopted as the Comprehensive Plan of the Port of Royal Slope pursuant to RCW 53.20 and shall supersede all prior plans and amendments whatsoever.

DATED this 29th day of November, 2016

**PORT OF ROYAL SLOPE
BOARD OF COMMISSIONERS**

Alan Schrom, Chairman

Davey Miller, Vice-Chairman

Frank Miannecki, Jr, Secretary

ATTEST:

Cathy Potter, Executive Director